

## YACHTS

INTERNATIONAL

*World Premiere*  
**120' SOVEREIGN  
 TRI-DECK**



SAN JUAN 38'



ALDEN 60' TOURNAMENT



PERSHING 45'



SEPTEMBER 2006



US \$ 5.99 - CANADA \$ 6.99



# TEMPEST 60' HARDTOP

## New Blood

Over the last 10 years, with demand for its product low and investment costs prohibitively high, Tempest Yachts, based in North Miami Beach, has been concentrating most of its efforts on maintenance and refit, leaving new-construction to other yards. So, for Tempest founder Adam Erdberg, this year's Miami Boat Show, at which his company displayed a completely overhauled Tempest 60-foot Hardtop model, was a sort of comeback.

by Michel Ferrari - Photos: J. Kelagopian

What everyone at the show reasonably assumed was a new, model-year 2000 yacht was in fact a revamped, 10-year-old Tempest 60' enhanced by a new

hardtop and spruced up with a coat of fresh paint. It was less risky, more economically sound and took less time to transform an existing model instead of designing and building a brand new one for this particular client. This is especially true considering the time it would have taken to develop new tooling, build the boat, and install the new engines, accommodations and electronics. This in spite of the fact that it still only takes Tempest only four or five months to deliver a brand new 60' hardtop. Our test boat was a sort of observational laboratory, allowing us to see how well the boat has done in the first ten years of its life, and this sort of retrospective is perhaps the best test of all when it comes to judging a vessel's real quality.

Situated forward is a double cabin with a head that's also accessible directly from the salon. Amidships is a

U-shaped sofa that will seat up to eight people and which faces an open-style galley and entertainment area. Aft is a staircase that leads to a cockpit, once open to the elements, but that is now protected by a

hard top. Behind it is the owner's suite with its large en suite head. For new-construction orders, a second layout version is now available with two staterooms aft of the salon. In fact, Tempest is one of those flexible, semi-custom builders who will move mountains to make a client's dreams come true by accommodating their specific needs and tastes.

On the top deck, the cockpit is now air-conditioned and has two tall helm seats which offer an unimpeded view through the laminated glass windshield. The helm station is simply laid out with its Caterpillar control and monitoring panels taking center stage. While our test boat had

older Cat 3412s rated at 1,350 hp, a new boat would get today's upgraded, 1,400 hp Cats, and benefit from the slightly improved performance and electronic monitoring and control systems. Also at the helm station are various switches,





navigational and communication equipment, including a Furuno radar and a Northstar GPS Plotter. And to keep tabs on what's going on elsewhere in the yacht, an LCD screen transmits images from cameras installed in the engine room and on the aft deck.

Aft of the wheelhouse are two L-shaped sofas beneath five vertical, elliptical windows. The design emphasis is obviously on styling, so unfortunately the view outside is limited. On the other hand, a guest can always take advantage of the plasma-screen television set behind the pilot house seat. Outside of the hardtop, on either side of the door, are two small seats and a centrally located sunpad, all of which are well protected by the sleek superstructure from wind and spray

underway. Stairs lead down from the aft deck to the large swim platform with its water toy storage and davit nearby. Those big Cats drive T-Torque surface drives designed by Adam Erdberg, and with the yacht's excellent performance, it would be easy to



forget that this is a ten-year-old drivetrain, without the benefit of the latest advances in propulsion technology. Nevertheless, we did manage to reach an impressive top-speed of 55 knots at 2,300 rpm and a cruise speed of 46 knots at 2,150 continuous rpm. Not bad at all! This is excellent performance, so obviously the Tempest 60, with its propulsion system, was a yacht well ahead of its time. This surface piercing system also results in a very shoal draft, significantly increasing an owner's cruising possibilities, and produces a very responsive steering system.

One can also safely surmise that, with its low-wind-drag profile, a pair of upgraded, 1,400-hp Cat 3412s, and lighter-weight construction using advanced composites, resins and reinforcements, a new Tempest 60 would be capable of reaching speeds in the vicinity of 60 knots. Tempest also builds other models from 27 to 88 feet in length, including a 44-foot Fast Coastal Interceptor (FCI) for the US Coast Guard.



## Our Opinion

With this new, revitalized version of the Tempest 60', Adam Erdberg is hoping to start supplying a hungry market with new, large, open-style yachts. The company will need to produce a level of fit-and-finish expected of the Italians to make it a home run in the U.S. market, but judging from our sea trial, this will not be a problem. At around \$1.6 million for the first new Tempest 60 Hardtop in the series, this singular yacht is reasonably priced considering its solid engineering, significant speed capability and the high level of fit-and-finish.

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## TECHNICAL SPECIFICATIONS

LOA	60'
Beam	15'9"
Draft	3'7"
Weight	53,000 lbs
Construction Materials	FRP
Fuel Capacity	1,000 gals
Water Capacity	250 gals
Maximum Speed	55 knots
Cruising Speed	48 knots
Range	375 n.m.
Power	2 x Caterpillar 3412 @ 1,400 hp
Builder	Tempest Yachts - USA