



BOAT REPORT

TRADER 47

Now six years old, but with a timeless traditional appeal, are this Trader's serious cruising looks matched by its abilities?



Design

Although the 47 has been around for six years, its trawler yacht (albeit extremely beamy) style of design has predictably held up well in a world which is increasingly under pressure to change and restyle as a matter of marketing policy.

The well-proportioned raised aft-deck superstructure sits well on the gentle concave of the topsides, which flare with a gentle hook to the stern.

The underwater lines run from a wide flat at the chine, down a medium vee, to terminate in an almost full-length keel. The owner of our delivery boat had an extra glassed-in hardwood extension fitted onto the original keel to protect the sterngear in case the boat should ever touch bottom or be taken alongside a wall to dry out.

Two interior layouts are offered, although because boats are constructed to order, a certain amount of customisation allows these to be tweaked. The boat we tested in the Solent had a full-width master suite and galley aft, with the forward accommodation comprising a double and a twin. Alternatively, the area aft of the wheelhouse saloon can be split to make two

smaller cabins, sharing a toilet compartment, with the galley and additional dinette forward, along with a double cabin.

Exterior

The 47 shares a number of features we have come to expect from Far Eastern boats: acres of wood in their fit-out, cavernous engine rooms and wide, safe side decks. The Trader 47 is no exception on any of these counts.

The side decks are 1ft 7in (48cm) wide, bordered by a deep run of gunwale topped off with a varnished guardrail. The main superstructure is fitted with a handrail. All deck areas can be teak-laid, except the flat of the coachroof which has a moulded non-slip finish.

A Lofrans windlass is included in the standard specification, as is 230ft (70m) of chain and the CQR-type anchor housed in the small stemhead platform. The chain locker is accessible only via a hatch in the forecabin. Mooring hardware includes pairs of no-nonsense bitts to the fore and aft decks, with like-sized fairleads leading over the transom and the quarters.

A couple of steps join the side deck to the clear



ALTHOUGH built in Taiwan, the Trader range has its roots very firmly in the UK. The Tarquin Boat Company, from their Emsworth Yacht Harbour base in Hampshire, undertake everything from the initial design concepts to completing the final fit-out and comprehensive pre-delivery checks once the boats are shipped in.

The Kha Shing yard has been working with Tarquin for two decades, and it is a strong relationship, with both parties well geared to embrace the needs of quality semi-customised boatbuilding. The range runs from the successful 41+2 (see Long Term Report, MBM Oct 92 p60) to a fully twin-decked 77-footer.

The 47 is arguably one of the most versatile models, offering three sleeping cabins, an inviting saloon and serious offshore cruising, but still being manageable by a couple. To substantiate the sales brochure's "long-range motor yacht" claim, we joined a brokerage boat on its delivery trip from the Solent to the Isle of Man, as well as inspecting and conducting trials on a newer craft in the Solent.

Left: the Trader 47's galley, set back from the companionway, features domestic-sized appliances and plenty of storage. Above: the saloon is dominated by a comfortable settee and its oval table. Headroom is almost 7ft, with full-length grabrails on the deckhead. Above right: the flybridge console layout is clear and simple, with engine gauges flanking space for navigation aids. Right: in the master cabin, the builders have been generous with berth size, headroom, stowage space and countertop.



expanse of raised aft deck, with a further short run of wide, treaded steps up to the flybridge.

Up here there is plenty of seating, with lined lockers underneath, but it is something of a mystery why nothing more imaginative is done with the aft deck. This is a shortcoming of this style of craft, and with no lazaret stowage to accommodate any loose-standing table and chairs it is difficult to enthuse over this as an extra socialising area.

Our test boat had a large seat-locker fitted here, to give a measure of handy extra stowage, but this still left much of its potential untapped. An arrangement of fixed seats-cum-loungers, possibly with a drop-down table, would enhance the usefulness of the area.

The flybridge itself is topped by a GRP arch which can be hinged to reduce air draught. Alternative helm seats are a bench, as on our test boat, or a swivelling pedestal chair.

The console moulding is of a simple but clear design. The angled fascia in front of the wood and stainless steel wheel will take any reasonable number of navigation aids, thereby splitting the engine gauges into banks on either side. Twin-lever throttles are fitted as standard.

The void beneath the console is accessed through a couple of louvred doors, and a perspex screen tops off the good depth of coaming. The supporting stainless steel framework doubles as a handrail.

Interior

In addition to the main layout alternatives, a couple of minor options are available to the saloon, mainly determined by the disposition of

the deckhouse doors.

Our test boat had one door immediately adjacent to the interior helm and a second opening onto the aft deck by way of a short run of curved stairway. This latter access can be done away with, and a further sliding pilot door sited to port opposite the helm. With the aft-door option, useful for serious sea work, the layout loses a small settee to starboard; with the second wheelhouse door, there is a reduction in the run of forward-facing seating and chart area.

Either way, the main feature of the saloon is the huge oval table and arch of deep, comfortable settee. Beneath this is a series of cavernous lined lockers, with the ends fashioned with more easily accessible drawers. The rest of the cabinetry will readily take care of all the usual boating paraphernalia and personal effects, and a neat bar trolley fits securely within the helm-seat.

This is a comfortable perch, with the vertical wheel falling easily to hand. An angled wooden pod accommodates engine instrumentation, while the area between this and the wheel is sufficient for smaller navigation electronics and wiper, bilge pump and trim tab controls, as well as the throttles. Should further space be required, the deckhead fascia above is available.

To the side of the lower console is the main electrics board, for both DC and AC circuits, with an adjacent chart area. On the other side of the companionway is a further forward-facing raised settee and a nav station.

Headroom in the saloon is almost 7ft (2.1m), which diminishes only marginally over the rest of the interior. The deckhead is thoughtfully fitted with a pair of full-length teak grabrails.

The forward accommodation comprises two

cabins and a good-sized, well-appointed WC.

The latter has a separate shower cubicle, and a nice touch here is the wood-slatted seat fitted to the moulding.

The forecabin, with its own door to the toilet compartment, has a generous, central berth and a useful array of deep drawers and hanging lockers. Just abaft of this is a pleasant cabin with a neat combination of mirrored hanging locker, drawers and bedside unit set between the two berths. Further stowage is provided by the bunk-bases. As in the rest of the boat, headroom is good and there are plenty of opening sideports for light and ventilation.

A companionway leading aft to the full-width master cabin passes the U-shaped galley, offset to starboard. This is fitted with all domestic-sized appliances, including a separate fridge and freezer, and a four-burner hob/oven hidden beneath a drop-away cover. There is plenty of work surface and mixed storage. As well as a couple of opening ports, there is an extractor.

The galley is sufficiently deep that those going about their culinary duties do not block the passage to and from the cabin. Likewise, an adjacent sideboard allows the table to be set without anybody having to grapple about in the galley itself.

Everything about the master cabin is generous, from its central 7ft x 5ft (2.1m x 1.5m) berth, through its yards of drawers and cupboards under a surround of countertop, to its toilet compartment with separate shower/hip-bath. Beneath the bunk-base are the water tanks, with sight gauges and inspection plates; large hatches abaft of these give access to the steering gear.



Engines

Listed engine options run from a pair of 150hp Volvo diesels, giving speeds up to around 11 knots (just above displacement performance), to 3208 V8 Caterpillars rated at 435hp apiece, which should give a maximum of 25 knots. Our test boat was fitted with 375hp versions of this turbocharged and aftercooled unit.

The engine compartment is readily accessed from either companionway. True to type, it is spacious, tidy and highly serviceable, with a

Above: capable of 20 knots flat-out, the 47 maintains a commendably constant trim angle at cruising speeds, unlike many other semi-displacement craft.

Delivering the goods

We always jump at the chance to combine a test with a delivery, and the longer the trip the better we can evaluate the boat's quality and abilities. So we were pleased to accept an invitation to join a Trader 47 en-route from Lymington, Hampshire, to Douglas, Isle of Man.

Jemma Jane was built in 1988, and had spent most of her life in the Mediterranean before returning to the UK with a total of 1100 engine hours on her twin Caterpillar 375s. She became the property of Douglas-based Alan Gough in August.

Alan has owned a number of motorboats over the years, regularly cruising the beautiful if occasionally treacherous west coast of Scotland. When looking a craft on which he could also take a six-month sabbatical in the Med with his family, he was drawn to the quality of the Trader's finish, the layout of her accommodation and her "heaviness".

We joined ship at Berthon Marina, where Alan introduced us to volunteer crewmen Nigel and Sam, both ex-servicemen.

First impressions are of the boat's generous freeboard and solid construction. Alan has four children,

aged 15 years to eight months, so the stainless steel guardrails around the decks have been reinforced with rope netting for extra security. The interior has stood up well to its days in the sun, and the combination of large windows and unblemished teak interior make *Jemma Jane* feel spacious and homely.

The twin Cats started on the button, and we slipped the springs while they warmed up. The weather forecast was not brilliant, but the decision on a passage to Falmouth had been taken, and at 0930 on a calm Sunday in August we headed out into the Solent. The large number of fenders were securely stowed on the pushpit rail.

Up on the flybridge, we noted the first of the previous owner's modifications. On each of the engine dials a marker of red insulating tape had been placed over the ideal position of the indicator needles. "You can tell at a glance if something is wrong," said Alan.

With the sun glinting on a smooth sea, we swept out past The Needles and set a course for Start Point, with both engines running smoothly at 2400rpm and the Decca giving us a speed reading of 16 knots over the ground. Engine noise was not intrusive, the compartment being well insulated.

Visibility was excellent, and Alan was happy to let the autopilot take the helm

while we talked boating.

There are no marinas on the Isle of Man, so *Jemma Jane* would have to dry out at low water in Douglas harbour. Consequently, the Tarquin Boat Co at Emsworth had added an extra 11in to her 10in (25cm) keel, to allow her to take the bottom without damage to the two propellers. Happily, it had not affected her speed to any great degree.

By midday we had caught up with the tail end of the Fastnet yacht race, which had started the day before. We were beginning to punch our way into a slight head-sea, but the motion was comfortable and regular, and the flared bows knocked the water sideways without too much difficulty. As the waves steepened and we began to take some spray over the flybridge, Alan throttled back a couple of knots and the ride became easier again.

Some minor design faults become apparent only when a boat is underway. The horizontal handle on the wheelhouse door had the habit of catching your fingers as you used it, or snagging your clothing as you walked past it; apparently there is a flush-fitting alternative available. Also, we felt an additional handrail on the flybridge steps would be useful, as there is one on the starboard side only.

When it came to serving lunch, we

found the galley compact and well laid-out. The sinks are deep, the fridge voluminous and there is plenty of workspace. Small modifications which might help are as a proper set of pan holders for the gas cooker (you have to keep a tight hold of the kettle as it boils) and a couple of extra handholds in strategic locations, because the galley is well forward on this particular 47, and therefore sensitive to motion in a seaway.

By mid-afternoon the wind had decreased, and we were able to put back a couple of knots onto our speed, up to 18 knots for a while. With the coast always in sight, there was little to do except watch for lobster-pot markers and stay out of the way of the very few boats we saw.

Soon we were closing the Cornish coast, and running towards Falmouth harbour entrance. A call to Falmouth Yacht Haven reserved us a berth, a wise move as it turned out, because they were hosting a regatta and space was at a premium.

Manoeuvring alongside the fuel berth, we were interested to see how much diesel we had used. We took on slightly more than expected, indicating an average consumption of 24gph, but then we had been bashing into a headwind and sea, fully laden with water, stores

and personal possessions.

Our berth by the quay was a very tight fit, in very little water (it is unnerving to see the bottom as you approach), but Alan brought his new charge alongside with no particular problems. For a boat of her size, she handled beautifully.

With *Jemma Jane* secure and hooked up to shorepower, we dined at the restaurant and then spent an enjoyable evening watching 'Fawlty Towers' on the compact video Alan has in the saloon (to keep the children entertained!). The following morning we had breakfast around the large saloon table, which seats four comfortably and with plenty of elbowroom.

A tour of the spacious engine room revealed another modification by the previous owner: a large wallchart to make sense of the seemingly myriad pipes and stopcocks. At the far end was the 8kW HFL generator.

Immediately by the door we were surprised to find a washing machine. Tarquin advise owners to fit a budget Italian make, a Candy, which is particularly good at surviving the marine environment. Apparently, state-of-the-art appliances have so much concrete in them that they usually succumb within the first year: this model can last five times longer.

Some routine maintenance was

required. A deck light had filled with water (usually prevented by smearing vaseline on the threads during reassembly) and a faulty switch in one cabin had tripped-out the lighting circuits. As we had fumbled around in the dark looking for a torch the night before, it occurred to us that it might be useful to have an automatic emergency light on the control panel.

The forecast wind and driving rain arrived with a vengeance, and by mid-morning it was clear they were not going to let up, so arrangements were made to leave *Jemma Jane* in Falmouth until the Atlantic depression blew itself out. She would eventually make Douglas after an uneventful trip via Crosshaven.

Although our acquaintance with the boat was rudely interrupted, the exercise had been a fruitful one. The Trader had performed superbly, handled with competence by her skipper, and she is clearly a go-anywhere cruiser, as Alan will prove when he visits his favourite Scottish haunts during the winter.

Jemma Jane is now kept in Bangor Marina in Northern Ireland, but the extra keel is not redundant. When caught out in a Force 7 on the beam, Alan was convinced it made a vital difference to his ability to handle her. It may prove equally useful when he faces the Mistrals of the Mediterranean.

walkway of no less than a 1ft 8in (0.5m) between the engines and stooped standing headroom. There is access right around the engines and, bearing this in mind, belt and shaft guards have been fitted at each end.

The fuel tanks, outboard, are screened by faced insulation board which also fully covers the removable deckhead panels and all bulkheads. Adjacent to the aft access door are the water/fuel separators and the labelled fuel manifold, which, while allowing the engines to draw from either tank, do not have full crossover capability for the return lines.

Towards the forward end of the compartment are the clear-glass seawater filters, battery boxes, calorifier and pump. Even so there is plenty of room for a generator, an option which had yet to be fitted in this instance.

A halon extinguishing system is fitted, as are a pair of auto/electric bilge pumps plus a manual unit to service the through bilge.

Performance and handling

The accompanying log of *Jemma Jane's* delivery passage summarises our sea trials of the 47. Suffice it to highlight a few details from our performance test on an identically-engined craft in the Solent.

With the 375hp Cats we obtained just under 20 knots flat-out on our moderately-laden test boat; a cleaner bottom would probably have given the extra knot claimed in the sales brochure. Throttling off 10% on revs to find a fair passagemaking speed, we clocked 18 knots at 2600rpm; at these revs *Jemma Jane* averaged around 16 knots fully laden with a cruising inventory which included a washing machine and generator. Pulling back another 200rpm gave a touch over 15 knots.

Since we do not test very many semi-displacement hulls, it is worth commenting on the constant trim angle maintained by the 47 in cruising mode; some will take up altogether too high an angle of incidence to the water, making life awkward for those aboard and restricting visibility from the interior helm. The Trader's 3° attitude gives no such problems, the merest touch of tab providing the best performance.

Expect fuel consumption be in the order of 35gph (160lph) at maximum revs, about 27gph (120lph) at 2600rpm and 21gph (94lph) at 2400rpm.

Noise levels are generally low, apart from in the aft cabin where there is an intrinsic amount of propeller-generated noise.

Conclusions

Not every craft of the 47's size is comfortably lived on for extended periods, and many folk do not need them to be, viewing them simply as weekend retreats. But if your aim is to live aboard in much the same manner as you do at home, with accommodation of reasonable proportions, full headroom and domestic-sized appliances and furnishings, this Trader is worthy of consideration. It is not the flashiest boat afloat, but that fact will also find appeal.

Living comfort is one thing, but will it get you places? Of this there is little doubt, and we wish the owners of both boats we borrowed many happy, safe cruising miles. □

Trader 47

Engines: twin Caterpillar 3208TA diesels, 375hp at 2800rpm, V8, 10.4lt.

Conditions: wind NW Force 2-3, sea calm. **Load:** fuel 60%, water 50%, crew 4.

rpm	knots	gph	lph	mpg	range	trim	sound levels dB(A)			
							saloon	midcab	aftcab	flybg
1400	8.4	4.7	21	1.79	893	—	73	70	76	62
1800	10.8	10.2	46	1.06	529	—	75	73	78.5	68
2200	13.8	16.2	74	0.85	426	—	78	74.5	81	69
2400	15.7	20.6	94	0.76	381	—	79.5	77	84	71
2600	18.2	26.6	121	0.68	342	—	80.5	78	87	72
2800	20.2	35.2	160	0.57	287	—	81.5	79	88.5	72

Loa	49ft 6in (15.10m)	Displacement	17 tonnes
Hull length	47ft 0in (14.33m)	Fuel capacity	500gal (2270lt)
Beam	15ft 0in (4.57m)	Water capacity	300gal (1364lt)
Draught	3ft 9in (1.14m)		

Price: £222,149 ex VAT for standard boat with 375hp Caterpillars.

Enquiries: Tarquin House, Picket Hill, Ringwood, Hampshire BH24 3HH. Tel: 0425 475481.

