

SUMMER CRUISING: BEST BOATS, BEST BETS

BOATING

JUNE
\$2.75

GOOF-PROOF YOUR BOAT—RUN HER LIKE A PRO!

LARSON 22 • KINGEN 36 • STOREBRO 36 • TEMPEST 44 • TROJAN 13M

COVER: HATTERAS 41—ONE GIANT STEP FOR FISHERMAN



THE PERFORMANCE CRUISER

Tempest's big 44 is a diesel man's answer to getting there fast.

Two years ago, we introduced to the boating public a boat that we felt would change the complexion of express cruising.

The Tempest 44 not only has done that, she has gone on to become a kind of cult vehicle, a machine that's fast growing in popularity among sea-level commuters and island-hoppers. We have been privileged to cruise aboard her on the long reaches down into the Family Islands of the Bahamas, and we have run her across the Stream in seas that made her merely

squirm where other boats pounded.

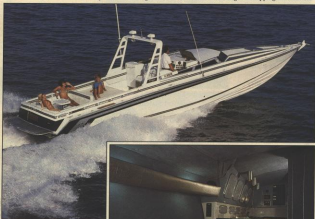
She is the quintessential diesel hot rod—what Tech Editor Thiel called an "adult sportboat" back in that July, 1984 issue. And as such, she is ideal for covering lots of ground when cruising and doing it reliably.

Spaceship

Tempest builds several models of the 44, the first being the Riviera. That's the one we're focusing on here—the true cruiser, with her forward third given over to below-

decks lounge space. We have had some experience with the full-blooded sportfisherman model, a boat with smaller cuddy space forward and huge open area abaft that, complete with beautiful center console arrangement, but her fishing function sets her apart from the cruising category in this exercise.

On the Riviera, everything says pleasure. Beautiful pair of L-shaped lounge seats tucked in a little cockpit all the way aft (surrounding a neat little table), big sunpad atop the large box capping the twin Cat-



Express Train—Pushed by big Cats laborer, our 44 moves out. Power goes through T-Torque drives. Interior (right), is compact, yet full-featured.

erpillars below, and large crew and pilot bolsters facing forward at the helm. In rough conditions, you will keep crew out of the lounge all, as the face-forward position (standing, of course) is all you'll be able to take at 35 or 40 knots in any kind of sea.

Our island-hopper last year had a big Bimini that provided shade for cockpit dwellers, and that was important, as there is precious little escape from the sun aboard the 44, unless you opt for the air-conditioned comfort of the cabin.

Said cabin can be customized to a degree, but it's really best served with the factory-standard appliances (huge head with electric MSD, bidet, and stereo system) and options (a/c, microwave, and so on). Nice indirect panel lighting (a.c./d.c. switchable) and soft, spongy wall coverings of the synth-suede variety.

The best feature about the belowdecks spaces is the round "conversation pit" area just abaft the truly huge V-berth. Provides just enough sociability for a cocktail and chat before dashing off to dine or slipping into something more comfortable.

Engineering

Considering the vast areas of comfort and coziness provided by the 44 Riviera, you can almost forget the machinery. In fact, that's what Tempest wants you to do. The company's owner, Dick Simon, and Chief Engineer/President Adam Erdberg want the engineering aspects of the boat to remain virtually trouble-free.

"Since the beginning," says Simon, "we have tried to integrate the machinery and wiring and all the systems in a plan that is designed to protect the gear from the hostile environment and the wear of heavy use, a plan that makes routine maintenance easy. We want a boat that lets a man hit the starter and go.

"In the beginning, we had Amazon Drives. But the torque from the big engines was just too

much. We were blowing the units. So Adam came up with a great solution, and now all boats have it—our T-Torque Drive."

What Simon and Erdberg have wrought in the T-Torque Drive is essentially nothing more than a surfacing inboard system. Shafts exit the chopped-back transom through conventional stuffing boxes. Huge stainless-steel struts support them from large brackets on the transom, and the wheels are chopper-type hybrids designed to run partially ventilated.

At first, Tempest put rudders

"With the T-Torque," says Erdberg, "we could reliably predict the consistent transmission of all the power the Cats could deliver right to the wheels. We have experienced only good things since the switch."

Erdberg, whose credentials include a stint at Bertram and some time with the Israeli navy in the gunboat-development business, has seen that all aspects of the 44's engineering are executed to the highest standards possible on the production line. Laminate is thick and the hull avoids cores in areas of

PROPULSION AND PERFORMANCE: Tempest 44 Riviera

BOAT TEST NO. 343

Standard power: twin 300-hp MerCruiser gasoline V-8 inboards

Optional power: twin 270-hp MerCruiser gasoline V-8 inboards, twin 400-hp MerCruiser gasoline V-8 inboards, twin 440-hp MerCruiser gasoline V-8 inboards, twin 300-hp Caterpillar V-8 diesel inboards, twin 250-hp Caterpillar V-8 diesel inboards

Test boat power: twin 300-hp Caterpillar 3208TA V-8 diesel inboards (fuel surfacing drive), turbocharged, intercooled, with EGR cut, 4.50" bore x 3.00" stroke, averaging properties of unfloored size and pitch through 1.1:1 reduction gear.

rpm	speed		% of max.		fuel use		efficiency		operation	
	knots	mph	% of max.	gph	% of max.	mpg	range	angle	speed level	
1800	7.8	9.0	18	5.2	13	1.5	1.7	408	1.0	75
1100	8.7	10.0	21	7.0	17	1.2	1.4	324	2.0	81
1300	8.7	10.0	21	7.8	19	1.1	1.3	297	2.5	82
1400	9.1	10.5	22	8.8	21	1.0	1.2	279	3.0	84
1700	9.8	11.0	23	9.8	24	1.0	1.2	279	3.0	84
1900	12.2	14.0	30	14.4	35	0.9	1.0	243	4.0	85
2100	14.8	17.0	36	17.8	44	0.8	0.9	216	4.5	86
2300	24.3	28.0	60	23.2	57	1.0	1.2	279	5.0	92
2600	30.0	34.0	69	28.2	71	1.1	1.3	267	4.0	90
2700	37.8	43.0	83	34.2	86	1.1	1.3	267	4.0	90
2800	40.8	47.0	100	40.8	100	1.0	1.2	270	5.0	94

Advertised fuel capacity 300 gal. Range based on 80% of test figure. Performance measured with three persons aboard, full fuel, full water, normal gear. Speed levels taken at 10 min. in 20-ft.

forward of the wheels, but it took about five minutes of operation to realize that would not work. Erdberg then designed a large, watertight stainless-steel box to be suspended off the transom by a heavy closed assembly. The box provided the waterline-level mounting plane for the rudders and contained the hydraulic steering mechanism and the hoses back to the engine compartment. Now, with the rudders abaft the wheels, the 44 had all the steering characteristics of a true inboard, the inherent simplicity (and reliability) of the system, and the surfacing characteristics of a modern high-performance drive.

high loading. Fastenings are double-riveted in areas of high vibration. Hull/deck joint is not only mechanically fastened, but bonded with several layers of fiberglass and sealed with high-density adhesive.

Materials are all noble, with stainless steel and aluminum carrying the enormous loads of the drive train and heavy fiberglass structure carrying the weights. Wiring runs are bundled every several inches and protected against wear with chafe-guards and soft pads laid against bulkheads and hull sides.

And the list goes on. In all, the Tempest 44 displays first-rate engineering in a package that dares to push the limits of *Continued on page 95*

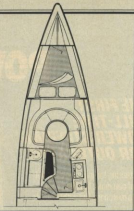
**SPECIFICATIONS
Tempest Riviera 44**

LOA	44'6" (13.6 m)
Beam	9'6" (2.9 m)
Draft	3'2" (1.0 m)
Displacement (lbs. approx.)	15,000
Freeboard fwd.	3'8" (1.1 m)
Freeboard aft	2'5" (0.7 m)
Bridge clearance*	8'8" (2.7 m)
Cabin headroom	6'5"
Fuel (gal.)	300
Water (gal.)	50

*Waterline to top of radar arch

Standard equipment (major items):
A.c./d.c. distribution panel; anchor and

line; four maintenance-free heavy duty batteries, 40 amp battery charger; battery parallel switch; bilge and head blowers; bidet; holding-type MSD; three bilge pumps; bonding system; china, crystal and cutlery; compass; docklines; emergency safety kit; dual horns; freshwater pressure system; freshwater tank (50 gal.) and gauge; fuel filters and separators; forward hatch; hydraulic engine hatch; power steering; one pair props; forward ss deck rails; a.c./d.c. refrigerator; sea strainers on all intakes; 30 amp shorepower; AM/FM stereo cassette; 2 burner alcohol/110v stove; Tempest Warning System; tool kit; towels; trim control indicator; portable vacuum cleaner; 6-gal. water heater w/heat exchanger.



the big-boat performance envelope.

Performance Cruiser

There is no question that the 44 Riviera is the near-perfect high-speed commuter/cruiser. A look at the performance data reveals just how efficient a deep-V diesel boat can be—a 33-knot cruise at an mpg level of better than *one nautical mile per gallon of fuel*. That's

Bimini in an hour-and-a-half of running from Miami; Block Island in three hours from Manhattan.

Once you're there, you just settle back under the shade of the canvas, sip a cool one from the cockpit's wet bar, maybe do some snorkeling off the beautiful aluminum dive platform, and get ready to dine ashore or take up lodging in your favorite hotel.

And when the mood strikes you to try for a change of scene, you don't have to think too hard about it. This is a boat that lets you have as much cruising as you can take. ⚓

—DOUG SCHRYVER

For more information, contact: Tempest Marine, Dept. B, 4600 S.W. 44th Ave., Ft. Lauderdale, FL 33314.