

Rodman

Spirit 42



HIGHLIGHTS

Excellent IPS handling
Two cabins and bathrooms
Great value for money



The tall instrument panel restricts the skipper's view



There are two storage bins beneath the master cabin's berth

The steering is light and responsive and the handling is genuinely good fun

Rodman were one of the first yards to fully adopt IPS when it came out and when you drive the Spirit 42 it certainly feels like they know a thing or two about designing boats around the system.

Close-quarters work is obviously a huge part of what IPS is about but some boats can feel strangely detached from the joystick. Not the 42. Easing it out of its berth at the show, even the gentlest nudge of the joystick provoked a measured response from the pods, making manoeuvring as smooth as possible. With the joystick turned off and the throttles in hand, Rodman's IPS experience shines brighter; progress on to the plane is smooth and quiet, and without any assistance from trim tabs the hull settled at a comfortable angle

The Spirit 42 eases effortlessly onto the plane



all the way up to our recorded top speed just short of 30 knots.

Steering is light and responsive and the handling is genuinely good fun from either helm position. However, the view out isn't great from the lower helm thanks to the tall instrument pod, and the tinted windscreen did us no favours in the fading light of our evening test either.

The driving position from the upper helm also needs some tweaking but it wouldn't take much to get it up to scratch. Currently, unless you have arms like Mr Tickle, you need to perch on the front edge of the seat to comfortably reach the throttles and the steering wheel so some adjustment on the bench seat would be needed.

Southampton Water was too kind to us again so ferry wash was the only way of making life difficult but no matter how hard we went over the waves or at what angle, the boat refused to slam. Elsewhere the Spirit 42 is a solid, twin-

The grey wood is an acquired taste but the joinery itself is good quality



cabin, twin-heads flybridge cruiser, though it was clear that our test boat had been rushed out for the show. It had no chartplotter fitted on the upper helm and was missing some trim detailing here and there. The flybridge had no table, sunpad or wet-bar installed (all options) so in this guise the boat felt a little sparse.

With some finishing touches the Spirit 42 could be a real contender. The performance and handling are very impressive considering the relatively low horsepower for this size of boat. But the real clincher is likely to be the Spirit 42's excellent value for money compared to its rivals. **Jack Haines**

AT A GLANCE

Length 40ft 5in (12.35m) **Beam** 13ft 9in (4.24m) **Top speed on trial** 29.2 knots (Volvo Penta IPS400 300hp) **Price as tested** £322,800 inc UK VAT **Price from** £310,800 inc UK VAT **Contact** RBS Marine. Web: www.rodman.es