



MANCINI
P R O F E S S I O N A L A L U M I N I U M W O R K B O A T S

MANCINI 650 CABIN



Indicative photo



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BOAT DESCRIPTION

TECHNICAL DATA (standard version)

Overall length	6.50 m
Beam	2.50 m
Tubes diameter	54 cm
Number of compartments	8
Hull material	Marine aluminium alloy
Tubes material	Marine aluminium alloy
Maximum people load	8 / 10
Mass of the boat (indicative)	950 kg
Maximum power	250 hp
Standard certifications	CE class B

STANDARD EQUIPMENT

HULL AND SUPERSTRUCTURES

- Aluminium alloy hull
- Aluminium alloy tubes with watertight compartments
- Cabin in aluminum alloy, with console, pilot seat and bench locker. Side openable windows and front door.
- Bow locker for anchor and ropes
- Reinforced deck in aluminium alloy (removable for tanks maintenance)
- Static self-bailing system
- Scuppers for a rapid drain
- Interior colour: natural aluminium (not painted)
- Hull colour: natural aluminium (not painted)
- Aluminium alloy cleat
- Towing rings

INSTALLATIONS

- Electrical installation including electrical panel with magnetic heat switch and 12v socket.
- Electric bilge pump: activation button on the console
- Battery for the engine start and board services, including battery disconnecter and battery box
- Prescribed navigation lights
- Hydraulic steering system for a single engine
- Aluminium alloy fuel tank with a total capacity of 300 LT, including float, level indicator and safety valve



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MULTIPROFESSIONAL SERIES DESCRIPTION

The aluminum alloy and the building system of the Multiprofessional boats assure:

- **SHAPE OF R.I.B.:** and subsequently its performances, manageability and high stability;
- **RELIABILITY:** it is more robust and resistant to shocks, abrasions, lacerations, cuts and rips. This material perfectly absorbs shocks thanks to its elastic nature, it does not crumble and, in case of perforation, it remains confined. Moreover the aluminum alloy is a material which has been long employed for the building of large vessels, such as: ocean sailing ships, patrol boats, etc.
- **LONG LASTING QUALITY AND USE:** The habitual maintenance, which is normally required by a RIB, is not necessary for the Multiprofessional Series. Indeed, the tubes do not need any maintenance resulting from UV ray deterioration, nor to be inflated. The quality allows the vessel to stay in the water for long periods, to be always ready for use, while saving time and costs of hauling. The size of the designed fender is remarkable; it is made up of two rubber inner tubes to keep its elastic nature over time;
- **SAFETY:** The boat was designed for people working in the sea or, in general, in venues where the safety of operators and beneficiaries is at the first place. Indeed, the perimeter tubes in aluminum alloy, which are divided into watertight compartments and connected with the transom, are an integral part of the hull and they form a closed beam that is exceptionally strong and rigid. The hull planking, that is welded to the framework and the perimeter tubes, form a monolithic structure. In case of rip, the tubes don't sag as in traditional boats, they remain rigid, thus creating a second protection broadside; the water stops inside the tubes in one or more watertight compartments and not inside the boat;
- **UNSINKABILITY:** upon request, closed cell polyurethane foam shall be, respectively, partially or completely applied on the hull and on the tubes to make the boat unsinkable, if working in extremely dangerous areas near rocks or in flooded areas, where there is a risk of lacerations and perforations of the hull or tubes;
- **VERSATILITY:** The modular structure of the boat enables to manufacture various customized equipments to meet different requirements in the field of intervention, assistance or for other professional use. Indeed, the support of the dunnages is conceived to enable the installation of accessories and superstructures along the entire length of the boat.

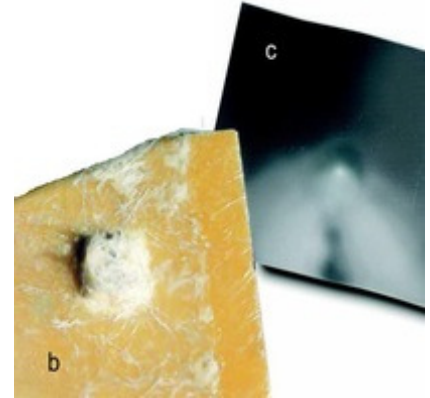


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BOAT CHARACTERISTICS

PERFORMANCES AND CHARACTERISTICS: aluminium alloy boats are ideal for the most demanding professional use. The resistance to traction and shocks of the aluminium used for boat building is twice higher than reinforced fibreglass. The picture below shows a test carried out on a glass fibre (b), and aluminium (c) sheet. A 15-kg weight was dropped from a height of 50 cm: the abs and glass fibre sheets were penetrated, whereas the aluminium sheet only suffered a dent.



SAFETY: thanks to its structural characteristics, aluminium features a good absorption of hits and resistance to abrasions. In case of impact it does not crack, nor crumble: it circumscribes the damage within a limited area, avoiding the expansion of a possible leak. Thanks to these characteristics, aluminium alloy allows the boat to beach without causing damage, which may compromise its safety and efficiency, thus facilitating rescue and extraordinary operations.

ALUMINIUM ALLOYS have been used for many years to build both professional and leisure boats, such as: patrol boats, ocean sailing ships, mega-yachts, etc., because of their high resistance and lightness. The boats built with these aluminium alloys are highly performing, extremely durable in time and they require a minimum and easy maintenance. The specific weight of aluminium is 2.7 kg/dm³ – approx. one-third of the weight of steel. Fibreglass, instead, weighs approx. 2 kg/dm³ (abs approx. 1.1 kg/dm³) but the thickness of the fibreglass boats is four times higher than marine aluminium alloys. Therefore, a fibreglass boat is much heavier than an aluminium alloy boat.

The resulting advantages are:

- **quick attainment of the plane at lower speeds**
- **substantial fuel saving at cruising speeds**
- **improved safety**
- **improved reliability**
- **improved functionality**

Therefore, the aluminium alloy boats grant an excellent manoeuvrability and safe and performing turns at high speeds, also in rough waters.

RECYCLING: aluminium can be 100% recycled. This means that the administration does not have to face any cost for disposal at the end of the boat's life cycle.