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BOATING



**Simon Six, the first Tempest 80, is not
for anyone with a faint heart or
a retiring personality.**

Tempest: In the Water and Out of this World

Sitting quietly at the dock, the new Tempest 80 resembles a space shuttle that has wandered away from Cape Canaveral. The foredeck is long, the bow is sharp, and the pilothouse seems to be hidden behind airtight doors and a futuristic windshield. There are few windows, and those that do exist resemble the type that you might expect on a UFO: taller than they are wide, and lozenge-shaped. The entire side of the Tempest features stainless steel grillwork along the sheer that makes the yacht look fast even at rest. No question about it: This yacht is out of this world.

Designer Adam Erdberg is responsible for this nautical sculpture, just as he has been for the full line of Tempest yachts since he founded the company with Dick Simon in 1982. Erdberg honed his skills designing high-speed patrol boats for the Israeli navy. After emigrating to Florida, he supervised construction of prototypes for Bertram Yachts before moving to Cigarette Boats. Erdberg really came into prominence when he teamed up with insurance magnate Dick Simon, who wanted a performance boat for entertaining.

The Tempest 80 Simon Six is a performance boat with mega-yacht amenities, as owner Dick Simon decreed.

BOATING



from Florida to his Bahamas retreat. Erdberg created the first Tempest 44, introduced at the 1985 Miami International Boat Show.

Powered by diesel engines and using Arneson surface drives, the Tempest 44 combined performance and luxury in one package. The new Tempest 80 is a similar blend, with mega-yacht liney in a 40-knot hull.

Step aboard the 80 and you'll wonder how to get inside from the teak-planked deck. There are none of the usual doors found on large yachts. Touch a button, however, and a flush-mounted pneumatic door springs open with a whoosh.

Inside, the full-width salon is luminous, with light streaming in through the UFO-style windows. Enhancing the natural light is white overhead padding that carries down to midcabin, where it meets the burlled Japanese camphor wood cabinetry. The centerpiece in the salon is a black lacquered table that seats six. Touch a remote-control button, and leaves slide from hidden compartments and notch into the top, creating a dining table for 12.

The salon's entertainment center is another miracle of technology, pulling in signals from the Aqua-Sat satellite dish, located on top of the cabin, that folds smoothly out of sight when not in use. The fascia of each component is finished in polished brass. Housed inside is the Sony entertainment system, featuring a big screen TV as well as an array of sound and video systems.

There is a marble-accented guest head aft of the salon. The galley is just forward on the right. Beyond that is the pilothouse, which would be a suitable setting for a James Bond movie. Black leather pneumatic seats (no alcohol shocks) are mounted on a stainless steel floor, and twin steering wheels are separated by an instrument console. Airline pilots might also feel at home in this cockpit, with its panel full of sophisticated electronics and engine monitors. For maneuvering in tight spaces, there is a portable control box

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that allows you to operate the boat from four different locations on deck.

Below the main deck are three staterooms, including a vast master stateroom with a projection TV that uses one entire white leatherette wall as a screen. A unique shower with nine showerheads divides the his-and-her heads. Because owner Dick Simon likes to monitor the yacht's systems at all times, the master stateroom has a panel with duplicates of many of the pilothouse instruments. Two guest staterooms are forward. Padded lounges are provided throughout, at a cost of more than \$18,000.

Power for the Tempest 80 comes from a pair of 169A92TA Detroit Diesels producing 1,450 hp each, which bring the yacht to nearly 30 mph. For added speed, a Lycoming turbine similar to those used in attack helicopters in Vietnam has been converted from gas to diesel and provides an additional 1,000 hp, giving a top speed of 39.6 mph. All three engines drive through Eriberg's

patented T-Torque Drive System, which uses fixed-prop shafts and surface-piercing propellers.

Simon and Eriberg have drawn on science fiction for both the design and the equipment, but everything is carefully engineered for reliability and seagoing longevity. The tender, a 13-foot Boston Whaler, is mounted on an elevator so that it glides smoothly into the water and can be held level for easy boarding. To provide visibility at night, a pair of high-intensity lights forward fold out of the deck, similar to the way Corvette headlights hinge open.

The first Tempest 80, *Sweet Sen*, is not for anyone with a faint heart or a retiring personality, but Eriberg is looking forward to future 80 owners who will challenge his engineering genius with their own requirements. At a price of around \$3.5 million, you can have your own Tempest 80 designed exactly the way you want it.

For more information, contact Tempest Yachts, 1111 N.E. 188th St., N. Miami Beach, FL 33180; telephone (305) 937-5064.