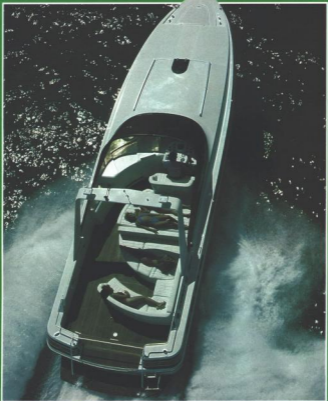


Yachting

The All-Weather Cruiser: Nauticat's 521 **T**he
Leading Edge: Cheoy Lee's 58 **T**empest's Posh
New 42 **T**he Inside Story: The Best Interiors



\$2.50 £2.50

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TEMPEST 42

In style and appointments she's European, but under the skin she's all-American.



Somewhere out there in powerboat land there must be a few executives asking themselves, "Why didn't we think of that?" Like all good ideas, this one is simple and obvious: Don't try to duplicate the European sportcruiser; import the real thing, outfit it to American standards, and market it under a domestic nameplate.

The catch, of course, is finding a hull that's both good and available. Tempest Marine discovered a 42' fast day cruiser available from no less an entity than Baglietto, the Italian motor-yacht builders. They had designed the 42 for efficiency, employing a warped bottom tapering to 10 degrees aft and no lifting strakes. Hull construction was conventional mat and woven roving, but decks, stringers, and longitudinal stiffeners were PVC foam-cored. The hull-to-deck joint was glassed and through-bolted throughout its perimeter.

Tempest purchased the 42 complete with hand-lacquered cabinetry, suede headliner, fine vinyl in-

terior upholstery, but without engines, drive systems, generator, appliances, electronics and some electrical components, which are fitted at Tempest in North Miami.

Arguably it is the drive system that makes the 42 Elegante work. Intent on making its mark in this market by offering both high performance and low maintenance, Tempest blends the luscious Italian body with reliable 375-hp. Caterpillar 3208TA diesels mated to its own T-Torque Drive, a system designed to combine the reduced drag (and thus improved performance) of a surfacing drive with the mechanical simplicity of an inboard.

T-Torque uses twin drive shafts that exit the transom at about an eight-degree down angle, and a separate platform—cantilevered from the transom and fabricated of 316 stainless steel—that carries both rudders and hydraulic steering rams. Does the system really work? The Coast Guard thinks so. They buy the larger deep-V Tempest 44s virtually off the shelf for use





Riverview

■ THE Tempest Eleganté's cosmopolitan, international nature is reflected in a businesslike helm that blends German instruments, an Italian wheel and American controls.

■ AT speed in open water, the Tempest 42 gleams with such typical European touches as an integral swim platform, a luxurious sun lounge and a standard radar arch.

■ EASILY topping 40 m.p.h., the Eleganté is a study in efficiency, thanks to Baglietto's slick hull, Tempest's unique T-Torque drives and Caterpillar's 3208TA diesels.

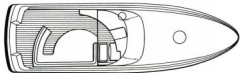
as high-speed patrol boats, all equipped with T-Torque.

A refined middle-of-the-road design like the 42 is ideal for the T-Torque. Freed of the necessity to monitor drive trim, the helmsman need concern himself only with the standard Bennett trim tabs. Full deflection brings the 42 up on plane at 22 m.p.h. (2,100 r.p.m.) and progressive application of throttle and retraction of tab eventually yields a top speed of 42.5 m.p.h., a fine mark for a 19,000-lb. vessel. Maneuverability, at both high and low speeds, is superb, thanks to leverage generated by propellers 42" apart. The exhaust note is restrained, 84 dB at cruise without the annoying bark so often associated with high-performance yachts.

But this boat is about more than performance. In the European tradition, she bristles with innovative features designed to make day cruising a pleasure. A portion of the teak cockpit sole can be removed and placed into recessed fittings to produce an aft boarding platform. Besides the requisite transom shower, there are also compartments in the transom for a windsurfer, life raft and boat hook. The majority of the after deck is taken up by a circular settee and round table of inlaid teak that fully retracts on a hydraulic ram to yield that most continental of features, an expansive sun lounge.

Since the engines lie well aft, there's room for a separate mid-cabin accessible only through a midships hatch.

Like most European sportcruisers, the Elegante lavishes much of her space on a large saloon. Tempest offers a variety of layouts, including some with two heads and an inside passage to the mid-cabin, but this is not a cruising boat. It's meant for fast, brief passages and entertainment, and the version we previewed with a single open saloon will appeal to many buyers.



The heart of a Eurocruiser: mini galley, lacquered cabinets, settee, matte aluminum.

SPECIFICATIONS

- L.O.A.** 42'0"
- BEAM** 12'6"
- DRAFT** 2'10"
- DISPL.** 19,000 lb.
- HEADROOM** 6'2"
- WATER** 50 gal.
- FUEL** 300 gal.
- POWER** twin diesels: Caterpillar 425 hp., GM 550 hp.
- DESIGNER** Baglietto design team.
- Now made in the U.S.A.**

To starboard at the foot of the companionway lies a roomy double berth with mini-galley immediately forward. To port and aft is a large head with stand-up shower and bidet, a hanging locker forward of that, then electrical distribution panel and storage drawers. The forepeak is occupied by a semi-circular settee with center burl-wood table that can be dropped to provide additional accommodations.

What makes the Elegante appealing is how she draws from the best features of Europe and America. The electrical panel comes from Baglietto and uses combination switch/circuit breakers for each function. Selection of shore or generator power is via solid-state solenoids. Up at the helm, all gauges are by VDO and the wheel is a gor-

geous mahogany Italian product. Engine and transmission controls are by Hynautic, the standard air conditioning is by Marine Air, the optional 4-kw. generator comes from Westerbeke, and the triple fuel/water separators are Racor, all names with which American yachtsmen will be comfortable.

The Tempest-Baglietto marriage seems one in which everyone prospers. Baglietto gets some mileage out of a fine design. Tempest gets a beautiful Italian body for its reliable high-performance drive system, and American yachtsmen have a chance to enjoy a little Ferrari fire with some Chevrolet practicality.

—Richard Thiel

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