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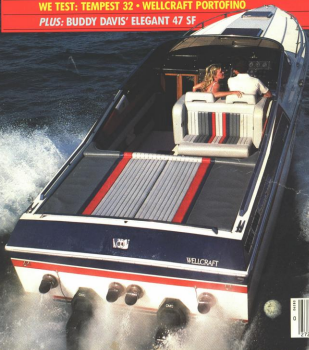
BOATING

JULY
\$2.75

SPECIAL REPORT: THE BOATS, THE ENGINES, THE FUN OF IT!

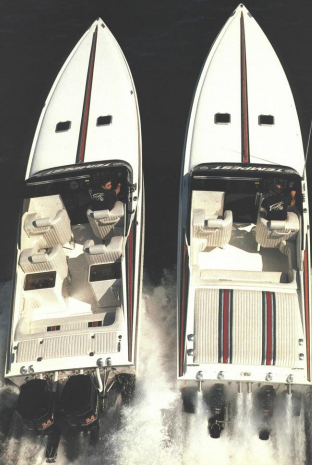
WE TEST: TEMPEST 32 • WELLCRAFT PORTOFINO

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BOAT TEST NOs. 415 AND 416

THE TEMPEST TWINS

Some say outboards are bound to inherit the world. Others insist on I/Os. In our newest project, we're out to settle the issue.

BY RICHARD THIEL

PHOTOGRAPHS BY RICK DIAZ

This is a story of choices, the choices confronting those of you bent on purchasing a sportboat. Once you have the requisite capital and are possessed of the proper skill and state of mind to indulge in high-performance boating, prepare yourself for the hardest part of the acquisition. After just a little research, you're going to find the range of possible boats, motors, and drives dancing around in your head like popcorn in a hot skillet. In short, you're likely to be confused to the point of dismay.

I'd guess the available combinations number in the thousands, so we can deal only with a small slice of them here. Given that, we present a boat, the Tempest 32, representing one set of priorities, powered with both stern drives and outboards. Even if you eventually eliminate this boat and these motors, the information herein may be helpful in making your choice.

Making The Decision

There are three factors to consider in selecting a sportboat: perfor-

mance, appearance, and durability. The importance of performance is obvious; if you don't want a boat that goes fast and handles well, you don't want a sportboat.

Appearance is also part of the game. Nobody (well, almost nobody) wants to spend \$100k on an ugly boat, no matter how well it runs. That's why \$2,500 Inco jobs and bunny fur are so popular.

Durability is unquestionably the most overlooked part of the decision, because consumers are visually oriented. We often judge something

The Terrible Twins—Note extra cockpit space in outboard boat (left). Both were solid, fast, dry, and seakindly.



first on how it looks, then adjust other criteria to match. We also make the often specious connections between embellishment and quality, simplicity and cheapness.

Buyers overlook durability for another reason: the assumption that a builder wouldn't put anything in a boat he knows won't hold up. That's usually true, but it's complicated by the builder's perception of how the boat is used.

menchull on the market. A boat that breaks 60 mph with mild, warranted motors clearly has its heart in the right place. In terms of off-shore work, she is one of the best. I've run the Sport hard in seas exceeding 8' and can assure you she is a superb rough-water boat—one that allows you to test your abilities, not hers.

Of course, that's due to the hull, an abbreviated version of the Tem-

pest 32—but in smooth water, and more in the Europa than the Sport. She only revealed it, however, at the extreme limits of trim where both boats actually ran slower. So, while the characteristic is noteworthy, I can't imagine anyone having trouble with it, unless he's terribly inept. On the other hand, there is sufficient benefit to the extra deadrise in rough water, both in safety and performance, to make it a valuable asset.

Forsaking Frills

From a distance, the Tempest 32 looks like any other quality sport-boat. She has pleasing, sweeping lines and is adorned with a standard three-color Ineos job that says speed and style. Like any builder, Tempest will paint your 32 any way your heart desires and checkbook can withstand, but even in standard finery she is as pretty as anything on the water.

A little closer and you begin to notice some differences. She has only a small centerline bowrail and no ports, windshield, or chrome air intakes. Closer, and you note the lack of glove box—and her instrument panel, a simple flat section of the deck mold, has no leaver cover and no rules of the road emblazoned on it. The upholstery is undeniably high-quality and attractive, but vinyl, not Ultrasuede.

Basic Durability

Below you see more differences. The plan is a simple 6'1" V-berth forward and semi-circular settee abaft that, the two separated by a narrow, deep storage bin. There is no enclosed head, just a porta-potti beneath the center of the settee and room to use it. To starboard is a small locker, 12v-distribution panel, stereo, and readily accessible battery switches.

To port is another small storage locker, hanging locker, small sink, and in the Sport, an ice chest. The overhead is a sturdy ribbed fabric, glued directly to the underside of the deck. Contrasting removable carpet covers the sole while matching full-length valances hold ten

PROPULSION AND PERFORMANCE:
Tempest 32 Europa

Standard power: none
Optional power: owner's choice of outboards

Test boat power: twin 275-hp Mercury 3.4 V-6 outboards with 207 cid, 3.14" bore x 3.15" stroke, weighing 14.52" x 21" three-blade stainless. Lower propellers through 1.65:1 reduction.

rpm	speed		fuel use		efficiency			operation		
	knots	mph	% of max.	gph	% of max.	stat. mpg	n. ml. range	angle	sound level	
1500	7.1	8.2	12	8.8	17	0.83	0.95	131	3:00	72
2000	8.0	9.2	14	12	25	0.84	0.74	102	4:00	75
2500	8.9	11.4	18	17.4	26	0.87	0.66	80	5:00	81
3000	20.5	23.8	27	28.8	53	0.77	0.60	52	6:00	82
3500	29.3	33.7	53	29.8	59	0.66	1.10	35	2:50	85
4000	36.3	41.8	68	31.2	62	1.16	1.34	163	1:50	86
4500	44.1	50.7	80	35.8	71	1.24	1.40	100	1:50	87
5000	51.2	58.8	80	40.2	85	1.16	1.36	187	1:00	88
5500	55.2	63.5	100	55.2	100	1.40	1.26	173	0:50	89

Advanced fuel capacity: 175 gal. Range based on 80% of test figure. Performance measured with top aboard, 1/2 fuel, no water, minimal gear. Turning angles measured without trim tabs. Sound levels taken at helm, in dB-A.

PROPULSION AND PERFORMANCE:
Tempest 32 Sport

Standard power: twin MerCruiser 280 stern drives
Optional power: twin MerCruiser 300THS, 320THS, or 310THS stern drives

Test boat power: twin MerCruiser 320THS V-6 stern drives with 454 cid, 4.25" bore x 4.00" stroke, weighing 15" x 22" three-blade stainless cleaver propellers through 1.5:1 reduction.

rpm	speed		fuel use		efficiency			operation		
	knots	mph	% of max.	gph	% of max.	stat. mpg	n. ml. range	angle	sound level	
1500	6.9	7.9	13	5.2	19	1.52	1.52	208	3:25	74
2000	7.6	8.7	14	7.8	15	0.97	1.12	153	2:25	76
2500	7.8	9.0	15	11.2	22	0.39	0.80	119	4:00	79
3000	8.2	9.4	15	15.2	29	0.54	0.82	85	4:25	81
3500	8.8	10.1	17	21.0	41	0.42	0.48	66	5:25	85
4000	20.0	23.0	14	17.8	73	1.03	1.19	153	3:00	85
4500	28.0	32.5	88	41.0	79	1.15	1.28	119	2:00	89
5000	32.9	38.0	100	51.8	100	1.63	1.18	182	0:50	90

Advanced fuel capacity: 110 gal. Range based on 80% of test figure. Performance measured with top aboard, 1/2 fuel, no water, minimal gear. Turning angles measured without trim tabs. Sound levels taken at helm, in dB-A.

Some consider high-speed, rough-water operation to be mistreatment, and neither design boats for it nor accept responsibility for damage as a result. The importance of durability, then, should depend on how and where you'll use the boat.

Tempest Fugit

In terms of performance, the Tempest 32 can run with any 32'

pest 44. That means 25' of deadrise at the transom, which to some designers is one degree too many. It's said that over 24", an on-plane hull may have difficulty staying level and can "fall off" to one side or the other. This is, of course, decidedly undesirable—and at high speeds and under the wrong conditions can be downright perilous.

I did notice some such tendency

movable spots. Light and air enter through two small Bomar hatches over the after portion of the berth.

That's it. The cabin is simple—almost stark in its simplicity. After the shock of not seeing fuzz, leas, and dingle balls wears off, you're left with one overwhelming impression: There's nothing here to break. This is a cabin that apparently can withstand the punishment the hull was designed to take and still remain attractive and functional.

Some may find it too plain. If your idea of sportboating is fast turns around a placid lake or waterway, you may not require this kind of durability. You may prefer etched cocktail glasses, sliding plastic panels, mirrors, and suspended doodads. If that's you, this may not be your boat.

Simplicity and durability are equally evident in the cockpit. When things get rough on many sportboats, windshields and bowrails can come loose and plastic covers can flop around. The Tempest offers neither, just a matte panel with full instrumentation and Kiekhaefer trim and tab indicators, well-labeled rubber-covered electrical toggles, audible/visual alarm system, and a ramp to place throttles and shifts perfectly at hand. Trim and drive toggles are directly forward of the throttles and allow the driver to control them either individually or in pairs.

Seating accommodations are sturdy and supportive stand-up/sit-down bolsters, and an equally sturdy but comfortable bench with storage beneath on the Europa. The only potentially weak link I could find was the sliding companionway door. A problem on virtually every performance boat I've seen, it is the most vulnerable part of the package. Whether this one holds up better than other designs is hard to tell, but at least it doesn't look any worse.

Hidden Quality

Building a strong, durable boat demands commitment, because it is more time

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Storm Und Dzung—Outboards (top) were twin 34-liter V-6 Merc monsters. Europa ran with a minimum of fuss with these 1/0s (middle) pushed her with that steady mid-range power. Both boats were at home in rough conditions. Interior (bottom) is simple, comfortable, with basic amenities.

THE TEMPEST TWINS *continued from page 63*

SPECIFICATIONS Tempest 32 Europa

LOA	32'2"
Beam	8'2"
Draft (to keel)	1'10"
Displacement (lbs., approx.)	6,000 (w/engines)
Freeboard fwd.	3'9"
Freeboard aft	1'10"
Bridge clearance (to cowling)	4'6"
Max. cabin headroom	4'5"
Fuel capacity (gal.)	175
Water capacity (gal.)	14.5
Max. power rating	600 hp
Base price (w/o engines)	\$62,000
Designer	Felix Mummelow/Stevens Institute Team

Standard equipment (major items): Anchor and rode; heavy duty batteries w/boxes and racing brackets; battery parallel system; two vapor-proof battery switches; two 1500 gph bilge pumps; two bilge blowers; bow eye; ss bowrail; six cleats; CG safety kit; cockpit lights; compass; single-lever binnacle controls; four dock lines; two portable fire extinguishers; ss outboard brackets; 12V DC circuit breaker system; emergency ignition shut-off switches; factory rigging; fuel filters w/water separators and shut-off valves; electric fuel gauge w/manual back-up; three-color Imron hull paint; two Bomar hatches; electric horns; hydraulic steering; ice chest; engine hour meters; speedometer; water pressure gauges; padded steering wheel; cabin carpet; rope locker; race-type bolsters; cassette stereo w/four speakers; tonneau cover; mechanical tab and drive indicators; heavy duty trim tabs; wet bar; stern eyes.

consuming and costly. In the cockpit and cabin, one can see what Tempest is doing, but beneath her skin, hidden from plain sight, is where the commitment really shows. For example:

- Lifting strakes are filled with micro-balloon foam, then covered with layers of mat and roving to create inverted hat-sections that add to the rigidity of the hull.

- Stringers are covered with three continuous laminates from chine to chine for increased strength.

- Bulkheads are jig-set to the same angle as partitions in the deck so the two can be through-bolted and glassed.

- A hull-to-deck joint is tabbed in with screws, then glassed over its complete circumference with two layers each of mat and roving, a process requiring eight man-hours per boat.

- An extruded aluminum rubrail is attached with No. 10 stainless bolts on 6" centers, further strengthening the hull-to-deck joint.

- A welded aluminum fuel tank, with both electric and manual float gauges, is through-bolted to bulkheads.

- Bolsters are bolted through the cockpit sole to glassed-in, tapped aluminum stock. Note that the addition of the plate is a recent modification resulting from some damage caused by our testing in rough conditions.

