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Sell Your Boat!**



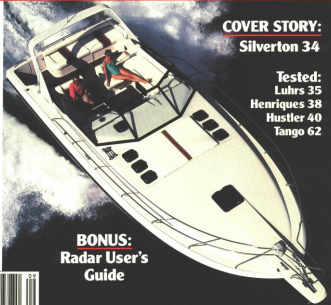
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INTERNATIONAL EDITION

POWER AND MOTORYACHT™

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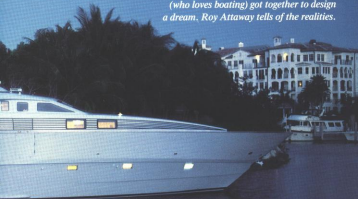
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Queen of the Show, and years ahead of her time, the elegant Tempest 85 can teach you what motoryachting is really all about.

ELEMENTS OF STYLE

An ex-insurance agent (who loves boating) and a former Israeli missile boat designer (who loves boating) got together to design a dream, Roy Attaway tells of the realities.



W e were a small, floating city, gliding silently through the humid night. So quiet was our approach, residents of the condos lining the Williams Island canal were caught by surprise. A tanned, busson babe in a very small bikini waved frantically. An elderly gentleman looked up from his evening paper, startled.

"Hey, Hirvic," a woman's voice carried from a nearby balcony. "How do ya like that one?"

"Nah," an adonoidal voice replied. "Too small."

The woman laughed shrilly.

We laughed with her. We must have been quite a sight,

our Tempest 85, ablaze with light, ghosting by a scant ten yards away, like some magical fata morgana. Even in the maze of upper Biscayne Bay, where fancy yachts are as common as gold neck chains, the 85 was fetching, arresting. The effect, of course, was precisely what her builders intended.

That this yacht should be here at all is one of those unbelievable tales that seem to abound in the boating business. She is the product of two very different, and intense, personalities whose paths accidentally crossed in the early '70s and finally converged in the early '80s.

For Dick Simon, an insurance executive from Chicago, moving to Florida in 1973 was a means of shedding an onerous work load so he could relax more. For Adam Erlberg, a naval architect newly discharged from the Israeli Navy, immigrating to Florida in 1974 carried with it all the hopes and dreams of all the people who have come to this country for three centuries now, yearning for freedom and hoping for prosperity. Both men chose south Florida for the same reason: they love boats and wanted to be in

the boating capital of the United States.

Dick's boating began on Lake Okauchee in Wisconsin, where his family had a summer home. Somewhere in early manhood, it must have occurred to him that it might be fun to own a boat company. Most of us take a cold shower and move on to other things. But Dick was curious. At age 23, he bought an old wooden V-bottom racing hull, fiberglassed it in his garage, mounted an outboard on the transom, and became the scourge of the wind fairies. His father and brother thought this looked like a neat thing, so they climbed aboard, too. The boat sank.

Come to think of it, that could have been the figurative cold shower. But Dick's infatuation with water and watercraft was well established. He bought successively bigger boats, and boats to suit his lifestyle at different junctures.



Though this interior is nothing short of glorious, Tempest knows there are many tastes. They offer clients several layout options.

The boats ranged from a 24-foot Sea Ray Weekender to a Magnum 35 to a Hatteras 58. Finally, he found himself wanting a fast, diesel-powered cruising/fishing/diving boat...

Enter Adam Erlberg

Adam, meanwhile, had come to America after designing 180-foot missile boats for the Israeli Navy. He found the job market in Miami less than salubrious. The Israeli Navy had used Bertram 31s as part of their fleet and he admired the design and workmanship. So he took the only job he could get with Bertram: a mechanic.

"I kept sending proposals for improvements up to Lee Dura," he laughs, referring to the then-chief of engineering for that company. "Finally, after three months, Lee said, 'Send this Erlberg fellow up to see me.'"

Adam, who graduated from Technion (the "Israeli MIT"), joined Bertram's engineering staff and quickly found himself as project coordinator in charge of prototyping and follow-up. From there, he went to other companies (including Cigarette) before going out on his own in 1980 as a consultant.

As a consultant, he heard Dick Simon out on his dreamboat and they began a collaboration that resulted in a company called See Marine. Their first boat was a 44-footer built in the old Performer factory on a Corsia hull using the then-new Caterpillar 280-hp 3208 engines and Arneson drives.







But why diesel when the gas six boats are faster? "I like the idea of diesel," Dick says. "It made more sense to me to use an engine that would be more trouble-free and not dangerous and still would give you a fair amount of speed. We were one of the first companies in the high-speed diesel business."

From the 44, Tempest Marine (as the company came to be called) downsized to a 32, hoping to cash in on the fishing market, the smaller boat market. As the number-cruncher, it didn't take Dick long to figure out that you had to make a lot of 32s—and sell them—to make a profit. The money, he realized, was in the upscale, big-boat end.

Tempest will still make you a 32 on special order, but their next move was to a 38 and then to the 60-foot motor yacht, and then back down again to a 42-foot sportyacht.

Moving Right Along

Moving the company ahead in measured steps, Dick bought three acres of land next to the old factory and last year built 35,000-square-foot of modern boat manufacturing facility. Now they have the capacity to do anything they want. The 85 was the result (that not the end—see below).

In design and appointment, the 85 clearly was intended for entertaining. The centerpiece is the grand saloon, a sweeping, pleasant space that is made to seem bigger—and yet given cohe-

The helm area is wisely designed with efficiency in mind—and again, options abound. Best of all, the skipper can do almost everything from here.

sion—by its division into three areas.

At the after end, there is a lovely curved bar with an icemaker and a special wine refrigerator. Just opposite is a plush, U-shaped settee with a coffee table. Aft of this area is a small, but adequate, deck which may be enclosed as part of the saloon, left open "in the European style," or covered by canvas as in a cockpit motor yacht. In this case, it is covered by the overhang of the top deck/flying bridge. You may further modify this area by the addition of a ladder to a swim platform or a transom door.

The forward end of the saloon is dominated by the entertainment set-up, the most prominent feature of which is a giant television screen. This is flanked by stereo and VCR components that rise for usage, or lower for invisibility, on hydraulic lifts. Just in front of this is another cozy seating area consisting of a round table and four chairs. The photos show you the owner-inspired decor on our test boat—remember that the Tempest 85 is semi-custom in many aspects.

The Best Revenge

The galley is conveniently located forward of the saloon and just aft of the pilothouse. This location is critical, because it allows easy access for loading supplies or whatever and is within a very few steps of both the saloon and the formal dining room. The galley is quite adequate for a yacht of this size, but has one

fauls—as seen by the *chef de famille*, yours truly—there is no ventilation for the range. One burned tuna steak and the whole yacht smells of it.

Just forward of the pilothouse is the main dining room. It runs athwartship and, with windows on three sides, is a very appealing room for breakfast or supper. (Luncheon, except in adverse weather, should be taken on the upper deck, *publique!*)

While we're pointing out glitches in design, I must also fault the stairwell to the crew's quarters. This is located just inside the main door and are so steep as to be vertiginous. Lawd help the crewmember who has to use them in a seaway!

The pilot house is like ascending to the cockpit of a space shuttle. This, too, is subject to the preferences of the owner, but in the case of *HMS Carol*, it seems to be a very efficient—and spectacular—use of space. Instruments are arrayed around the helm and everything seems to be easily read and accessible.

Unfortunately, the very aircraft design means that the skipper will have to do most maneuvering—docking and undocking, for example—from the bridge station (in any kind of weather) or be in close touch with crew outposts, posted fore and aft, via VHF or special telephones.

The master suite, as noted, is served by its own staircase. The suite runs athwartship and features a pedestal queen-sized bed with night tables on either side, a very nice vanity to port, and two cedar-lined closets.

All sleeping accommodations, in fact, have cedar closets. This is a truly lovely area, with an aura of grandeur—a feeling enhanced by the bathrooms ("head" seems incongruous when speaking of spaces like this).

Guest accommodations are sumptuous as well. All the way forward is what Tempest refers to as the VIP suite. It is a good-sized stateroom with a pedestal queen-sized bed, lots of storage, and a glass-and-marble head that contains a sinkless tub. Back down the companionway, there are two other guest staterooms, port and starboard. The Tempest *RS* will, then, sleep eight in supreme comfort. And if you think about it, they have managed to create an amazing amount of creature comfort in an *RS*-foot motoryacht.

Nut A Jarn Session

An engine room is like a five-in lover: you can't really assess one until you've spent a lot of intimate time with it. Let's just say that the engine room of the Tempest *RS* appears to be one of the good ones. The machinery, which is considerable in support of all those amenities listed above, does not seem jammed in—Adam Eriberg is, after all, an engineer and good access to vital functions would naturally be a prerequisite.

It shares space under the pilothouse/galley/saloon with the crew quarters. The basic plan calls for sleeping accommodations for three crew in two tiny cabins, with two private heads with showers and a small galley area. Again, you may configure this area to your liking.

There is also a vessel monitoring system here, including alarms for fire and water intrusion, so the captain may keep tabs on his boat. The hull, which is of hand-laid-up mat and roving, has five watertight compartments. The bulkheads forming these

may be moved forward or aft, depending on the layout you order. There are two bilge pumps in each compartment.

Propulsion is by Tempest's patented T-Torque surface drives powered by a pair of Caterpillar 3412 diesel engines, producing 1050 hp at 2100 rpm. Power is provided by two 20-hw gensets.

Adam says *HMS Carol* will manage a top speed of around 22 knots, but "with bigger engines, we expect a top end of about 30 knots."

The *HMS Carol* is Hull No. 1 of this series and is a portent of many great things to come from this builder. The shortcomings discussed here involve things that look great on paper and prove to be not so good in the prototype. They will be corrected in future models, according to the people at Tempest.

Besides, this is a largely custom boat—you can rework the plan to suit yourself, provided Adam concurs with the engineering.

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of upper Biscayne
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Back To The Future

The *RS* represents a very real step for Dick Sirron and Adam Eriberg in their quest to establish themselves as contenders in the highly competitive sport yacht business. But, while Tempest is looking to bigger boats (a 74 has just come down the way; a 125-footer—fiberglass, of course—is on the boards), Dick is aware of the most critical marketing ploy of all: value perceived.

In this regard, he has entered into a contract with Porsche to produce a 27-foot sportboat, using a modified 928S engine in combination with an American Marine Turbine jet drive, that will be sold exclusively through Porsche car dealers. This, Dick says, is a Porsche design through and through. Tempest has been chosen to build it.

Adam Eriberg looks back on the decade and smiles wistfully. "We were so far ahead of our time. At the 1983 Miami show, we introduced the first 44 and it had a bidet on it. Nobody knew what it was."

At that first show, they occupied a small booth area in what used to be the parking lot, sitting out under the broiling sun and occasional rain squall, trying to get attention. At this year's much-expanded MIBS, the *RS* was designated "Queen of the Show."

Ten years ago, who'da think it? □

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