

BARBARY COVE

ALUMINUM BOATS FOR PROFESSIONAL MARINERS

**New 25' Barbary Cove
Aluminum RIB
\$78,000**



Builder: Barbary Cove Yachts
Designer: Steve Pollard
Year: 2010
Location: Sedro-Woolley, WA

LOA: 25' 2"
Beam: 9' 11"
Displacement: 3,200 Lbs
Capacity: 2,500 Lbs.

Features:

- All Aluminum Construction – .250" 5086 Hull Bottom
- "Aircraft Style" Interlocking Transverse Frames and Longitudinal Girders with Watertight Bulkheads
- "Wing" Custom Crafted Polyurethane Air Inflated Collar – Approximately 24" Diameter, Dual Bottom, Full Rubstrake, and Heavy Duty Lifeline
- 25" Shaft .190" 5086 Aluminum Outboard Motorboard
- .190" Deck - Currently unpainted
- Deck is 11' 6" Long x 76" Maximum Width at front of the Center Console
- 36" Wide Center Console constructed of .190" 5052 Aluminum with Polycarbonate Windshield
- Aluminum Radar Arch
- Complete Fuel System with 80 Gallon .250" 5052 Aluminum Tank
- 12 Volt Electrical System with Panel, Batteries, LED Navigation Lights, Bilge Pumps, and Courtesy Lights in Battery Compartment
- One Bow Eye and two Double Eye Transom Eyes
- Two Transducer/Anode Brackets with Oversized Aluminum Anode
- Ready to Paint with your Choice of Colors
- Ready to rig Outboards, Electronics, and Canvas of Your Choice

**Call Jim Bower at 425.301.6015 for more information
500 Metcalf St., Sedro-Woolley, WA 98284 • www.barbarycove.com**

Why Polyurethane for RIB Collars?

Answer... Because it's tougher, stronger, longer-lasting and better looking. It provides superior abrasion resistance, puncture resistance, UN resistance, and tear-strength, as measured against our competitor's PVC, Hypalon, and Neoprene-coated polyester tubes

“Twenty years ago the RIB industry had never heard of polyurethane. Now it's being spec'd by the Navy for all their new boats.”

Wing's 40 oz. per square yard polyurethane boat fabric is an industrial-strength variant, a custom formulated 'miracle fabric'; waterproof, air-proof, and yes, extremely puncture and abrasion resistant; quality and performance you won't wear or sit on, but will sense at first sight, and feel the first time you take it out on the water.

Originally formulated in the nineteen sixties for use in portable aviation fuel bladders, heavy-duty polyurethane coated nylon is highly inert, in other words very stable and resistant to a variety of chemicals, while remaining pliable and workable throughout a wide temperature range.

Both on the water and in the lab when compared to other fabrics Wing's polyurethane fabric outperforms the rest in four critical areas, offering superior puncture, abrasion, and UN resistance while providing greater tear-strength. And unlike competing neoprene and Hypalon fabrics that must be glued, polyurethane can be heat and R/F (radio frequency) welded – a process that chemically and mechanically fuses the material together in a manner that makes seams and attachment points far stronger than the original fabric itself. Yet repairs in the field are fast and straightforward using appropriate adhesives.

In the early eighties. Wing Inflatables founder Bill Wing sought a tougher alternative to neoprene and hypalon fabrics for his line of commercial white-water rafts. Wing proved-out polyurethane's strength and longevity through a decade of hard use on white-water rivers around the world. Almost overkill for all but the toughest white-water applications, during the early nineties Bill pioneered polyurethane's use for tubes and sponsons for work-boat and military RIBs. It was here that the material's performance characteristics were fully-tested, often by skeptical crews, and eventually fully realized. Salt spray, high-speed wake abrasion, wave shock, tube to steel-hull contact, and intense UN and chemical exposure worked simultaneously to 'blow-up' the fabric.

Traditions die hard sometimes. Neoprene-coated polyester had been around since the fifties; Hypalon since the seventies. But polyurethane's ability to withstand almost any abuse and outwear the other fabrics by a factor of two or three times and look better doing it, couldn't be ignored. Skepticism gave way to grudging admiration, and soon to full-throated enthusiasm. In the span of less than twenty years, Wing polyurethane came from nowhere to just about everywhere in commercial and military marine RIB applications, the standard for beauty and durability by which all others are judged.

So, what might you ask, is the downside to this miracle fabric? Well, all this performance comes at a price. Polyurethane fabric of this quality is more expensive than any other. But putting beauty and flawless craftsmanship aside, pound for pound, and square yard for square yard, this kind of performance is actually quite inexpensive; and when lives are depending upon it, some would say even dirt-cheap and worth every penny!



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