



VALIANT DR-520 SPECIFICATION

TECHNICAL DATA	IMPERIAL	METRIC
Length overall:	17' 7"	5.20 m
Internal length:	12' 11"	3.94 m
External Beam:	7' 1"	2.16 m
Internal beam:	3' 7"	1.10 m
Weight without engine:	818 lb	371 kg
Carrying capacity:	9 people / 1,150 kg	
Fuel Tank:	16 gallons	73 litres
Sponson material:	Akron TPE	
Sponson diameter:	19"	48 cm
Chambers:	4 + 1	
Minimum recommended power:	40hp	
Maximum approved power:	100hp	
CE Category:	'C'	

FEATURES

Anchor locker	Internal lifelines
Bow locker	Lifting handles
Bow cleat	Mooring eye
Deck drain plug	Safety relief valves
Double rubbing strake	Stern towing eyes
External lifelines	Tube reinforcements
Hull drain socket	Integral fuel tank

OPTIONS (as fitted)

Air pump	Repair kit
Centre console	Stainless steel 'A' frame
Electric bilge pump	Steering compass
Fuel gauge	Hydraulic steering
Telescopic paddles	

PRICES (incl VAT)

Price (as tested)	£15,695 incl. VAT	With Mariner 75 hp ELPT/4 4-stroke outboard and trailer
Price (from)	£6,499 incl. VAT	Without engine



5 x 5 METRE TEST

VALIANT DR-520



Over the years I must have looked a dozen different Valiants and whilst you could argue that they don't rate principally in the 'particularly sexy' stakes, they are tough, substantial and great value. For those who are nervous about polyurethane rather than Hypalon tubes, you only have to look around to see just how many Valiants are still on the water after years and years of service to put that little myth to one side.

This 520 with its 75 hp four-stroke Mariner took off like a rocket with two, I have to admit, pretty hefty adults aboard and was planing in just over three and a half seconds which was the second fastest of the five boats on test. Its top speed of 33 knots made it the fastest of the five and with a noise level under 90dB at full chat was creditable and, although there was not much of a sea state to comment upon, I have been in this model before when there was a bit more of a lop when it remained dry and comfortable.

The layout consists of an integral moulded hull and deck with a good size anchor locker forward which could easily double up as a seat. Just forward of the centre, a dual jockey seat is in just the right place for a comfortable ride and there's clear deck space behind the seat for plenty of clobber. The helm is protected with a small screen and there's room for instruments on either side of the wheel as well as the engine gauges on the upper part of the console.

As a safety boat, it is substantially built with reinforcement pads on the top edges of the tubes and internal and external safety lines as well as six grab handles and a jam-cleat on the prow. At the stern, a simple double 'A' frame provides a mounting for radio aerial and navigation lights etc. and all the connecting cables for the engine disappear neatly down two elephants' trunks into the bowels of the boat well out of the way.

A substantial and well constructed boat which should withstand the test of time without problems.

SPEED TESTS

**Mariner 75hp
ELPT / 4 4-stroke petrol**
Sea State: 0.0-0.25 metres
From forward gear engaged to planing:
3.55 secs (with two adults on board)

ENGINE SPEED	IMPERIAL	NAUTICAL	NOISE
1,000 rpm	3.5 mph	3.0 knots	62.7 dB
2,000 rpm	6.8 mph	5.9 knots	76.5 dB
3,000 rpm	17.2 mph	14.9 knots	83.2 dB
4,000 rpm	25.2 mph	21.9 knots	85.3 dB
5,000 rpm	34.5 mph	30.0 knots	87.8 dB
5,800 rpm (max)	38.0 mph	33.0 knots	87.4 dB

These speeds were taken using a Garmin 12 channel GPS measuring two (or more) equal and opposite runs

DEALER

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