



RYCK 280

RYCK 280: the head-turning walkaround

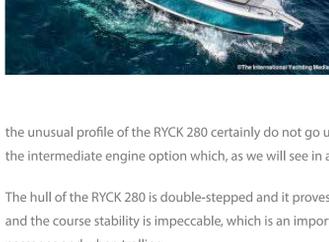
BY [LUCA D'AMBROSIO](#) OCTOBER 26, 2021 BOAT TESTS / BOATS / MAXI-RIBS & LUXURY OPEN CRUISERS / MOTOR BOATS / NEWS · 1

RYCK 280: big, sporty and beautiful

The **Hanse Yachts** group, the second largest boat manufacturer in the world in terms of numbers of boats sold, is simply unstoppable. There are in fact numerous brands belonging to the German group that have written nautical history, both in sailing and motor-boating sectors where Fjord, just to mention one example, has created a range of luxurious, walk-around boats whose deck design has literally conquered and influenced the entire market.

This shipyard has always demonstrated a great ability to innovate, anticipating market trends. A quality which, with the launch of the **RYCK Yachts** brand and the presentation of the new RYCK 280, is unequivocally reaffirmed. So you will easily understand why we could not resist jumping aboard hull no.1 to test it and study it in detail.

RYCK 280 Sea Trial



It is a windy day at La Napoule, the sea is very rough and the wind creates short, steep waves: a very demanding testing ground for the RYCK 280.

We climb on board just as the boat is being refueled and we can't help noticing that there is plenty of room for everyone in the cockpit, there are five of us and we can all get around perfectly without getting in each other's way.

We leave the harbour slowly, amidst the admiring glances of the other boats, the iridescent livery and the unusual profile of the RYCK 280 certainly do not go unnoticed! The boat is powered by a **Mercury Verado 300**, the intermediate engine option which, as we will see in a moment, is definitely the best one.

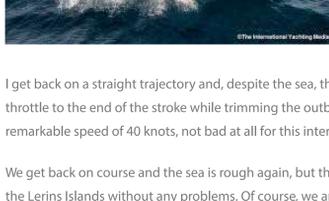
The hull of the RYCK 280 is double-stepped and it proves to be good already running at idle; the roll is contained and the course stability is impeccable, which is an important endowment both to move well in the narrowest passages and when trolling.



Today we will have to face the rough sea of the Gulf of La Napoule up to the Lerins Islands; only there we will be able to take some acceptable shots from our drone, so we break the delay and put the bow in that direction.

Accelerating, the boat gets up on plane. The wake comes off at 12/14 knots, the boat frees itself from the grip of the water and begins to glide lightly, suspended on the air cushion created by the hull steps. We immediately feel under our feet that the hull is working well, every push on the throttles corresponds to an increase in speed, there is no resistance and the attitude of the RYCK 280 remains unchanged, always perfectly horizontal.

At 20/25 knots, we go from one wave to another without apparent effort. The scimitar-shaped bow does a good job, literally separating the waves and cutting them in two, so much so that the boat doesn't even slow down when we meet them. I speed up again and get up to around 27/28 knots, tell the crew to hold on tight and turn hard.

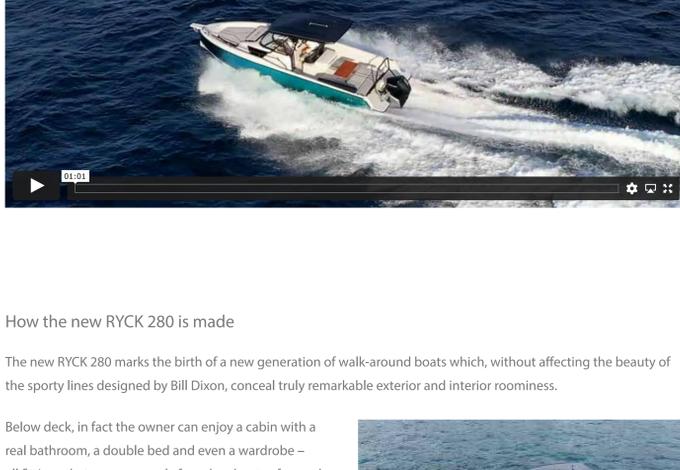


The hull is nailed to its trajectory. I further reduce the turning radius in an attempt to get the boat into difficulty by reaching very tight turning angles, the RYCK 280 barely slows down, without ever hinting at stopping planing. I push the throttles all the way down while I'm turning but the only thing I get is a crazy increase of centrifugal force, the boat doesn't spin and doesn't tend to widen its trajectory, it's like being on a motorbike while tackling the Stelvio Pass, one bend after another...

I get back on a straight trajectory and, despite the sea, the wind and the astonished look of the crew, I push the throttle to the end of the stroke while trimming the outboard and, thanks to a stretch without swells, I reach the remarkable speed of 40 knots, not bad at all for this intermediate engine option.

We get back on course and the sea is rough again, but this hull, extremely at ease in these conditions, takes us to the Lerins Islands without any problems. Of course, we are cruising in difficult conditions, so there are a few jolts and splashes due to the wind, but the feeling is always one of great safety. RYCK Yachts has definitely done a great job with this project.

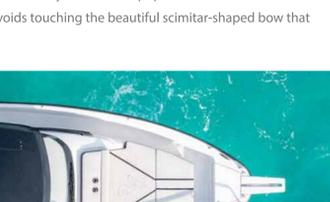
It's time to take our drone and start flying to film this boat. I take off the drone with a few problems due to the wind and then I take my first look at the RYCK 280 from above and.... And although I am convinced that I have just tested an exceptional boat, I realize that its beauty will be the first reason for choosing it.



How the new RYCK 280 is made

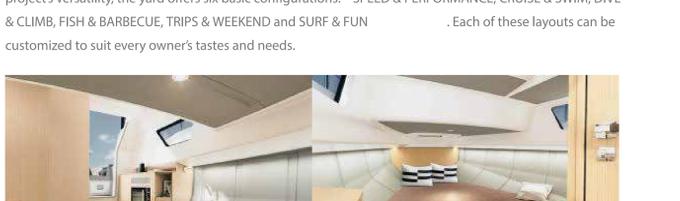
The new RYCK 280 marks the birth of a new generation of walk-around boats which, without affecting the beauty of the sporty lines designed by Bill Dixon, conceal truly remarkable exterior and interior roominess.

Below deck, in fact the owner can enjoy a cabin with a real bathroom, a double bed and even a wardrobe – all fittings that are commonly found on boats of a much larger size.

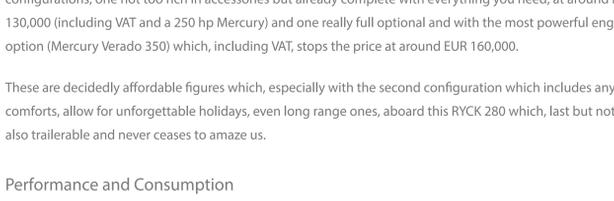


But if the interior has impressed us, it's on the outside that the RYCK 280 delivers her masterstroke. An enormous aft cockpit, all on one level, accommodates the convertible stern sofas and extends to the wheelhouse which, sheltered by an excellent and sturdy T-Top, houses two helm seats. The windscreen protects both the entrance below deck and the helm station which, more importantly, houses two 12-inch displays and all the necessary controls.

Moving to the bow, again protected by the handrails and the bulwarks, we find a central sundeck for two people which, crowned by the audio system and the cup holders, will certainly be the most popular area when at anchor. The bowplate houses the anchor in extension, which thus avoids touching the beautiful scimitar-shaped bow that characterizes this intriguing craft.



Offering unimaginable customization possibilities and a truly intriguing introductory price (around 55,000 euros, VAT and engine excluded), the RYCK 280 has the specific aim of beating her reference market. As proof of the project's versatility, the yard offers six basic configurations: **SPEED & PERFORMANCE, CRUISE & SWIM, DIVE & CLIMB, FISH & BARBECUE, TRIPS & WEEKEND** and **SURF & FUN**. Each of these layouts can be customized to suit every owner's tastes and needs.



Needless to say, we too couldn't resist and had fun using the amazing configurator. We came up with two configurations, one not too rich in accessories but already complete with everything you need, at around EUR 130,000 (including VAT and a 250 hp Mercury) and one really full optional and with the most powerful engine option (Mercury Verado 350) which, including VAT, stops the price at around EUR 160,000.

These are decidedly affordable figures which, especially with the second configuration which includes any and all comforts, allow for unforgettable holidays, even long range ones, aboard this RYCK 280 which, last but not least, is also trailerable and never ceases to amaze us.

Performance and Consumption

Test Conditions: Mercury Verado 300; 5 people on board; fuel 100%; rough sea.

RPM	Speed in kn	l/h	l/nm
600	3.42	3.00	0.88
1,000	5.18	5.00	0.97
1,500	6.78	8.10	1.19
2,000	7.90	12.20	1.54
2,500	9.40	16.90	1.80
3,000	12.16	26.50	2.18
3,500	16.66	35.90	2.15
4,000	22.27	41.10	1.85
4,500	27.39	50.10	1.83
5,000	33.86	69.80	2.06
5,750	37.90	83.40	2.20
6,000	40.12	96.00	2.39

Technical Specs

LOA including anchor arm+ engine	9.51 m	31' 2"
LOA including anchor arm	9.16 m	30' 1"
LH	8.80 m	28' 10"
Max Beam	2.81 m	9' 3"
Draft (engine excluded)	0.53 m	1' 9"
Draft (engine included)	0.91 m	2' 12"
Water Tank	88 l	19 gal
Fuel Tank	300 l	66 gal
Max Power	350 hp	
Displacement	2.07 tons	
CE Category	C	
Max Persons	8	

