

CIGARETTE 42 TIGER

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with internal and external tie bars, and offshore performance hydraulic steering.

Flip the proper switch and the hydraulically actuated Mirroplex engine hatch rises to reveal an engine compartment well-equipped for high-performance fun. For safety, a gasoline fume sniffer and an automatic FE-241 fire extinguisher system are standard. Dual wa-

ter-separating fuel filters are located for easy service, while two 1,500-gph pumps help keep the bilges bone-dry. For optimal drive and engine protection, a Mercathode anti-corrosion system is standard.

Available power, in traditional or staggered twins, ranges from a pair of 415-hp 502 EFI MerCruisers with Bravo drives to a pair of 1,000-hp Hawks with Mercury #6 drives, which are said to produce speeds well over 100 mph. Seven supercharged engine options are

available. Engine options up to 1,000-hp Hawks are said to drive the 42 Tiger at speeds well over 100 mph.

The first 42 Tiger off the production line was equipped with side-by-side 700-hp Hawk supercharged motors hooked to MerCruiser III-A Super Speedmaster Drives. Cruising speed was 65 mph, while the top end was better than 80 mph. Our test boat, the factory's 42 Tiger currently on a poker run tour, is equipped with a brace of supercharged 900-hp Merc Poker Run engines turning Six-DS Drives that can top out at 95 mph.

"We balsa-cored the hull, deck and inner-liner with Balteck products, used Ashland vinylester resins and Kevlar (standard with 750-hp and up twins), and vacuum-bagged this hull to achieve a high fiberglass-to-resin ratio," said Tom Kosto, Cigarette's vice-president of sales. "We saved 1,800 to 2,000 pounds over conventional build-ups, yet still achieved a very stiff, solid structure. Our consumers are just as speed-conscious as any out there, but we won't sacrifice their comfort or our signature ride in rough water. We rule in rugged offshore conditions."

Ready for offshore

Kosto went on to say that the hull and deck are integrally bonded together, and that all hardware is through-bolted and reinforced with aluminum backing plates. Welded, baffled fuel tanks (two) are foamed, glassed and screwed in position. Steel race-mounts on the engines, explosion-proof parallel battery switches, and custom racing brackets for the heavy-duty battery boxes and batteries show why Cigarette's boats are considered offshore-ready.

Entrance to the cabin is gained through a hydraulically operated sliding hide-away door which incorporates molded steps to make foredeck access quite easy. The cabin is available in three layout styles: Full, Half, and Cover Girl. The Full cabin includes a V-berth forward, an enclosed head compartment with electric MSD and holding tank, two facing bench seats with a table, and a couch.

For those who prefer less structure below, the Half cabin has all the same features but eliminates the V-berth. The Cover Girl pares down excess

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