

MOTOR
BOATS TESTED

Trader 42

FACT FILE
 Trader 42
 LOA: 43ft 5in
 (13.3m)
 PRICE: £363,075
 TOP SPEED:
 23 knots

It has taken Trader 25 years to produce the successor to its classic 41+2, and the result is certainly impressive... except for one rather soggy defect

REPORT BY CARL RICHARDSON

It has taken a quarter of a century for Tarquin Motor Yachts, the company behind Trader boats, to come up with a successor for its best selling 41+2. In that time NASA developed a space shuttle, the World Wide Web and mobile phones arrived, Irish music producers discovered you can make a killing out of manufactured boy bands and the new Wembley stadium was built. So what exactly has Trader's design team been up to all this time?

Design & Build

If you asked a designer from the 1970s to draw out a vision of boating future I guarantee it would have included several hulls, huge fins, at least two glass domes and it would be covered almost entirely in foil. But, of course, this Trader is a real boat designed for real people so, actually, not that much has changed. Traditionalists will be pleased to know there is just the one hull and absolutely no foil, but it is a different boat when compared to the 41+2. In fact, it is two very different boats

as the designer, Tony Castro, has created a flybridge superstructure as well as the conventional raised aft deck, both available with a GRP 'Sport Deck' complete with a sunroof.

Inside, the variety continues with a two or three cabin layout and a lower helm station. There is a real contemporary flair to the interior with huge skylights, natural timbers and plenty of clean lines. Tarquin's Toby Chappell, one of the 42's chief progenitors, told MBM that "for reasons of price we had to avoid the kind of owner customisation

available on our other boats, but by designing in some 70 odd pre-engineered options we don't think anyone will go without!"

For the overall look and line of the 42, some may be disappointed that the designers have not

modernised its quite conservative, angular style, but it certainly looks sharper and more considered than the old 41+2. Thought has certainly gone into how the boat will be used, especially on deck. There is a short bathing platform to keep mooring dues down while side decks sit behind deep bulwarks and rails. Designed and built with charter in mind, the deck area aft of the helm is protected by at least one metre of rails. Deck stowage, often a problem on aft cabin boats, is another triumph.

On hull design, Castro has delivered a beamy 14ft 2in (4.3m) semi-displacement form, adding a complex arrangement of a deep, three-quarter length keel, propeller tunnels and a subtle wedge at the transom to level out the boat's natural trim. On paper, it looks like the best of all worlds.

Design & build

Clean and considered with some real variety



Running into the wind, in just a hint of chop, a cloud of spray is sent up and over the bows drenching those at the helm... and you still get wet with the canopy up!

Plenty of thought has gone into the 42's creation



The raised leather saloon is a cross between a lounge and dinette with great panoramic views

Accommodation

Traders have always offered plenty of boat for their length. The 42 continues the trend but it also tries to bring something new to the table. To be more specific, it actually moves the table forward and raises it up so that those sitting around it get a grandstand view out. Add in the two large tinted skylights above, and the 42 starts to become a different animal to its predecessors. The main saloon seating is a cross between lounge and dinette, offering well-upholstered seating for up to six. Surrounded by a tinted and

fairly shallow line of windows, the view out is still good. And, although the windows are bonded in, a useful side door out onto the deck delivers plenty of ventilation.

There is a bar area and a flat-screen TV drops down from the deck head, although this needs a bit of work if the drop element is to remain controlled.

In true trawler-yacht style the saloon must share its space with the galley, but this means that you

win much more cabin space below decks. The galley offers a decent amount of countertop workspace, a four-burner hob and a proper oven.

Stowage is split over several compartments but there should be enough room, especially when there's a sizable fridge

freezer unit. Adding to the domestic features, there is adequate space for a washing machine off the forward below decks stairwell.

"I can't think of a 42-footer offering such space and luxury"

Accommodation

New Trader, new look but the same values



A serious looking 12V and 220V master panel behind a smoked screen are perfectly positioned just outside the skipper's cabin. Inside, a diagonal double berth makes the most of the space and it's cosseted by a plush headboard and plenty of cabinetry. Across the transom a panoramic hatch delivers a million-dollar morning view for the skipper, or whoever is sat at the desk/dressing table that runs before it.

The en suite facilities aren't lacking in space but compared to some they look a little dated and unrefined. In the two cabin layout, the forward VIP quarters share a similarly spacious toilet and shower, but the third cabin would take its place and push the toilet facilities over to starboard and move the below decks stairwell into a central position, cutting in on some of the saloon seating. In either layout, however, the forward cabin remains class leading in its size and style. I can't think of another 42-foot boat that offers this level of luxury and space in a guest cabin, possibly even a master. The berth is set low and is again finished with a tall, plush headboard and fiddled shelving to each side.

Cedar-lined lockers and feature alcoves add to the quality feel.

There are some rough areas. A few badly glued repairs are visible to the cabinetry and some of the cedar linings could use some tidying up. However, there are some real acts of consideration too, such as the magnetic door latches on the panelled cabin doors.



Arguably the biggest and best guest cabin in its class

the uneven make up of the engine beds that require angled plates to get the engines securely fastened down. But, a few scruffy, pre-production issues aside, this is a seriously shipshape bay and one that is way above most 50-foot cruisers.

The drop down TV is neat, but the door and hinges could do with beefing up

Performance and handling

With this level of accommodation, the stage is set for some serious cruising and under way the Trader exudes exactly the right kind of solid, heavy weight confidence you want when spending time at sea. For inland work the Cummins throttle controls come with a slow tickover function that drops the lowest speed from five knots to four, while the boat's keel makes close-quarter handling very easy.

At the other end of the rev scale a top speed of 23 knots isn't exactly quick by



Engine options and access

Just off the forward below deck stairwell, a short doorway leads to a lobby, complete with smart fuel shut-offs and tool storage. Here, a ship-like watertight hatch takes you into the bay itself. Spacious and lined with aluminium framed insulation, the engine room shouts high-spec and it's way more impressive than the ply and flow-coated finish you will find on the competition. The test boat came with twin Cummins up rated 425hp QSB5.9 models, but you can opt for the 380hp variants and save yourself

Engine options & access

Excellent access, stowage, space and a fine finish



around £20,000. Either way these 6cyl blocks are wonderfully accessible, as is the optional 6kW or 8kW Mastervolt generator. There are some moot points, such as the access to the stern glands and



The 42's toilet facilities are generous, if a tad dated



The master cabin dazzles with space, specification and light from a large transom hatch. Stowage is a boon



The good-sized galley offers plenty of counter top space, a four-burner hob and a proper oven

What a beauty: The impressive teak decking and inviting sunpad exude class



today's flybridge standards. However, the hull is smooth through the water, with none of the harshness you might expect from a faster planing design. In fact, the hull seems happier at 2500rpm, where a fairly pedestrian 17 knots delivers a more civilised sound level. But even at this speed noise levels are already up near the max at 82dB(A), way more than our old Broom 39 for example. Chances are, though, you won't notice the noise, you'll be more concerned about the spray and how wet you are getting – and that's a problem on a boat set up for laid back cruising. You see, it's hard to be laid back if some joker keeps throwing water over you – and that is exactly what's happening on the deck of the 42. On a dreamy Solent afternoon with just a hint of chop over the



Two anchor lockers add stowage

water, life should have been good, but instead, it was soggy. Sat at the helm, a good 30ft back from the bows and a fair height up from the waterline I was soaked to the skin. Anything close to running into the wind delivered a cloud of spray up and over the bows. There was no warning and no apparent reason other than the boat discovering a sense of humour. I felt like I was part of a Tommy Cooper sketch, and the chaps – bone dry, I should mention – on the 25ft photo boat my grateful audience. So what's the problem? From the running shots taken (See p.31) you can see the water riding up over the bow and heading aft. Clearly the sprayrails aren't doing their job, and I would humbly suggest that they need to be angled down in such a way to deflect the water away.

The smooth ride suggests a fine entry, and this can result in a lack of buoyancy at the bows. Certainly, under full helm the bows can dig in as the keel and tunnels push the stern up. But, whatever the reason, the issue of spray needs to be tackled, and not just by putting the canopy up!

Performance & handling
Long-legged cruiser meets wet weekend

Exterior

While trying to duck the oncoming deluge of water, you might not be in the mood to admire the seating plan across the aft deck, which is a

shame, because it's really rather good. In fact, it's the best on-deck design I can think of for an aft cabin cruiser. Deckware is chunky and plentiful, but the best bit is the stowage. Here, deep lockers, capable of swallowing four large fenders, lay beneath the forward side decks. And, at over a foot wide, these side decks are safely hidden behind deep bulwarks and tall stanchions that ride up all the way back to the aft deck. But all this protection doesn't hurt access, as drop down boarding gates are cut into the bulwarks.

Back at the helm, voids under the three helm seats deliver yet more stowage, and there is an option to add a wet bar and grill in place of the port seat. Further aft there is another well-upholstered bench that apes a bit of

Sunseeker design, with its pull out cockpit table.

And for those looking for an inland cruiser, it is worth mentioning that the radar arch hinges down, keeping the air draught as low as possible.

Exterior

Ingenious and thoughtful with practical solutions



Specification and value

With two major deck options and internal layouts to choose from, the base price of £363,075 seems pretty realistic. Trader's standard specification is long and impressive, including teak decking, canopies, a full navigation pack including a 12in radar and chartplotter screen, plus an autopilot and DSC VHF to boot.

From here the 'Sport Deck' option, offering a GRP canopy and sunroof over the aft deck, will cost an extra £23,500 and the flybridge a staggering £70,500. If you want the third cabin you need to find just over £9000. Whether all this

Specification & value

Aft cabin ace makes price keen



amounts to good value for money depends on your priorities. But the lure of 50-foot luxury and accommodation trapped inside a 42-foot craft must take some beating.

Verdict

It has been a long time coming and there is hard evidence of the work and effort that has gone into designing this new cruiser. However, if the 42 is to mount a serious attack on such a demanding sector of the market, Trader needs to sort out that spray problem.

6/10

MBM rating



Trader 42 technical data

specifications

BUILD	GRP
RCD	Category B
LENGTH OVERALL	43ft 5in (13.3m)
BEAM	14ft 3in (4.3m)
DRAUGHT	3ft 9in (1.2m)
DISPLACEMENT	6.3 tonnes
FUEL CAPACITY	374 gal (1700lt)

key dimensions

WATER CAPACITY	132 gal (600lt)
WIDTH OF SIDEDECKS	12in
HEADROOM IN SALOON	6ft 7in (2m)
HEADROOM IN AFT CABIN	6ft 3in (1.9m)
MASTER CABIN BERTH	6ft 4in x 4ft 9in (1.9 x 1.4m)

performance

Engines	Twin Cummins MerCruiser QSB5.9-425
Configuration	6cyl 5.9lt 425hp @ 3000rpm
Conditions	wind SW'ly, Force 4, sea state slight
Load	fuel 50%, water 0%, crew 2

Rpm	knots	lph	gph	mpg	range	noise
1600	9	30	7	1.28	382	73
2200	13.2	70	15	0.88	263	79
2500	16.6	96	21	0.79	236	82
2800	17.8	110	24	0.74	221	83
2800	21.8	136	30	0.72	215	82
2950	23.2	175	38	0.61	180	83

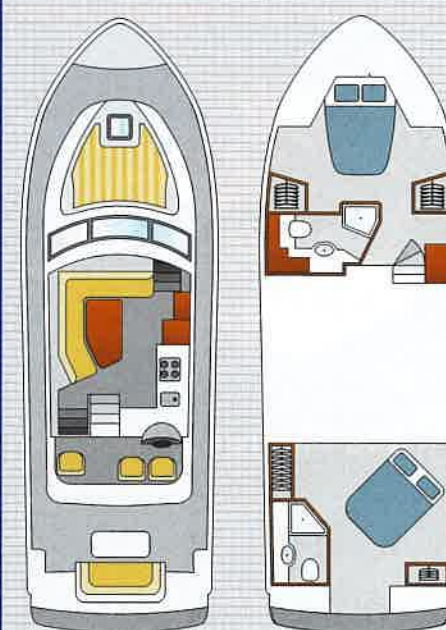
Range figures in miles, based on standard fuel tanks and include a 20% margin. Noise readings are in dB(A) and were taken in the saloon.

prices

STANDARD BOAT with 380hp	inc VAT £363,075
with 425hp	£386,575
GENERATOR 6KW	£10,340
BLUE HULL COLOUR	£7,755
LOWER HELM	£11,045
THIRD CABIN	£9,282
TEAK DECKING	Standard
NAVIGATION PACK	Standard

BOAT AS TESTED £396,915

ENQUIRIES Tarquin Boat Co, Tel: 01243 375211, www.tarquin.co.uk



A very impressive, aluminium-lined engine bay



the rivals



PEARL 50

From £641,000

Bigger and far braver on style, the 50 offers modern aft cabin cruising. For all its extra length and price, though, it won't gain you much more than the 42. Tel: 01789 740088 www.pearlmotoryachts.com



STEVENS SLINGSHOT 40

From £331,869

Steel cruisers offer a similar standard of on-board luxury and space, and this Slingshot delivers a high level of performance too. Tel: 01932 243722 www.boatshowrooms.com



BROOM 425

From £386,459

Due for its official launch later this year, this is the boat that the Trader 42 must do battle with. Almost identical in size, it will be a close call. Tel: 01603 712334 www.broom-boats.co.uk



Superb side deck lockers



A well-spec'd upper helm with a great view out



Drop down boarding gates



Clever pull-out cockpit table and liferaft stowage