



RENEGADE 720

A few years ago I had the opportunity to test-drive an Adam Younger-designed 10m RIB fitted with twin 300hp outboards, and at the time I was very impressed by the handling and performance of the craft.

Although I was aware that his designs were refreshingly modern, it was not until last year's RIBEX show that I saw one of his production leisure-orientated craft in the form of two very stylish Renegade RIBs. We had intended testing these craft at the earliest opportunity but, quite rightly, the Renegade boys wanted to give their new products a thorough shakedown, and propeller trials, before letting us loose on the finished product, and it was not until December 2009 that we finally got our hands on their demonstrator 720. Being late in the season, the weather would be a lottery, but on the day we were blessed with clear, sunny winter skies and smooth seas.

With its relatively small diameter, tapered dual-tone white/dark-blue Hypalon tubes and raked steering console/seating set well aft, the craft looks fast just sitting on its trailer; for those wanting the 'sports' look, allied to a practical layout, the Renegade appears to be spot on.

In the bow there is a stout mooring post attached to a two-metre-long raised deck

section which can be fitted with a sunbathing cushion, and beneath there is a small anchor locker and a spacious dry-storage locker, both properly secured by metal marine catches. On the latest craft the whole deck is a one-piece moulded section, and this is covered with smart-looking artificial teak. The sporty-looking console is fitted with a couple of oval 'portholes', and



TECH AT A GLANCE

RENEGADE 720

LOA: 7.2 m
Width: 2.44 m
Weight: 645 kg unladen
Persons capacity: 8
Max hp: 200
Recommended engine:
Mercury 200 Verado

Prices:

From: £45,796
200hp package; smaller engines available on request
As tested: £58,817

on this particular craft a hinged 'suicide' seat with grab handles gives access to the dashboard electrics; without the seat, the extra console space provides enough room for a toilet to be

installed, adding further appeal for family use. The simple, correctly laid-out dashboard is finished in smart non-reflective black, with everything to hand and topped with a stout stainless-steel grab handle extending up the passenger side and right across the top of the small raked windscreen.

Behind the console are two tubular stainless-steel

The overall finish of the craft was very good, with particular attention being given to the structural soundness of the deep-V 24-degree performance-orientated hull.

'jockey' seats with wrap-around backrests, which blend in perfectly with the large-diameter raked double stainless-steel A-frame, mounted above the three-man rear bench seat. While the front seats were comfortable and set at just the right height and distance from the steering wheel, the wrap-around rear seat backrest was set too low, and despite the three separate steel looped headrests, I found the angle and shape uncomfortable. Evidently Renegade are already



Good ergonomics make this layout attractive and functional



aware of this criticism, and all future craft will be fitted with a revised, more comfortable rear seat arrangement, with increased storage beneath.

Right aft is a large splash well, beneath which two small-diameter deck self-drainers

pass, supplemented by a 1500 gph bilge pump (future craft will sport larger self-drainers). The substantial and stylish A-frame doubles as a wakeboard/ski attachment, and on this particular test boat it was fitted with a radar scanner.

The overall finish of the craft was very good, with particular attention being given to the structural soundness of the deep-V 24-degree performance-orientated hull. As previously mentioned, this craft looks as if it should handle well,

TECH TALK



CONSOLE

The simple, correctly laid-out dashboard is finished in smart non-reflective black, with everything to hand and topped with a stout stainless-steel grab handle extending up the passenger side and right across the top of the small raked windscreen.



SEATING

Behind the console are two tubular stainless-steel 'jockey' seats with wrap-around backrests, which blend in perfectly with the large-diameter raked double stainless-steel A-frame





From a standing start - the Verado delivers punch

particularly with the attractive lines of the hull, so I was keen to see if the Renegade 720 performed as well as it looked.

On a flat Southampton water we were able to exploit the craft's excellent handling and performance, as it turned and responded like a well-sorted race boat rather than a family runabout, and for me provided an extra element of driver satisfaction. A flat sea did not give us the chance to exploit the craft's rough-water potential, the only waves available coming from the wash of the numerous Isle of Wight ferries, but as we leapt over their steep wash, the Renegade flew and landed arrow straight, with no unexpected quirky moments. The test craft was fitted with electric trim tabs, which I found significantly helped the craft's running angle, and I formed the impression that these would be essential to keep this relatively light, fast hull performing to its full potential.

To sum up, with the emphasis on performance, some RIBs can be compromised in relation to space/comfort, and in the

PERFORMANCE FIGURES

	Knots	Seconds	RPM	LPH
	0 to 20	7.5	3750	18
	0 to 30	11.0	4250	31
	0 to 40	17.0	5000	57
Top speed	47knots		6000	75

NB: Fuel consumption taken from the Mercury Verado 200 engine's own management system.



The multi chine hull grips well in turns

case of the Renegade 720 it is not the most spacious craft for its length. Nor does it fit the criteria of the dual-role leisure/semi-commercial RIB that many makes do. But as an attractive, fast, family sports RIB, with a good turn of speed

and superb handling, it will appeal to those who put the emphasis on style and finish, while having fun getting to their destination quickly, efficiently and arriving with a broad satisfied grin on their faces.

Paul Lemmer

TECHNICAL INFO RENEGADE 720

SPECIFICATIONS

Length overall: 7.2 m
Width: 2.44 m
Weight: 645 kg unladen
Persons capacity: 8
Max hp: 200
Recommended engine: Mercury 200 Verado
Deadrise "V" @ transom: 24 degrees
Tube diameter: 430 mm tapering to 330 mm at bow
Number of chambers: 5
Max load capacity: 870 kg
Tube material: Hypalon
CE category: C
Warranty: 2 years

STD EQUIPMENT

Two tubular stainless-steel jockey seats, sports console with stainless-steel grab rail, stainless-steel A-frame with LED navigation lights, moulded rear seat with storage locker and gas struts, pop-up cleats, towing eyes, automatic bilge pump, hydraulic steering, stainless-steel 200-litre under-deck fuel tank, deck drains

TEST CRAFT EXTRAS

Flexiteek decking, Samson post, deck lights, Garmin 5008 touch-screen plotter, Garmin VHF 100i radio, Garmin GMR 18 high-definition radar, in-hull sounder, dual battery system with voltage-sensitive relay, offshore compass, Fusion DVD player and four speakers, rear seat backrests, power hydraulic steering, console sports seat, trim tabs with EIC, additional fuel gauge, locker lights

PRICES (INC VAT)

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200hp package; smaller engines available on request
As tested: £58,817

Manufacturer – UK distributor Renegade Ribs

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