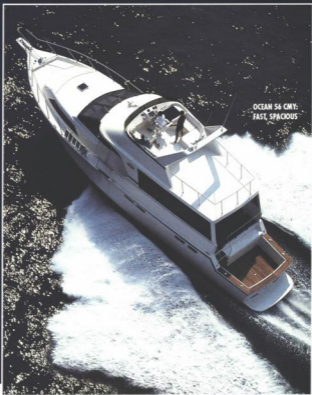


THE FALL BOAT SHOW BUYER'S GUIDE TO THE BEST OF 1991
COMPLETE SPECS-POWER AND SAIL-ON 400 GREAT BOATS

Yachting

OCTOBER 1990



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Adam Erdberg

Newly graduated from Technion, Israel's Institute of Technology, Adam Erdberg found himself sweltering in the engineroom of an Israeli Navy gunboat. It was the kind of vital preamble any young officer could expect, but within a relatively short while, Erdberg wangled a job in an air-conditioned office designing those same ships.

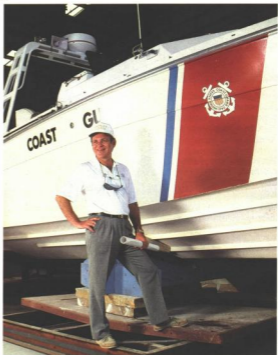
It was a fateful beginning, however, because shortly after completing his tour he emigrated to the U.S., making a rhumb line for Florida—because that's where the boats were.

That was 1974. It was the Year of the Great Recession for the American Dream. Nobody was hiring. Nevertheless, Adam persuaded Bertram Yacht, the one company he had heard of in Miami (the Israeli Navy had used 31s as patrol boats) to hire him. It was no air-conditioned office, mind you; he was back in the pits—working as a mechanic.

Within a week or so, Lee Dana, Bertram's gruff chief of engineering, began getting memos from "some grease monkey on the line" suggesting ways to improve design and construction. Dana was impressed. (This was comparable to getting the Sphinx to smile.) Three months after donning his first pair of coveralls, Adam Erdberg was in the front office again, in charge of prototyping and follow-up.

After a few years, Adam went back to building patrol boats, for Halter Marine. Halter, which also owned Cigarette at the time, recognized his talents and put him in charge of engineering for its macho go-fast fleet.

By 1980, Adam Erdberg's reputation was so well established he went out on his own as a consultant. One of his early clients was Dick Simon, who wanted a fast, diesel-powered multi-purpose runabout that he could



As president of Tempest, Erdberg sells to the consumer, but even the Coast Guard is a valued client and uses the 44 for some of its patrol boats.

use to commute to the Bahamas and also use as a dive and fish boat. Erdberg took an old Corsica hull, stretched it to 44 feet, tinkered with the bottom, and matched the then-new 3208 Cat. diesels with Arneson Drives. Tempest Marine, of which he is now president (Dick Simon is chairman), was the end result of that encounter.

But Adam Erdberg's chief claim to

fame (as of this writing) is the T-Torque Drive. On today's Tempest, the drive shaft goes straight from the transmission to the prop. The U.S. government was impressed: It granted Adam Erdberg a patent early in 1990.

Today's Tempest line has expanded to boats from 32' to 85'—with a 125-footer on the boards. Last fall the company moved into an all-new facility. There are moments when Adam Erdberg looks like a one-armed violinist trying to play "The Flight of the Bumblebee." But he always manages to pull off the performance. The competition, needless to say, is watching carefully. Very carefully. —Roy Attaway