

**FREE DIGITAL MAGAZINE**

# Motorboat Owner

SEPTEMBER 2019

*Affordable practical boating*



*Sealine S41/S42/S43*



**BOAT TEST**

## *Agapi 950 Cabin*



*Destination Guide*  
**DIVES-SUR-MER**



Fitting a bowthruster remote ● OceanMaster 605S ● Fairline Vixen



# Agapi 950 Cabin

## BOAT TEST

Length (LOA): 10m / 32ft 10in

Beam: 3.06m / 10ft

Displacement: 2,200kg (ex engine)

Fuel capacity: 300-480 litres

Water capacity: 90 litres

RCD category: C12

Engines as tested: 2 x Yamaha F300

Other engine options: Single outboard up to 350hp, twin outboards up to 300hp

Price from **£150,000**

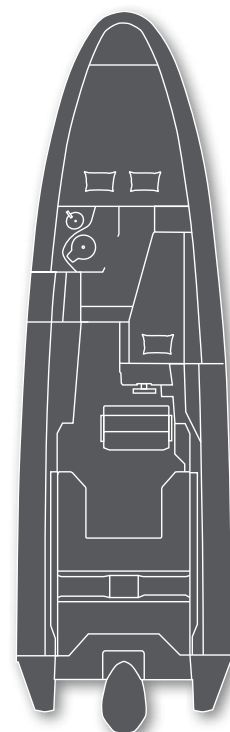






**R**IBs offer a very versatile way to get on the water. They usually punch above their size when it comes to seaworthiness, and deliver performance that is akin to a sports car on the water. On the whole though, they usually lack one thing, or rather a combination of things, facilities and onboard comfort. Maybe a cabin RIB is the answer. These combine the rugged toughness of a RIB with some level of facilities you are more likely to find on a cruiser. We jumped onboard the Agapi 950 to see if one boat could deliver the perfect balance of visceral fun, and onboard comfort.

Being a RIB, getting onboard couldn't be easier. The tubes are almost at pontoon height and all along the top of both sides there are some very non slip patches stuck to them to ensure good grip underfoot. The tubes blend into the side decks, themselves topped with non-slip synthetic teak, to provide side decks that are, effectively, about two



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foot wide. There are no external stanchion rails, but the top of the windscreen side sections offer good hand holds to ease your way past the helm, where internal mounted pulpit rails take over, at least until you get to the large, flat foredeck. Here, there is little for crew to grab hold of, and it feels like quite an exposed place

***“When open RIB meets 32ft sportscruiser, this is a cunning Swedish crossover”***







to be, so foredeck crew are going to have to choose the right time to go forward for mooring and anchoring duties. The anchor locker is large enough to take a few fenders and the fold down cleats are a nice touch to reduce tripping hazards and keep everything looking sleek. Over the top of the cabin you can opt to install a sunpad,

and located between the two pulpit rails, it would be a secure place to be, even when underway. You can opt to have some lower profile rails on the foredeck, but with little else to steady your way up here, the taller rails, as fitted to our test boat, are considerably more practical.

In the cockpit you get some great



*The aft cockpit seating is very flexible, offering a large array of options thanks to its sliding backrest*



space for family dayboating. At the transom there is a large, U shaped seating arrangement around the transom that is about as versatile as it gets, with options to sit, lounge, with or without table, or convert the whole thing into a large sunpad thanks to a clever backrest that slides fore and aft. This trick means that the transom seat can also deliver a comfortable, three to four person, aft facing bench seat, if required, and also you can choose whether to have your sunpad inside or outside of the cockpit. Below the aft section of seating there is a huge lazarette cum equipment space, with access to fuel filters, batteries etc via an electrically lifted hatch. This is also where the boat's gas locker is housed, with space for a single 907 sized Camping Gaz cylinder, as well as the double cockpit table that is neatly stored on the underside

of the hatch cover. Additional, and more easily accessible, storage can be found in the transom seat backrest and goes full width of the seat.

Moving forward, there is a two-person helm seat that flips over to reveal a small galley unit below. This is a fairly basic set



*A compact galley unit below the helm should cater for dayboating and the odd night jaunt*





up, with a single burner hob and small sink, but perfectly adequate for making a hot drink or some simple hot food. The clever part of the helm seat is that when it is flipped back like this, it creates a two person aft facing seat in front of the aft cockpit table, adding to the already generous seating behind. In the base of the helm seat/galley unit there is a small drawer refrigerator to complete your galley facilities.

The helm console offers an adjustable steering wheel and enough space to mount a good-sized multi-function display plus a VHF radio with a little space left over for additional kit, such as the dedicated

engine instrument display as fitted to our test boat. You also get a bank of switchgear, a couple of cup holders and a stainless steel foot rest. The best part of the helm though is probably the optional carbon fibre T-Top overhead. This £9K extra provides shelter from the sun, but more importantly for a northern European climate, it provides a framework for a cockpit enclosure. With the canvas in place you get a very protected driving experience and a canopy that is cleverly designed to allow flexibility in its use, and ease of access to deck space even when fully installed. On top of the T-Top there is a solar panel for battery charging when

***“Weekend comfort, there are three berths, with an additional occasional double in the cockpit”***

away from shorepower.

Alongside the helm is a companionway down into the cabin. The 950 is primarily a dayboat, so facilities down here are not expected to be as luxurious as a cruiser,

but even so, they are pretty good. You get a double vee berth forward, which is a generous size and offers under bunk storage, and there is a separate toilet compartment to port. This is rather





PERFORMANCE					
As tested 30% fuel 40% water 2 crew Force 2					
RPM	Knots	LPH	GPH	MPG	Range (nm)
600	3.8	4.8	1.06	3.58	378
1000	6.0	9.8	2.16	2.78	293
1500	7.3	15.9	3.50	2.09	220
2000	11.3	25.8	5.68	1.99	210
2500	19.5	39.5	8.69	2.24	236
3000	24.2	48.4	10.6	2.28	240
3500	29.8	62.5	13.7	2.18	230
4000	36.4	91.3	20.1	1.81	191
4500	40.3	123.6	27.2	1.48	156
5000	44.9	159.1	35.0	1.28	135
5500	49.9	202.3	44.5	1.12	118
5600	50.2	203.8	44.8	1.12	118

compact and lacking in head height, at only 4ft 7in, but is actually quite usable once inside. The aft part of the cabin offers around 5ft headroom and offers a bench seat that doubles up as another berth. This is probably best described as a single, varying in width from 3ft 6in down to just 18 inches, but could be used as a double at a push. Again there is some under bunk storage, with one or two other small storage solutions scattered around the cabin. The cabin is quite dark, with just a couple of small portholes and an overhead hatch, but as a place to spend the occasional night it offers enough

space and facilities, and a good level of privacy and comfort, for a couple, and I would have no trouble extending my stay onboard for a longer cruise. If you do need to sleep more onboard, the large aft sunpad is over 6ft long and could easily



*Top spec, our test boat was fitted with the twin F300 Yamaha option, hitting just over 50 knots*

*“It hit 40 knots in just over 10 seconds, it’s fast, raceboat fast”*



be put into service as a double, once the cockpit canopy is erected.

Out on the transom there is a small bathing platform either side of the engine/s, with a transom shower and boarding ladder located on the port side. Our test boat was fitted with the most powerful engine option, twin 300hp Yamaha that add just shy of £20k to the starting price. Other options include a single 350, or twin 200’s or twin 250’s.

The overall package is just about trailerable if you deflate the seven chamber tubes to reduce overall width, and a trailer is available on the options list. The tubes are also mounted in such a way

that they can easily be slid off for repair or replacement, if needed.

### Underway

The 950, with twin 300’s, delivers just about all the performance you could ever want. With maximum speeds of just over 50 knots, it is certainly fast enough, but it’s not just all about out and out speed. The performance is delivered all the way through the throttle range with the boat jumping onto the plane in just three seconds, hitting 30 knots just four seconds later and carrying on to reach 40 knots in a shade over 10 seconds. That’s not just fast, that’s race boat fast. Of course, all



this power would be nothing without a hull that can put it down into the water safely and with a good degree of control. Luckily the Agapi 950 does not disappoint on this score and the hull laps up the high speeds with ease. The hull grips well, with just the merest hint of ventilation in really tight turns that helps keep everything under control and in check. The steering is light, precise and perfectly balanced to make helming an absolute delight, and those engines just never seem to run out of torque. On flat seas you can cruise at 40 knots effortlessly and at 30 knots any wake we encountered on our otherwise calm day disappeared beneath the hull without a murmur. Before I get too carried away, it is worth noting that although noise levels are pretty good at normal cruise speeds, things do get rather loud at the top end. Having said that, at over 200 litres per hour, most will settle for keeping the



*A solar panel is fitted to the carbon fibre T-top*

engines at least 1000 rpm below maximum where fuel consumption is a little more bearable, noise levels are acceptable and speeds in the 30-40 knots range should prove more than adequate.

At the helm the screen offers good protection and excellent visibility while the helm seat delivers a comfortable driving position either seated or leaning. The electronic throttles are very sensitive and, with this much power on tap, will require careful use in choppy conditions

to avoid accidentally putting too much power down when not required.

### Conclusion

If you are looking for a day boat that offers stunning performance as well as very competent facilities for occasional overnighting, the Agapi 950 must be right up there among your contenders. At high speeds the fuel usage is going to hurt your pocket, but at more modest speeds of up to 30 knots the 950, even in twin 300hp guise, returns a very reasonable 2+ nautical miles per gallon, which is comparable to many other cruisers of this size, including diesel powered ones. The only problem we foresee is that the whole package is so competent,



*Fitted with teak and rails as an option, the foredeck feels quite exposed but looks very smart*

and fun to drive, at those higher speeds, it may be difficult to suppress your urge to explore those last 1500rpm and take a bit of a hit in the wallet for your enjoyment.

**ENQUIRIES: Williams Marine and Watersports** [www.williamsmarineandwatersports.com](http://www.williamsmarineandwatersports.com)



### YOU MAY ALSO LIKE



#### Capelli 1000WA

*A 10-metre RIB with a two-berth cabin, toilet compartment, lower galley and twin outboard engine options up to 600hp.*

LOA: 10.07m

Beam: 3.35m

Displacement: 2900kgs

Enquiries: Ideal Boat

01758 703013

[www.idealboat.com](http://www.idealboat.com)

PRICE from £139,995



#### Zar 95 Sport

*The funky Italian Zar also has a cabin and separate toilet compartment and incorporates a large forward dinette*

LOA: 9.60m

Beam: 3.30m

Displacement: 2500kgs

Enquiries: Boat Smart

02381 783400

[www.boatsmart.co.uk](http://www.boatsmart.co.uk)

PRICE from £169,500



#### Nimbus T9

*No tubes. The latest 9-series outboard-powered model from Nimbus comes with a stepped hull and offers 40 knots from up to 350hp.*

LOA: 9.35m

Beam: 2.95m

Displacement: 2800kgs

Enquiries: Offshore Powerboats

01590 677955

[www.offshorepowerboats.co.uk](http://www.offshorepowerboats.co.uk)

PRICE from £155,668

**> NEXT MONTH Beneteau Antares 9**