



NEW BREED

Beneteau's new Swift Trawler 42 offers a combination of elegant decor, thoughtful design and cruising speeds in the low 20s.

Story by CAPT. JOHN WOOLDRIDGE Photos by JOHN BILDAHL

Elegant. That's the word that comes to mind when you perch on the double-wide bench at the pilothouse helm of the Swift Trawler 42 and survey the surroundings. Rich African Douka mahogany paneling and cabinetry are everywhere, and the cabin side windows are framed with this lustrous red wood. It's a finishing touch that imparts the feel of days gone by, when ships were made of wood. Yet unlike most of the boats of yore, the lower helm in this pilothouse has 6'5" of headroom for excellent comfort when standing.





SAFE SHELTER: Stout handrails enclose the foredeck, while high bulwarks and a large overhang protect the sidedecks and cockpit.

The Swift Trawler is made by Beneteau. This French boat builder is better known in this country for its superb sailboats, but it's also one of the largest manufacturers of powerboats in Europe. The 42 is the first powerboat by Beneteau to be imported to this country, and it will make an impression on U.S. yachtsmen with a penchant for long-range cruisers with comfortable accommodations.

On the same level as the pilothouse helm, there's a cleverly designed U-shaped galley with stainless steel work tops. A sliding door gives quick access to the portside deck walkway. The very workable layout puts a highly polished double stainless sink with removable cutting board on the forward counter, a three-burner propane stove on top of the after counter and a separate oven below the stove in the walk-

way between both counters. There are two storage lockers beneath the sink, and four drawers for cutlery and implements in the after console that open toward the centerline, all furnished with positive locks and nicely finished finger holes.

The 4.5-cu.ft. electric refrigerator is just around the corner and aft, where it is accessible to the cook and to guests in the salon alike. With a mahogany panel on the door, it blends in very nicely with the low wall of lockers that flow aft toward the white-framed sliding aluminum door. The electrical distribution panel hides behind a gleaming locker door that's positioned at a height most of us can appreciate when standing. Access to the engine room is through removable cabin sole hatches, making it easy to drop down and check fluids or perform maintenance.

Visibility from the pilothouse helm is outstanding. The console is placed well

forward and surrounded by glass on two sides—a feature that makes it easy to lean forward and look aft when the blowing rain or spray makes it inadvisable to slide open the starboard side door. To keep the forward windows clear, there's a defogger, a distinct overhang and three electric windshield wipers with integrated washers. The console is split into two panels, with the lower panel reserved for engine gauges and throttles. The upper panel starts out flat and is then tilted at an angle that makes flush-mounted electronic screens easy to read. I'd recommend moving the small, lighted compass on the flat up and into a line-of-sight position for easier course keeping. The trim tab and rudder angle indicators are welcome additions to the standard list of controls and gauges, along with the remote anchor winch controls and the 12-volt D.C. socket.

Accommodations forward include a

guest stateroom to starboard with a 6'7"-long double berth, hanging locker and shelf storage. Two opening portholes and one overhead hatch provide natural light and ventilation, as do those in the master stateroom and the head compartment. The master stateroom gets another long double berth, wider by a foot and installed as an island for easy access from both sides. The hanging locker here is larger, of course, and there are additional storage lockers on either side, all beautifully crafted of mahogany. The single head compartment has a separate shower stall, a sink with vanity and mirror, and a manual marine toilet.

I liked the Swift Trawler 42 the moment I laid eyes on it. With a large overhang covering the aft cockpit, good-size bulwarks, covered sidedecks and a stout stainless steel rail running from the steps leading up to the foredeck, I knew I'd feel very protected moving around when the weather turned rotten.

Running the Swift Trawler was a pleasure. Driving from the upper helm station, which was well laid out for a cruising couple and guests and had plenty of space for an optional dink, I put the 42 through a series of turns in a pronounced chop and found no handling problems whatsoever. At slow speeds in beam

seas, the full keel dampened the motion and made tracking more precise. With twin engines and a standard bowthruster, handling around the docks was not a problem.

My test boat was equipped with the optional twin 370-hp Yanmars, which provided smooth, quiet power under acceleration to speeds approaching 25 knots, making it one of the swifter trawlers I've tested. According to factory figures, range at wide-open throttle is approximately 222 nautical miles, with a 10-percent fuel reserve. Drop the throttle back to 1700 rpm and the range nearly doubles.

That combination of storm-beating speed when you need it and miserly economy when you want it gives the Swift Trawler 42 excellent flexibility for cruisers who want to do it all. Of course, if they also want a practical and seaworthy layout, plus an interior that's easy on the eyes, this new breed of fast trawler will keep them happier still. ☺



LIVING SPACE: Warm mahogany graces the salon (above) and the master stateroom (top).

Specifications:

LOA	44'3"
Beam	13'11"
Draft	3'5"
Displacement (max.)	33,000 lbs.
Bridge Clearance	18'0"
Transom Deadrise	12 degrees
Water	169 gals.
Fuel	395 gals.

Test Power: (2) 370-hp Yanmar 6LYA-STP diesels turning a 22.8" x 22.4" four-blade prop through a 2.0:1 HSW 800 transmission.

Performance:

RPM	Knots	GPH	dB-A
900	4.8	2.1	63
1200	6.2	3.2	64
1500	7.9	5.3	65
1800	9.2	8.8	68
2100	11.0	14.5	70
2400	14.6	19.4	73
2700	18.0	25.3	74
3000	20.9	33.0	76
3300	24.7	39.8	78

Speeds measured by GPS in the Chesapeake Bay near Annapolis, Md., in one- to two-foot seas and 10-knot winds w/three people aboard, full fuel and full water tanks. Sound levels taken at the lower helm in dB-A. Fuel consumption figures supplied by the manufacturer.

Base Price (w/test power): \$338,400

Standard Equipment (major items): Electric anchor windlass; bowthruster; compass at upper and lower steering stations; rudder angle indicator; 12-volt D.C. sockets at both helms; white painted aluminum mast for nav lights and radar dome; three-burner LPG stovetop w/separate oven; 4.5-cu. ft. refrigerator; windshield defogger; three electric windshield wipers w/integrated windshield washers; manual marine toilet; AM/FM/CD player w/four-disc stack; 40-amp battery charger; six 50-amp batteries for engines and bowthruster; two 140-amp hour house batteries.

Optional Equipment (major items): 11-kW Onan genset; air conditioning; bimini; cockpit enclosure; Raymarine electronics; teak cockpit and sidedecks; combo washer/dryer; dishwasher; microwave oven; icemaker; 15-inch LCD TV; desalinator.

Warranty: Five-year limited, transferable structural hull coverage; one-year limited warranty on Beneteau components.

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 For more information,
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