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SOMETHING OLD, SOMETHING NEW

WHEN THIS OWNER DECIDED HE WANTED AN UP-TO-THE-MINUTE YACHT, TEMPEST SIMPLY TRANSFORMED HIS 10-YEAR-OLD 60 INTO ONE.



Boats are created in many different ways. Some are born out of market research, some are the result of consumer focus groups, and some are just one man's vision of what he wants to build. The Tempest 60 Hardtop came to be via none of these routes. Instead, she is the offspring of an owner who wanted a new, modern yacht but loved his old one too much to give her up and a designer who knew how to combine the best of the old with the best of the new.

The old boat in question was a Tempest 60, which the owner purchased in 1990. A classic open sportcruiser, she displayed the kind of squarish, sculpted, European-influenced styling that was all the rage in the early '90s, and she had much to recommend her. Her hull was unusually deep—21 degrees at the transom—which helped make her seaworthy and steady in deteriorated conditions. She was built with an eye toward strength: a solid-FRP hull with Kevlar and vinyl ester resin, a Klegecell-cored deck and hardtop, balsa-cored stringers ahead of the engine room, plywood-cored engine beds and 6061 aluminum engine frames, and plywood-cored frames on three-foot centers.

But what made the Tempest 60 unique was her drive system.

The old boat (left) and the new one (opposite page) are one and the same. Pop-up headlights (above) ease nighttime docking.







The updated galley is also available with a peninsula for dining.

The T-Torque Drive was the creation of Adam Erdberg, president of Tempest and designer of the 60. Erdberg designed the T-Torque to combine the advantages of surface-piercing drives with the durability of straight inboards. Like all smart ideas, this one is simple: Prop shafts on five-foot centers exit the transom at about an eight-degree down angle. The struts that support them are cantilevered from the transom, as is the T-Strut abaft them that contains the rudders, rudder quadrants, and hydraulics. Since nothing moves but shafts, props, and rudders, the system is strong; since everything exposed is stainless steel, it is also impervious to corrosion. The moderate prop-shaft angle improves propeller efficiency, and since the noncleaver propellers are well aft where there's clean water, they get a better bite. The engines are well aft, too—nearly up against the transom—so on-plane performance and running attitude are enhanced.

While the T-Torque was never popular in terms of numbers, those who owned boats powered by it (including the U.S. Coast Guard) swore by it. That includes the owner of this Tempest 60, Hull No. 6, whose 10-year-old drives have never been touched.

But while the hull form, construction, and drive system have all stood the test of time, the 60's layout was a bit long in the tooth. Indeed, its open design offered distinct disadvantages to a man now 10 years older. Besides the fact that he was exposed to the sun and wind, the low, sleek windshield provided precious little shelter. The original square cockpit offered a nice blend of amenities, including forward wetbar, port-side lounge, and starboard sunpad, but it also lacked shade and wasn't what you'd deem comfortable by today's standards. The deep transom had

a stylish camber, but its thickness wasted a lot of space, and the bolted-on swim platform had a distinctly added-on look. So as much as the 60's owner loved his boat, he reluctantly decided it was time to trade her in for a more modern vessel.

But Erdberg offered an alternative. Since her essentials were solid, why not just update the 60? In fact, if the makeover went well, Erdberg would use the boat as a prototype to launch a 2000 version of the 60. The owner not only thought it a splendid idea, but he also decided to invest in the venture.

The principal task was to simultaneously transform the 60's bridge deck into an enclosed, air-conditioned pilothouse and give the boat a more rounded shape. As is obvious in the photos, Erdberg succeeded grandly. Despite its bulletlike shape, the new enclosure, which has an aluminum aft bulkhead and FRP sandwich top and sides, seems to have been drawn at the same time as the rest of the boat. Its proportions are perfect—sleek yet providing 6'5" headroom. The silver house and deck and deep-blue hull combine for an aggressive but not gaudy appearance, and the stainless steel accent tubes (which are backlit at night) along either house side provide a modern, high-tech touch.

Inside, things have changed as well. The helm, at which all instruments were originally displayed in a retractable Ocean Navigation Module, is now dominated by two Cat Vision monitors and a 13-inch flat-screen monitor that can display anything from closed-circuit TV input (there are cameras in the engine room and on the aft deck) to the standard KVH satellite TV input to GPS chart data.

As you'd expect, the windshield is significantly taller, and the entire pilothouse is enclosed in glass, providing 360-degree visibility. There are two seats forward, either of which could func-



Above: The starboard table, across from the galley, is available in a smaller size. Below: You can order twin guest staterooms in place of this midship master if you cruise with several guests.

tion as the helm seat, although the outboard one can be awkward to get in and out of when the inboard one is occupied. Immediately abaft the helm seats is a 40-inch retractable Sony



plasma display that can reproduce what's on the helm display or display satellite video or VCR input for the benefit of those seated in either of the aft L-shape lounges.

There have been minor changes below as well, mainly to the port-side galley to make the TV on that side easier to view. An eating bar is available here, as it was on the original model, or it can be eliminated, allowing a larger, bilevel dining table and

PMY TESTED: TEMPEST 60 HARDTOP



Base price: \$1.5 million with 2/1, 400-hp Caterpillar 3412 diesel inboards

Optional power: none

Standard equipment: T-Torque drive system; 154W Westerbeke genset; Marine Air reverse-cycle A/C; Vetus bow thruster; Furuno radar; Rayfisher GPS/plotter; CamNav autopilot; Icom VHF; VDO compass; KVM satellite TV w/flat-screen TV and helm monitor

SPECIFICATIONS

LOA: 60'0"

Beam: 15'9"

Draft: 3'7"

Weight: 53,000 lbs.

Fuel capacity: 1,000 gal.

Water capacity: 250 gal.

Test engines: 2/1, 250-hp Caterpillar 3412 diesel inboards

Transmissions: ZF

Ratio: 2.0:1

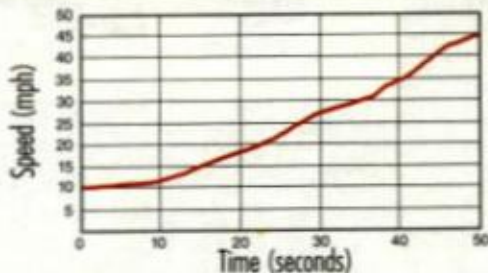
Props: 5-blade Rolo, size N/A

Steering: Tempest power-assisted

Controls: Kabel mechanical

Optional equipment on test boat: none

ACCELERATION CURVE



Acceleration based on average of 4 reciprocal runs using Stalker ATS radar gun and OceanPC laptop.

RPM	GPH (min.)	GPH	MPG (min.)	MPG	SA (min.)	SA (min.)	BT (min.)
750	10.9 (9.4)	22	0.49 (0.43)	444	386	71	
1000	12.3 (10.7)	32	0.38 (0.33)	346	301	75	
1250	12.2 (10.6)	42	0.29 (0.25)	261	227	80	
1500	13.5 (11.7)	62	0.22 (0.19)	195	170	82	
1750	34.5 (30.0)	72	0.48 (0.42)	431	375	82	
2000	46.2 (40.1)	92	0.50 (0.44)	451	393	87	
2250	54.1 (47.0)	128	0.42 (0.35)	380	330	82	

Conditions: temperature: 78°; humidity: 66%; wind: 5-10 mph; seas: 4-6'; load: full fuel, 1/3 water, 2 persons, min. gear. Speeds are two-way averages measured w/Stalker radar gun. GPH measured with Cat Vision monitor. Range: 90% of advertised fuel capacity. Decibels measured on A scale. 65 dB is the level of normal conversation.

Right: The saloon's flat screen monitor can show TV or nav data. Far right: The Cat Vision monitor and flat-screen display dominate the new 60's helm.



U-shape settee to starboard. Either way, a large stateroom with queen-size bed and en suite head with stall shower occupies the forepeak. Aft of the saloon, under the bridge deck, you have a choice of a master with large head and full-size tub or port-side single and starboard twin-berth staterooms, both with en suite heads. Our prototype test boat retained many of the original 60's fabrics and finishes, but Erdberg says future 60 Hardtops will be offered with virtually any materials you can imagine.

Outside, the cockpit is smaller, now dominated by a real sunpad and partially covered by the pilothouse overhang. The swim platform, accessed by steps on either side of the sunpad, is integrated with the hull, and perhaps most important of all, the sunpad opens to reveal a watertoy garage.

Despite all the innovations, the T-Torque Drive system still defines the 60. Driving this boat is unlike anything else. Firewall the throttles and things happen slowly, until the engines get into the heart of their torque curve—about 1600 rpm. Then the props



seem to lock up and the boat accelerates like a 26-footer. Some tab is necessary to get the 60 over the hump, but once on plane she runs relatively flat, which makes for great visibility. High- and low-speed turns are a piece of cake and great fun thanks to Tempest's power-assisted steering. Our test boat managed 47 knots out of her nonelectronic Caterpillar 3412s. The 1,400-hp 3412s to be fitted on new models should boost that to 50. We managed a best cruise of 40 knots at 2000 rpm, at which we calculated a range of nearly 400 NM with 10-percent reserve.

According to Erdberg, the 60's owner is tickled with his new 60 Hardtop, and why not? She has all the things he loved about the old boat and all the things he wanted in a new one. □

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