

MOTOR BOATING & SAILING

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Tempest 42**

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How To Put
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With curves in the cockpit and a patent on the drive, the new Tempest 42 is an innovative—and fast—cruising yacht.

Finely Tuned Tempest



Few American boat manufacturers have embraced the so-called Eurostyle concept as completely as Tempest Marine. Ever since the first 44-foot performance/sportboat emerged from the company's Miami yard back in the early 1980s, Tempest became known as a builder of slim, diesel-powered, moderately go-fast boats with open, highly stylized cockpits and plush interiors favored in the Mediterranean market. Add to this image the company's proven engineering prowess and its unique, patented "E-Torque" surface-piercing drive system, and you have a nice, unique niche in the higher end of the performance boat market.

The 42 Speed Yacht is a continuation of this philosophy, with a few new twists. In recent years, as they heard stories about the flimsy, high-maintenance boats of other manufacturers, Tempest turned to reliability as a major selling point for their

models. Both the diesel power and the E-Torque drives, which employ few moving parts and high-quality, heavy-duty stainless steel, are definite plus-features. The 42, for example, runs so well and has proved so maintenance-free that the *U.S. Coast Guard* uses it as a rescue and interceptor boat.

But Tempest wanted something more: a nice interior that the wife would love. On a list of performance boats, that's hard to do; the narrow beams and low headroom prohibit really functional interiors. "There's always been a huge gap between luxury and performance with fast boats," says Gerald Barton, president of Global Yachts and Performance Boats, Tempest's exclusive distributor, "people are tired of going fast without creature comforts. They have wives, children or grandchildren and they question why they should spend \$250,000.00 or more for a trim engine gas-powered boat with a ninety-day warranty when they can have the reliability

Continued inside flap

Opening spread: The new Tempest 42 Sport yacht takes a spin off North Miami Beach, Fla. This spread, below left: The crew relaxes "Euro-style" on the sunny deck. Below right: The new, patented T-Torque surface-piercing drives show what they can do in action.



TEMPEST 42 SPORT YACHT

LOA	42'	Water	70 gal
Beam	12' 1"	Fuel	170 gal
Draft	7' 0"	Power	(2) 425-hp 2000 Caterpillar Diesels
Displacement	11,000 lbs	Power	(2) 200-hp 2000 Diesels



STANDARD TONS INCLUDE:

- T-Torque surface drive system
- Full instrumentation
- Wet lay
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- Full galley accessories
- Buffers
- Windlass
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TEMPEST

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of a diesel with a five-year warranty.

The 42 was actually discovered in epicurean Italy, about three years ago. The boat had a superior cockpit and deck design, but needed some changes to fit the American market. Tempest bought the mold, reconfigured the bottom, changed the interior, added strength where it was needed, installed Caterpillar 3208 engines (GM 57-92Ts are optional) and the T-Torque drives, but left the deck the way the Italians had designed it.

The result is everything Tempest likes

in a boat: decent speed (about 45 mph with the Cat, 50 mph with the 1200s), a cockpit comfortable enough for a party; a roomy interior with about 60 feet of headroom, a good-sized galley and lounge space, an extra-wide 17'4" beam for good stability, and enough range to take it on a run to Miami and back a couple of times. For a base price of below \$100,000 it's perfect for speed with comfort.

For the rougher Atlantic seas, Adam Eulberg, Tempest's president and chief designer, added a 21½-degree transom deadrise, two large lifting strakes on either side of centerline, and wide, flat chines slightly reversed forward. This arrangement means the Tempest 42

requires a little more power to get up-on plane (an around 1900 rpm with the Cat), but once there she's speedy and tracks very well in most sea conditions, even changing ones. The chines add stability and the reverse-chine adds lift and helps deflect the spray, making it a relatively dry boat.

Changes in construction involved, among other things, remaking and improving the hull-deck joint, producing the radar arch in aluminum instead of heavier fiberglass, and putting lightweight Klegecell foam core in the deck to add rigidity there and keep the boat's overall center of gravity down.

(continued)



The location of the center of gravity in the 42, as with all Tempet models, is extremely important due to the nature of the drive system. In essence, the drives combine the best of inboard and outboard drive systems. Basically, there are stainless steel shafts extending directly from the engines through the transom to the propellers. Unlike inboards, the shaft goes through the transom, instead of the bottom. Like inboards, the thrust is against the transmissions, instead of the transom. To create the surface-piercing characteristic, the shaft angle is only 7 degrees, versus 10 or more in a regular inboard configuration.

Because of this rigidity, the boat must operate at a constant angle for the props to work effectively. Designer Hurlberg says that at speed the Tempet 42 transom around 3 to 3½ degrees of trim, meaning in effect the prop are attacking the water at around 11 degrees or so—the same as for an inboard. Since the boat is intended to operate with the trim tabs up, load changes, such as fuel consumption, must be minimized. Hence the ample 175-gallon tank is placed forward of the engines as low down as possible, where—whether the boat is running light or heavy—the trim angle remains the same.

All of each prop is a stainless steel model, suspended from a strong, welded stainless steel bracket fastened to the transom above the shafts. Unlike Aramis or other surface-piercing systems, the Tempet's shafts are rigid; the only moving parts are the shafts, the rollers and the prop itself.

Hitting the Thrustline

The supporting struts extend at an angle aft of the transom. That, plus the shallow shaft angle, means the keel is the deepest part of the boat, making the 42 a very good shallow-water vessel (even more so the US Coast Guard likes it). At slow speeds, moreover, the props are entirely under water. And because they're also widely separated, in docking situations the 42 is highly maneuverable when using thrusters alone.

Like all surface drives, the 42 takes a while to get up to speed, although there's less churning than you would expect. Once up, however, she remains planed down to about 1600 rpm. (With the Cuts, Tempet uses four-bladed props, which are better at low and mid-range speeds.)

First timers will find the 42 a delight to work because her performance char-

acteristics are highly predictable to good throttle action. To reach cruise, for example, the throttle must be hit hard, then dialed back after the boat reaches plane; and the levers also should be floored again in turns or the speed will fall off considerably. But once those tricks are learned, the Tempet is a lot of fun to handle.

The cockpit is a study in curves. The starboard-side helm station has all the right dials, in the right places (VHF gauges). There is no port-side passenger seat; instead, just aft of the helm is a fixed ramp that's the width of the helm. (A passageway to the salon hatch runs forward along the port side.) The interesting thing about this ramp is what's underneath: Lift up the cushions and a round hi-low table emerges. Bench seating continues from the aft portion of the ramp to starboard, circling around the hi-low table. The arrangement is perfect for a sit-down dinner for six or a hearty play poker game with the guys. (Opening another portion of the ramp exposes a huge, easily accessible storage area or a second cabin, a portion of the fuel tank, and access to the engine compartment further aft.)

The transom is a wide-open stepdown affair. When running, a stainless steel crossbar beams on to secure the goods. The transom is an ideal swim platform, broad and easy to climb aboard.

Down below, the galley/helm area is well-appointed and very plush, considering that Tempet advertised the 42 primarily as a dayboat with an option for overnighting. The galley has a large counter space, sink, fridge, microwave and cabinets above and below the counter. For such a boat, it's very utilitarian space. The cabinetry in the galley,

which limits the space to just 100-sq-ft in the steps, is all Inpaer resin coated for durability—a skill the company acquired from some Italian sources. Off-white Lithonide covers the overhead and portions of the rest of the interior in a striking design.

Opposite the galley is the L-shaped leather seat for surrounding a hi-low table, and a large centerline space-sized bench sits forward of the salon. Tempet knocked out the bulkhead separation to permit a greater feeling of airy space inside. The design approach works well, and one can spend many hours below without feeling either cramped or uncomfortable. Although a bulkhead with door is available,

It's Back, Huh?

The 42, like other Tempet models, can be remarkably noise-free. Part of the reason is the unusual exhaust arrangement: Instead of thru-hull (either to the sides or directly astern), the exhaust outlets are water-jacketed stainless steel on the underbody of the transom overhang, reducing vibrations that are a source of much of the noise. Mattresses are also standard, although the particular 42 we tested did not have them. Another 60-hour we ran did, however, and it was one of the quietest boats with such power we've tested. (And this was without the Mylar-coated insulation most companies use in the engine rooms to muffle noise.)

Most boats are built from the bottom up, and that's it. If they don't work, they're junked. It takes a special sort of genius to take an existing hull and transom portions of a boat a particular market, and to make the transformation work. With the 42, Tempet has managed to alter the original design and produce a winner.

