

PROFILE: REVOLVER 42



Revolution Airy

With three power windows and a retractable roof section, the hard-top Revolver 42 is a performance cruiser with unique versatility.

IN THE PRE-DAWN hours before a scheduled sea trial of the first Revolver 42—an Italian-crafted performance cruiser with twin Mercury Racing 662 SCi engines—in mid-July with John Tomlinson of TNT Custom Marine in Miami, I woke up to thunder, lightning and torrential rain. The thunder and lightning lasted until sunrise, but the downpour persisted and was predicted to do so throughout the afternoon.

“So what do you want to do?” I asked Tomlinson, my driver for the sea trial, when I got to his shop.

He laughed and said: “Lets go run it. We have a roof. It’s not like we’re going to get wet.”

And therein lies one of the great strengths of the 42-footer, which rides on a two-step hull design created by Michael Peters based on one of his earlier designs for a smaller V-bottom called the Alpha Z. With its power

rear window, which rises out of the rear cockpit bulkhead, its power sunroof closed and its port and starboard power side windows up, the cockpit and cabin of the boat are completely enclosed and protected from the environment.

Yet because all the windows are made of tinted tempered glass in aluminum frames, the sunroof is tinted acrylic and the hardtop boasts a large tinted acrylic section above the helm station, the interior is bathed in natural light. Four square deck hatches above the dining/berth area in the forward section of the cabin don’t hurt the cause.

Of course, it’s not a stretch to imagine that a fully enclosed cockpit and cabin would get brutally hot on a clear July day in South Florida. Knowing this, the people at Revolver equipped the beamy—we’re talking 11 feet—performance cruiser with

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an air-conditioning system powered by a generator. With the temperature in the mid 70s during our time running the boat, there was no need to run the AC. Lowering the aft and side windows provided all the cool air we needed, without letting in the rain.

A Boat Inside A Boat

The best way to understand the layout of the Revolver 42 is to picture an open center-console V-bottom with no cabin in the bow. Now, drop a cabin structure over every square inch of it except for the rear deck area.

To enter the cockpit and cabin, you simply lower the large rear window section, which disappears into a bulkhead, using one of several buttons on the remote-control unit that comes with the ignition keys. It's four steps down from the open rear deck to the teak sole of the cockpit/cabin, and on each side of the steps is a two-person bench seat upholstered, as is the headliner above the dining/lounge area, in Alcantara leather.

To port and starboard, there are cabinets complete with stowage lockers, nifty refrigerated drawers, two larger refrigerators and a pair of retractable LED pylon-style fixtures, one on each side of the boat. Because the helm station is, in fact, a center console, which houses a head locker with seven feet of headroom, there is port and starboard access to the dining/berth area. The dining table converts to a large berth with filler cushions, and is serviced by a two-burner electric cooktop, a microwave oven and a stainless-steel sink.

Helm station equipment includes SmartCraft instruments for both engines as well as a VesselView monitor, a Simrad GPS unit and autopilot system, controls for the bow thruster and power anchor windlass, and a VHF radio. Between the shock-absorbing, saddle-style Ullman

The top speed for the Revolution 42 with twin Mercury Racing 662 SCi engines is 74 mph.

seats for the driver and copilot, the Livorsi Marine controls are mounted in an extension from the center console.

In the wide-open spaces aft of the cockpit, the rear deck is about what you'd expect with engine hatches that rise vertically forming much of the sole. But here's a pleasant surprise: With the push of a button, the aft wall of a storage locker built into the transom flips down to become a swim platform.

Sound Performance

Weighing 16,000 pounds, the Revolver 42 boasts muscular lines but isn't exactly svelte for a 42-footer. The roof structure, which combines conventional vinylester resin and fiberglass with carbon-fiber reinforcement, and substantial wide hull certainly account for some of the weight, as do the Mercury Racing 662 SCi engines with NXT¹ drives and the generator. And that's the dry weight. Fill up the boat to its 600-gallon fuel capacity and you're adding another 4,200 pounds.

According to the Mercury Smart-Craft VesselView monitor, we started our sea trial with 150 gallons of fuel.

In the 1- to 2-foot chop in Biscayne Bay, our top GPS-registered speed



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was 71.6 mph with the engines turning 5,600 rpm. The boat ran 67 mph at 5,000 rpm, 57 mph at 4,500 rpm and 53 mph at 4,000 rpm—all solid numbers for a V-bottom tipping the scales at eight tons and change with the fuel.

I asked Tomlinson, who helped Revolver with the drive and propeller setup and has housed the boat at his shop since February, how he thought it would do with bigger power.

“It would go faster, obviously, and feels like it could handle more, but do you really need to go 80 mph in this boat?” asked Tomlinson, who has reached 74 mph in the boat in ideal conditions. “It’s a performance cruiser with

From left: Although the ergonomics of the helm are a work in progress, the station is equipped with everything a driver needs. The dining table below deck can be lowered and filler cushions can be added to create a big berth.

a hardtop. I don’t know why you’d want to go much faster.”

Revolution Evolution

There were two things that Tomlinson and I, as driver and copilot, didn’t enjoy about the Revolution 42. The shock-absorbing seats provided zero lateral support, and while they did mitigate the bumps and jarring, we both found them about as comfortable as mountain bike saddles. And not only were they much too close to one another, they were too close to the console extension for the throttles and shifters.

That meant our knees (his right, my left) banged on the console when the ride got rough.

Revolver representative Giuseppe Giannotta confirmed that the builder will not only change the seats in future models, but will, per Tomlinson’s suggestion, change the podium configuration including the throttle and shifter placement.

Priced at \$850,000, the Revolver 42 is targeted at the performance cruiser market in the United States. That’s why the company went with a Mercury Racing gasoline propulsion package rather than diesel engines and Arneson drives, which are the market standard in Europe. But the company name is more than a savvy nod to U.S. gun culture, Giannotta explained.

“You can think about it as revolving ideas,” he said. “We are Italians learning about the way of boating over here. We really hope to make the spirit of our boat interesting to American buyers.” **SOTW**

QUICK FIGURES

LENGTH/WIDTH	42’/11’	PRICE	\$850,000
WEIGHT	16,000 POUNDS (DRY)	FUEL CAPACITY	600 GALLONS
ENGINE	(2) MERCURY RACING 662 SCI	TIME TO PLANE	7.5 SECONDS
PROPS	HERING FIVE-BLADE 18 1/4” X 26”	TOP SPEED	74 MPH
LAMINATION	INFUSED VINYLESTER RESIN, BIAXIAL FABRIC, CORECELL, CARBON FIBER		

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