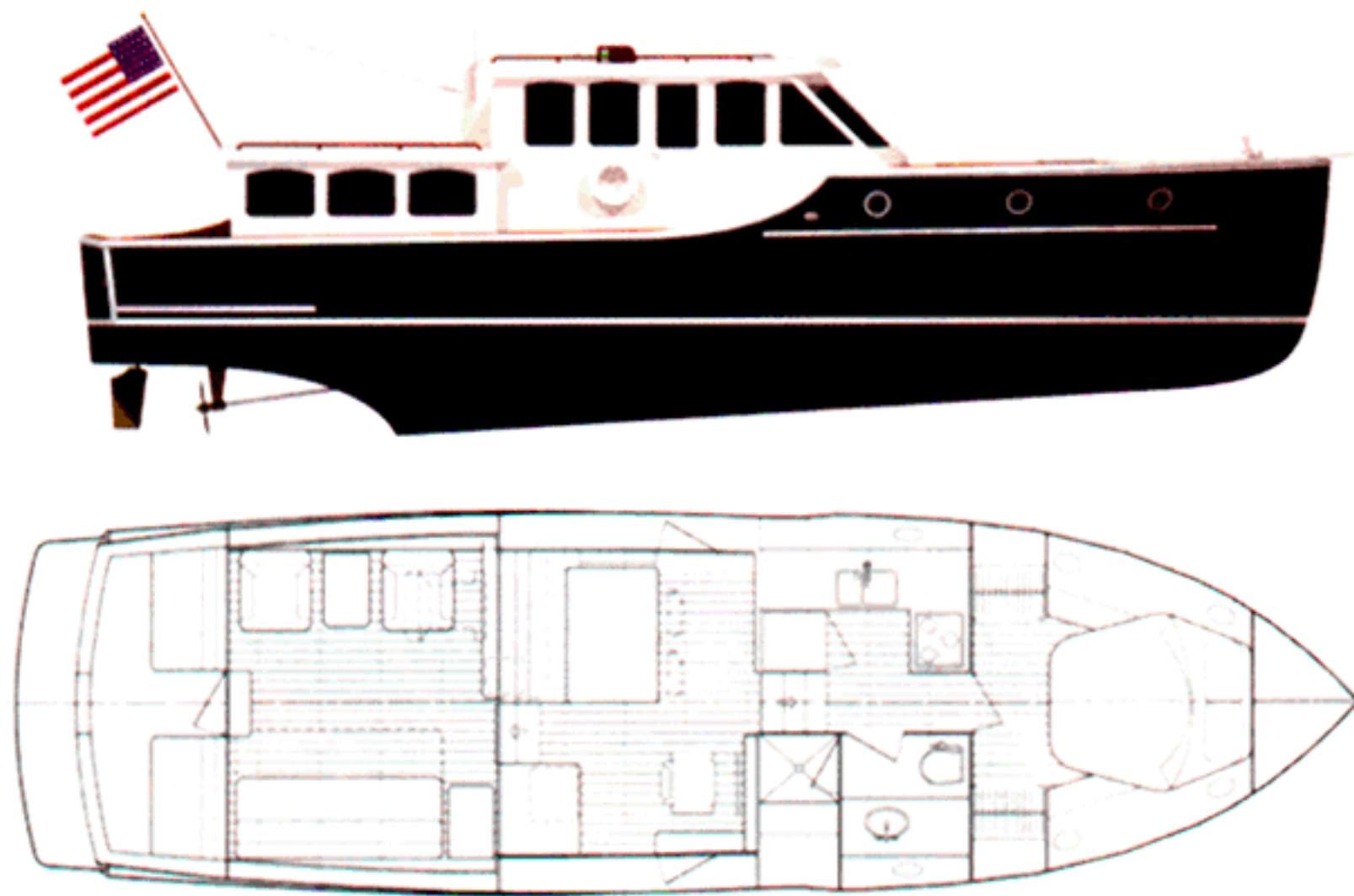


DESIGN



ATLANTIC 42

BY DENNIS CAPRIO/dennis.caprio@time4.com

Over the years, yacht designers who have tried to adapt early 20th century styling to modern yachts have committed a lot of sins. The biggest is clutter—bits and pieces of traditional hardware juxtaposed with lines and radii dictated by modern GRP molding methods.

Greg Siewert's Atlantic 42 is cause for a sigh of relief. He got it right with a design that is honest, simple and dedicated to the purpose of cruising two adults in comfort.

A supremely comfortable cruising yacht needs a master berth of enough area to permit the usual sprawling, or the tossing and turning of fitful sleep without dislodging the berth mate. This master stateroom offers that, plus a

human-size MSD and a shower that should leave some skin on the elbows.

At the highest level, this yacht will have a galley that encourages (instead of merely permits) the preparation of fine meals at sea and in the marina. A dinette hidden from the debris of cooking is a plus, and a cozy spot to lounge with a book, a favorite CD or a movie is a nice touch.

To maintain the mood, durable fabrics of a neutral color or two will adorn the furniture. Wood cabin soles would add a taste of Edwardian luxury, but I'd arrest that tendency with a satin finish and a mild nonslip surface in the traffic areas. The same goes for the interior brightwork, less the nonslip, of course. Lots of white

panels trimmed with American cherry would make me feel in touch with L. Francis Herreshoff.

Outside, well, I'm a sucker for a plumb stem, round portlights and a flush foredeck. On the practical side, the flush foredeck creates a nearly flat and completely safe surface for handling ground tackle, and it provides headroom inside.

Siewert drew the break in the sheerline at exactly the right spot for this profile. Extending it farther aft would bloat the profile. Diddling with the upright pilothouse and deckhouse would be one sin I couldn't tolerate on this boat. Those structures demand to stand proud, save the windscreen. I'd like to see Siewert try a subtle rake forward on that windscreen, though.

Below the waterline, Siewert drew a semi-displacement hull with a very shallow rise of floor and a tight radius at the turn of the bilge from about amidships aft. She will have great form stability. Straight buttock lines should let her easily exceed a 1.34 speed-to-length ratio. Her entry is fine and steep in the first few stations, and the waterlines are slightly convex. Her motion ought to be easy.

I don't see how anyone who uses a yacht to escape the glitz and strife of life ashore could resist the timeless simplicity of the Atlantic 42. I'm ready to move aboard. □

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LOA	42'2"
LWL	41'2"
BEAM	12'8"
DRAFT	3'2"
DISPL.	18,000 lb. (half-load)
FUEL	300 gal.
WATER	200 gal.
POWER	1x 200 hp diesel
SPEED	10-12 knots cruise; 14-15 knots top
DESIGNER	Siewert Design