



A DECADE MAKES A DIFFERENCE

2017 Sabre Yacht 42 Salon Express



Capt Carl at the wheel, John & Dave in back.



Dinette, 2nd stateroom.



Open space galley to transom.



Under galley storage drawers.



The art of wiring.



by **Jeff Sublett**

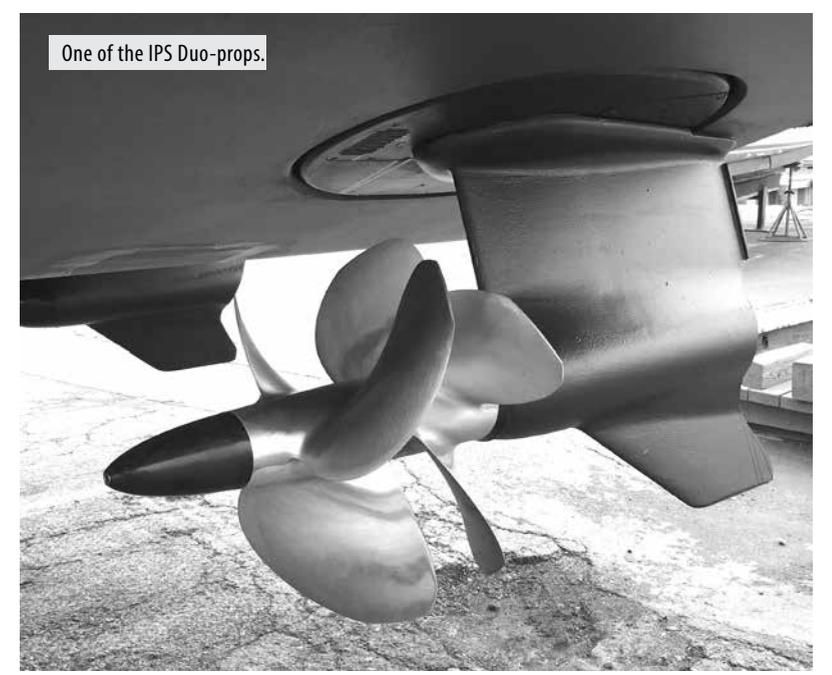
I was invited by our friends at Sandy Hook Yacht Sales to join a demo ride aboard a new 2017 Sabre yacht 42 Salon Express along with a couple of prospective buyers. One of them, Chris Widdis, owns a 2006 38 Sabre Express and was thinking of moving up to the 42. What an opportunity to hear from someone who could give us some insight into a decade of progress. We also had John Lembeck aboard, an experienced boater who could give us a fresh view point on the Sabre 42. Along with myself, Capt Carl Gerding, Sandy Hook salesman Dave Kingdon and Sandy Hook Co-owner, Hank Hartmann made up the rest of the crew. We boarded the 42 Express at Navesink Marina, Sandy Hook Yacht Sales home base for 34 years in Sea Bright, NJ. I was looking forward to unvarnished questions and comments on the 2017 42 from someone who used his Sabre 38 for everything from day trips in the backwaters of the Navesink river in NJ to multi-week cruising up to the New England coast.

We boarded through the transom door from the swim platform into a generous cockpit with plenty of seating for all of us and a table for cocktails or dining. From there we moved up a step to the salon/bridge deck, another space that felt open and spacious as well. The salon offered plenty of sitting and moving around room for all six of us, and was open to the galley for easy access to food and drink. With the glass bi-fold rear doors open and the adjacent windows slid down into their prospective bulkheads the entire space from galley to transom became one open social space. The six of us certainly had plenty of room and wouldn't have been tight for twice that number. A few steps down from the well equipped galley to the lower level is the forward stateroom with a full island berth, to port is a head with a generous enclosed shower, and to starboard another cabin that could be a dinette, second stateroom or office. I found it refreshing that they didn't try to jam too much into the space, everything was open, airy and functional which follows their design philosophy that "It's a boat first". I invite you to go to sabreyachts.com for full details on the accommodations, layouts and full list of the standard equipment and amenities, I only wish we had the space to do them justice. This particular 42 was powered by twin Volvo-Penta IPS1 600 Dou-Prop pods w/D6-435 HP.

We left the Navesink Marina with six adult men aboard, no owner gear, light fuel and water aboard and all the

standard equipment for the 42 Salon Express .. We had a beautiful partly cloudy day with light and variable winds which produced a light chop, ideal for the Sabre semi deep vee hull. Leaving the dock and backing down the fairway was quiet and positive, requiring only a light touch on the Joystick by Capt. Carl Gerding. The IPS Duo-props grab the water like a good pair of vise grip pliers and transfer as much power to motion and direction as you want. Cruising in the Navesink River gave us a variety of moderate conditions to get a feel for boat's handling. By the way, the handling is superb. This was reinforced when we escaped the no wake zone and jumped up on plane, smooth and quick, I had to keep reminding myself this was a 42 foot two stateroom yacht.

Chris was used to the high quality of Sabre yachts but immediately got excited about the midlevel galley. That change moved the cook from below decks up into the salon conversation, and allows them clear views out of the salon windows. Another big interior plus according to Chris was the addition a of a second cabin below that can be fully enclosed with sliding doors and used as a second stateroom. Another major point for Chris was the low noise levels at every speed from idle to running 35 knots at 3500 rpm. He said that his current boat was quiet but this was spectacular. We learned from Hank that the pod underwater exhaust system was a



One of the IPS Duo-props.

major contributor to the comfortable sound levels in the cabin and even in the cockpit at the usual mid 20 knot cruising speeds. We were able to converse at normal vocal levels at all times. Chris also liked lockable bi-fold glass doors and opening windows between the bridge deck and the cockpit

for ease of entry and security, as opposed to his current 38 that has a canvas enclosure. Even though he currently has no problem handling his boat equipped with twin diesel straight shafts and a bow thruster, he was delighted with the ease and versatility of using the Joystick maneuvering and Skyhook modes. If you haven't had a chance to used one of these units, and you get the opportunity, jump on it. Even an old luddite like myself decrying the loss of traditional boating skills was impressed after actually using the system. We all agreed that aside from reducing the anxiety during docking, the additional Skyhook feature would be handy waiting for slow bridge openings, getting to a crowded fuel dock or holding in place while deploying lines and fenders.

John, though new to the Sabre, also immediately praised the low noise levels at all speeds and overall performance of a boat this size and weight after being awed by the quality and refinement of the 42.

As for my personal observations, Sabre didn't just slap a pair of IPS drives in the back of the boat and call it a day, that would not be their way nor would it result in the spectacular improvements in performance, economy, and overall balance achieved in the 42. This is the process of constant refinement so central to the Sabre design philosophy. It required subtle adjustments in hull form and machinery placement that when done right result in not only better performance but improvements in the interior space and layouts. The IPS system facilitated space for the second cabin, the mid-level galley, and additional space below decks for a washer dryer, freezer, or other owner specified options. The demonstration ride went flawlessly, as expected, and we took turns trying different scenarios with the joystick, holding at a bridge, maneuvering around buoys and checking the ride and trim at different speeds. The interceptor trim blades are integrated into the IPS system and automatically adjust the trim for maximum efficiency. It's only when you engage them manually that you instantly feel how effective they are as opposed to the more traditional trim tabs. The power train and hull are a perfect match. Back at the marina, docking was a piece of cake and after spending time with the 42, we expected as much. Dave and Hank just smiled, they know what a winner they have in the 42 Salon Express

It is said that the devil is in the details but in this case the angel is revealed in the details and adherence to the Sabre down east lineage. You might never guess from the sweeping New England shear and traditional coach cabin that below the waterline was Deep Vee hull comfortable at 35knots motivated by a state of the art IPS drive system. The same lineage that demands the finest of new ideas also demands adherence to Maine built boating traditions of meticulous craftsmanship and joiner work which is evident in every area of the yacht. It



is especially gratifying to find it in the places you might not normally notice. All the wiring and plumbing runs are a work of art, neat, color coded, and bundled in vertical and horizontal directions, somebody cared. The fit and finish is impeccable throughout, as you would expect of a yacht of the caliber but things like the absolutely flush to the touch metal track in the floor for the sliding doors says somebody paid attention. That attention also insures that every action the owner makes operating the yacht is smooth and convenient, like the cap on the electrically



Tool drawer.

The crew L-R: Captain Carl, Dave, John, Chris & Hank.



retracting power cable has a stay open position to prevent rubbing on the cable. They include magnetic buttons to hold the cockpit cushions in place, electric raising of the TV from the settee armrest, a custom built tool draw in the couch end, pull out drawers in the under galley storage area, and many more than we have space to mention.

I know the 42 is the product of a whole company of talented designers and craftsman that have honed their skills over the 47 years they have been building Sabre yachts. I know that the yacht we experienced was the outcome of the evolution of the best materials, skills and thinking dedicated to creating the best product available. But, the whole package works like it was conceived by a single entity and constructed by the hands of a single gifted craftsman with super powers. In my opinion what they have come up with is one of the finest 42 foot yachts on the market and the perfect platform for a broad range of boating activities. The Sabre 42 could be the poster child for the fully integrated technologically sophisticated yacht without losing it's down east roots.

Sabre Yachts has been building fine yachts in Maine since 1970, power boats since 1989 and they are proud of their

history, heritage and traditions as evidenced by their products. Each new boat is assigned a "Boat Parent" to follow that build from beginning to end and sign off at the yacht's completion. Hank was telling me that Sandy Hook Yacht Sales continues that same practice and assigns a second "Boat Parent" to stay with, become familiar with and usher that boat from arrival to delivery. As a result the new owner has to contact only one person for information about their new boat. Buying a boat is like a marriage, the parents (Sabre Yachts/ www.sabreyachts.com) and the entire extended family (your dealer and service network, Sandy Hook Yacht Sales/www.sandyhookyachts.com) are part of the package. In this case you can say the I do's with complete confidence.

No boat is perfect and I do have one suggestion, a magazine rack in the head for a copy of Boating on the Hudson Magazine.

It'll be up to Chris as to whether he is ready to move up to the 42 in the near future, but he seemed very excited when we returned to the dock and he witnessed Joystick docking.

As always, have a happy, healthy and safe boating season.