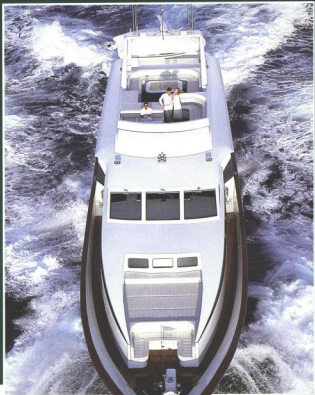


LUXURY YACHT SHOWCASE • CHEWINK'S SOUTH SEAS SOJOURN
REEFING DOWN IN HEAVY WEATHER • COVER: TEMPEST 85

Yachting

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LUXURY YACHT SHOWCASE

HMS CAROL

tempest's custom entry

BY JAY COYLE / PHOTOGRAPHY BY FOREST JOHNSON

Restless and deter-
mined, Tempest en-
ters a new decade
and a new market
with an 85.

Five-foot seas off Miami Beach provide the setting for Tempest's first custom motor-yacht, the 85' HMS Carol.





In 1982 when Tempest Marine opened its doors for business, few took notice. After all, in a market dominated by names like Cigarette, Magnum, and Donzi, there seemed little hope for a fledgling company to succeed in a relatively small market with such well-established competition.

However, Dick Simon, Tempest's founder and chairman, had a vision, and a clear agenda from the start. Simon felt that there should be more to high performance boating than hand grenade engines and bone-jarring offshore gymnastics. His goal was to provide performance without compromising comfort or reliability. With the creative support of designer Adam Erdberg, Tempest Marine's co-founder and president, a 44-foot sport boat was designed and built. Powered by Caterpillar 3208 TA (330 hp.) diesels, the boat achieved an impressive 50-knot top speed. This boat proved strong and reliable and, for those who may have forgotten the early advertising, sexy.

Today, Tempest builds from 25 to 35 boats a year. Large-scale production boat builders they are not, however; Tempest has

always tried to focus more on quality than on quantity. According to Erdberg, this has been the case from the start. "Although we are obviously sensitive to the market, we have never compromised quality in favor of competitive pricing," says Erdberg, a point supported by the fact that Tempest has never offered less expensive gasoline power as standard. In fact, with the exception of the 32, only one Tempest has been built with gas engines. In addition, Tempest has never been complacent regarding technology. The most obvious example is Erdberg's patented "T-Torque" drive system. Installed on more than 60 boats since 1985, the system incorporates fixed surface propellers and rudders. Obviously it would have been far easier for Erdberg to use off-the-shelf drive units. However, not satisfied with the systems available at the time, he chose to create his own. Another example of Erdberg's restlessness and desire to find a better way can be found on Tempest's dashboard. In lieu of typical toggle or rocker switches, Erdberg installed imported waterproof illuminated push-button switches. Erdberg claims these switches are more reliable, and explains that the colorful illustration they create on the

The 85's salon, complete with a full service bar and entertainment center follows the Tempest tradition of comfort and style. Fabric and lacquer are the theme throughout.



dashboard is a far better interface between driver and boat. It is details such as these that Erdberg has invested the past 15 years developing and refining. As he walks through the plant, it is difficult to keep his attention as he passes the boats under construction. He never hesitates to help out, and there are few decisions made that are not the direct result of his input. Today, some forty years later, including five boats for the U.S. Coast Guard, Tempest has added a 32, 38, 42, and 60-footer to its line. Tempest Marine occupies the largest and most up-to-date facility on 188th St. in North Miami, the birthplace of modern offshore powerboat production.

With Tempest's introduction of its 60' performance yacht, it was clear that Simon and Erdberg were not satisfied with simply producing product. A 60-footer with full accommodations and ship's systems is a far more complicated beast than is a 44' sport boat. Here again, however, Tempest's focus remained the same: reliable American iron, the "T-torque" drive, and luxury bordering on extravagance. Introduced in 1988, Tempest is now building its ninth 60, and although Erdberg still noodles with a detail here and there, the 60 moves down the line with little fuss. Thus, to those who are familiar with Tempest, their new custom motoryacht program should come as no surprise. Indeed, according to Erdberg, larger yachts were always part of the plan for Tempest. "Our goal was to refine our technology on smaller production designs and then employ it on larger yachts."

Tempest has chosen to employ the advantages of both fiberglass and aluminum construction for their custom-yacht series. Fiberglass hulls are laminated in conventional female molds, and superstructures are fabricated separately in aluminum and then mechanically fastened to the hull. According to Erdberg, this allows Tempest to build the fiberglass hull relatively efficiently, and leaves the styling of the superstructures flexible. Tempest relies on the same fiberglass construction techniques that it employs on its high performance production boats. Both the hull's topsides and bottom are composed of alternating plies of woven roving and mat, and full-length stringers are laminated into the boat during the hull's construction. Bulkheads are composed of marine plywood, as are interior soles and the joinery sub-structure. As for the styling of the aluminum superstructure, it's up to the client, says Erdberg. Once completed, the whole affair is bolted



The 85's helm station is designed to be both comfortable and practical. All of the 85's systems are within reach.

and bonded to a ledge laminated into the interior of the hull. The result is a sturdy conservative structure, that, although not light by modern standards, should prove durable. Erdberg says that for those interested in higher speeds, lightweight materials such as Kevlar may be used in the hull lamination, and honeycomb coring may be used in the joinery substructure. According to Erdberg, this light-weight approach will affect both top speed and price. "Our 85-footer is designed to top out in the low 20s (knots) with 1050 hp Caterpillar 3412TAs and a conventional drive system," says Erdberg. He adds, "by employing lightweight materials and our "T-Torque drive" system we can provide speeds in the low 30s (knots) with the same engines." The bottom line for this performance is an increase in price of approximately 15 percent. With the base price of the 85 around \$3 million, this becomes a significant factor.

This summer Tempest delivered its first custom series yacht, the 85' HMS Carol. A second boat, an 84-footer built in the same mold, has been started, and will be equipped with Detroit Diesel DDEC 16V92s (1,450 hp) and "T-Torque" drives. Also in the pipeline is a 74-foot motoryacht with 3412 Cats and "T-Torque" drives. Additional tooling has been planned, and although he was not specific, the new facility is capable of handling the construction of yachts up to 110'. Amazingly, all this is accomplished while producing production boats from 30' to 60' in length. For most, the pace at Tempest would be overwhelming. For Erdberg, however, Tempest's custom yacht series is simply another challenge.

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Tempest has carefully chosen to employ the advantages of both fiberglass and aluminum construction.