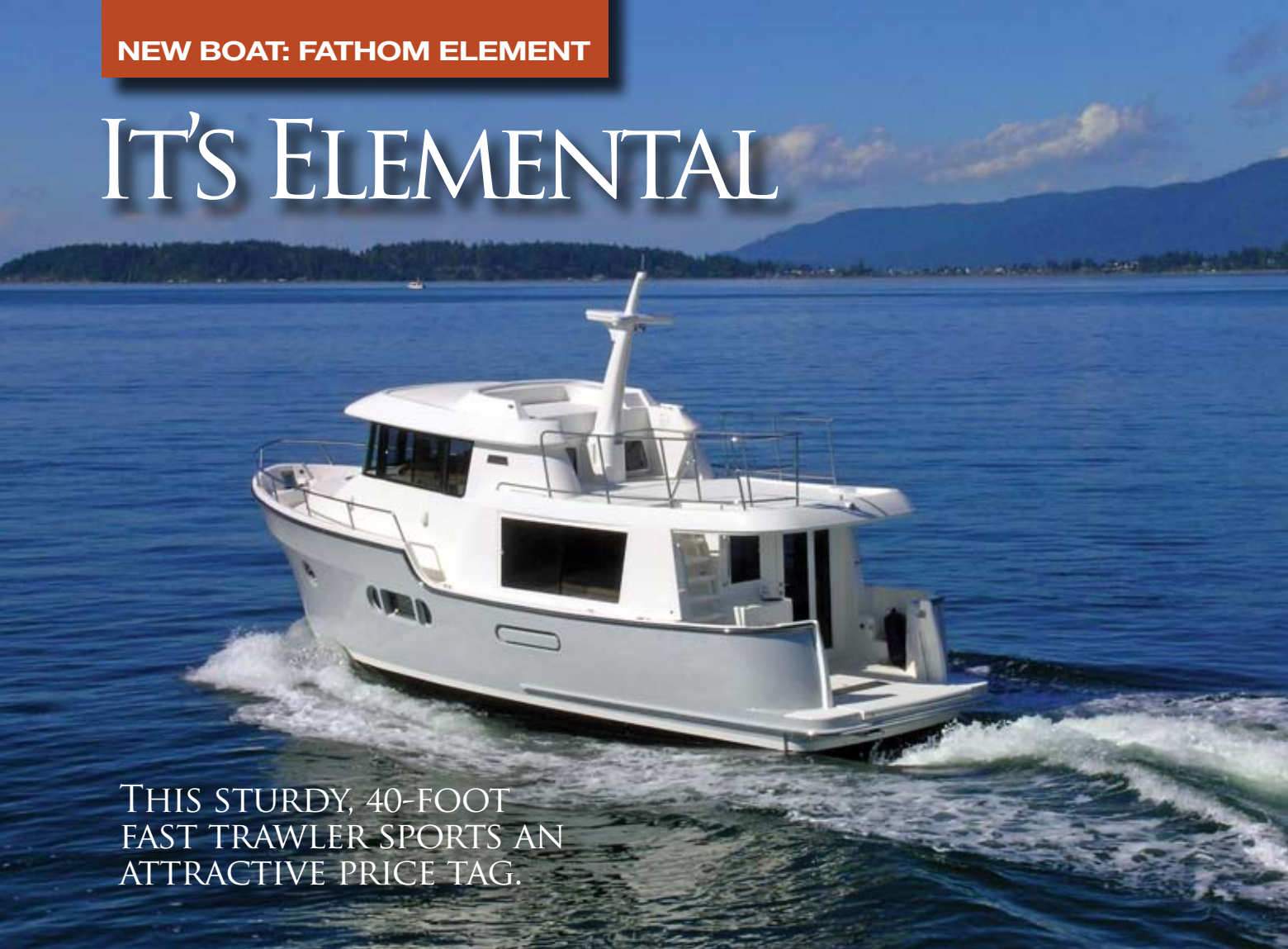


IT'S ELEMENTAL



THIS STURDY, 40-FOOT FAST TRAWLER SPORTS AN ATTRACTIVE PRICE TAG.

Over the years, the Pacific Northwest has become known for producing boats that are equally at home poking along the ICW, gunkholing in the Caribbean or bashing up the West Coast to Alaska. Sedro Woolley's Fathom Yachts in Washington State is a prime example.

Fathom recently added another attribute to the list: affordability. Its new 40-foot Element model, based on the same hull as its Expedition 40, but selling for substantially less – \$440,000 versus \$560,000 – has given buyers another choice in the field of 40-foot powerboats. The price reduction is due to removal of the command bridge and added efficiencies in production.

The Element's crisp, modern design, from the drawing board of internationally recognized naval architect Gregory C. Marshall of Victoria, British Columbia, sets it aside from the more traditional offerings in this size range. Its elevated expedition-style foredeck and raised pilothouse give the vessel a husky, broad-shouldered look and plenty of freeboard forward.

The Fathom Element is constructed using infusion technology, which results in

By ROGER McAfee

SPECIFICATIONS

LOA: 40' 4"
Beam: 14' 6"
Draft: 3' 2"
Disp.: 26,000 lbs
Fuel/Water: 400/145 gals.
Power: Cummins MerCruiser 5.9 @ 425 hp
Max/Cruising Speed: 19.6/14.2 knots
Range: 1,260 nm @ 8 knots;
568 nm @10.5 knots
Price: \$440,000

CONTACT

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The Element's "tailgate" transom lowers to the deck, left, opening up the aft cockpit for water-sports adventures. The master stateroom, above left, is one of two private cabins on this 40-footer. The galley, above right, offers generous storage space.

fewer VOC emissions and less air pollution. Our run aboard Hull #1 revealed two unique features for a boat of this size. The first, and most obvious, was the drop-down transom, which operates like a pickup truck tailgate. The second is access to the engine and machinery space through a cockpit door that can remain open even when running without creating traffic problems for those on board.

The interior of the vessel is carpeted, except in the galley area, which helps reduce noise, increases warmth and provides nonskid footing even with wet shoes in a heavy seaway. Lots of glass gives the boat a bright interior, even on dull days. A large, U-shaped settee provides comfortable dining for up to six and can convert to a double berth. The hand-crafted woodwork and overall fit and finish are better than on most vessels in this size and price range.

Two staterooms are below, forward, along with a head that features a freshwater toilet, plenty of storage, sink and granite-topped vanity. The shower has its own stall with glass door.

The Element's pilothouse is forward and up from the main saloon. Visibility is excellent all around. A five-person, L-shaped settee with table lets passengers visit comfortably. The settee can be converted to a bunk.

Under way, the vessel performed very well through its entire speed range, from a 600-rpm idle at 3.8 knots to 19.6 knots (WOT) at 3000 rpm. The boat was quiet, about 75 decibels at top revs. It responded smartly to the helm at all speeds without any cavitation, skipping or skidding.

Prospective buyers looking for a modern fast trawler would do well to check out the Fathom Element. The command bridge version is still available as well. 