



Fathom 40

BRAND-NEW AND READY FOR BOUNDLESS ADVENTURE
BY SEA MAGAZINE TEST TEAM

THERE'S SOMETHING TO BE SAID ABOUT STARTING FROM SCRATCH. The Fathom 40 is a brand-new fast expedition yacht from a brand-new West Coast boat builder. Instead of working within an existing establishment with all manner of legacy issues, Fathom engineers and designers were able to build a factory around a concept in order to produce the boat they've envisioned for more than a year.

Part of the magic behind the Fathom 40 is that the boat essentially comprises a number of molded fiberglass composite elements that are joined to create a uniformly solid structure. In order to achieve the quality, strength, light weight and style they were looking for, Fathom designers decided from the

beginning that vacuum infusion was the way to go.

"Starting from scratch allowed us to design all our tooling for infusion and the method of construction we wanted," said Fathom principal Eric (Ric) Reid. "We weren't just designing a boat; we were designing a construction process."

Infusion allows for complete control of resin content (high-quality vinyl ester resin in this case), which results in stronger, lighter molded pieces made using less resin. The process is also significantly less labor-intensive than the traditional hand-laid fiberglass process. The result is a quicker built boat, less labor and virtually zero resin waste, all of which adds up to a hefty savings passed on to the buyer.

A WORK OF STYLE

Obviously, the Fathom 40 has a lot of grunty workboat influence,

which in this case is more of a necessity of function rather than form. In order to create an oceangoing dual-stateroom 40-foot yacht that is ideal for a cruising couple, the workboat template is a good way to go.

In the case of the Fathom 40, however, the designers wanted to incorporate as much curve and style into its design as possible. In short, they didn't want it to end up looking "tuggish." This is another area where building a boat out of molded parts comes in handy.

There are very few hard corners or boxed surfaces on the Fathom 40.

An Inside Look



TESTER'S OPINION

"While the exterior spit and polish and interior fit and finish of the Fathom 40 are top-notch, one aspect of the boat that really impressed us was accessibility to all the machinery. There really isn't anything on this boat that you can't get to — which is quite a feat on a boat where every cubic inch of space counts. The 40 really is a wonderful option for cruising couples who want decent speed and the ability to take extended adventures."

Curve, style and a forward-swept area give the Fathom 40's workboat template a motoryacht feel. The main salon features a pair of barrel chairs to starboard, a raised U-shaped dinette to port and a cabinet with a flat-screen TV and an entertainment electronics panel. The U-shaped galley offers plenty of granite-counter space and abundant pantry space for months of provisions.



Instead of a straight up-and-down, chariot-style flybridge, you get a forward-swept area that gives the boat a distinct motoryacht feel. You'll also notice that the windows on the raised pilothouse are straight up and down instead of at an inward raked angle — another departure from the workboat look. The forward corner windows are also curved, which adds to the recreational feel while improving

visibility. The end result is a boat with the sea legs, stability and interior spaciousness of a workboat that owners will be comfortable calling a yacht.

PERFORMANCE

There's a lot more to the Fathom 40 than being pretty to look at. In terms of performance the goal was to create a fast expedition yacht that could cruise at 17 knots, top out at

Fathom 40

SPECIFICATIONS

LOA	40 ft., 4 in.
Beam	14 ft., 6 in.
Draft	3 ft., 6 in.
Weight	24,000 lbs.
Fuel capacity	400 gals.
Water capacity	150 gals.
Base price (w/425 hp Cummins)	\$529,000

PERFORMANCE SPECS

Top speed	19 knots
Fuel burn @ 14.2 knot cruise	12.9 gph
90% range @ 14.2 knot cruise	396 nm

STANDARD EQUIPMENT

Flybridge w/second helm station, folding transom, large en suite head w/separate shower, separate galley w/granite counters, teak interior cabinetry, entertainment system w/26-inch LCD TV, Nova Cool 9.1-cubic-foot refrigerator, Force 10 stove, Northern Lights generator, bow and stern thrusters, Diamond Sea-Glaze windows and doors, electronics mast w/deck lights, Pure Sine Wave inverter/charger, 660 amp-hour AGM house batteries, Glendenning Cable Master shore power cord reel, mid lazette w/standing headroom

OPTIONAL FEATURES

Colored hull, davit, washer/dryer, ice-maker, stabilizers, office layout, Bimini top, salon barrel chairs, AC w/chillers located in engine room

CONSTRUCTION

Infusion lamination process used in all fiberglass parts for greater strength and light weight. Hull bottom is solid fiberglass. Hull sides and deck cored w/synthetic Core-Cell. A flat rounded chine produces lift and reduces the annoying slap sometimes associated with inverted chines.

COMPANY PROFILE

Years in business	1
Boat lines	Fathom

BUILDER

FATHOM YACHTS, Bow, WA; (360) 336-5414; www.fathomyachts.com

WEST COAST DEALERS

Passage Maker Yachts Inc., Seattle, WA; (206) 675-9975; www.passagemakeryachts.com

Fraser Yacht Sales Ltd., Vancouver, B.C.; (604) 734-3344; www.fraseryachtsales.com

20 knots and easily break 2,000 nautical miles at displacement speeds using a single fuel-efficient 425 hp common-rail diesel engine.

In order to meet this goal, Fathom enlisted the services of Victoria, British Columbia naval architect Greg Marshall. The 40 was designed with a broad 14-foot, 6-inch beam for stability along with a narrow bow to cut through the waves. A propeller tunnel is used to cut down on draft and create greater efficiency for improved fuel economy. Instead of a hard inverted chine, the 40 uses a flat rounded chine to produce lift — this cuts down on the annoying slap sometimes associated with inverted chines. The result is a stable, dry, quiet and comfortable ride that essentially meets the designers' original goals.

We put the Fathom 40 through its paces on the waters just outside Anacortes, Washington, which is near the builder's headquarters in Bow, Washington. We had just over a half load of fuel, a full 150 gallons of water and four people on board — a pretty decent load for a sea trial. Tide flow was minimal and there was a slight chop on the water.

With the 425 hp Cummins maxed out at 3000 rpm, we posted 19 knots on our GPS. Dialing it back to 2800 rpm gave us 17.25 knots. We imagine most people will run this boat at about 12 to 14 knots, which should be good for a fast cruising range of 400 to 450 nautical miles. If it's distance you're after, you can pull the throttles back to a displacement speed between 6 and 7 knots, which will be good for more than 2,000 nautical miles of range.

INSIDE

The interior of the Fathom 40 is split among three main areas. The main salon features a pair of barrel chairs to starboard and a raised U-shaped dinette to port. In the rear starboard corner there is a cabinet with an ice-maker and in the forward starboard corner there is a cabinet with a flat-screen TV, entertainment electronics and a distribution panel.

Forward of the dinette is a fully equipped U-shaped galley with plenty of granite counter space, brushed

stainless steel backsplashes, pantry space for months of provisions and high-end stainless steel appliances.

Stepping down forward from the galley through an arched entryway is the passage to the living quarters. The master stateroom is forward, the guest stateroom is to starboard and the large head with a separate stand-up shower is to port. The master stateroom and head feature plenty of headroom, natural light and storage. A combo washer/dryer is in the guest room, which is also well lit.

A few steps up forward from the salon takes you to the raised pilothouse. Fathom designers kept step heights to 7 inches to make getting around easy. This is our favorite area. A helm worthy of an oceangoing vessel greets the captain, and a raised wrap-around settee with table rests to port. Fathom did away with a port doorway to make room for the raised settee, which also creates more headroom down below. We can see this being the main hangout while cruising.

OUTSIDE

While the Fathom 40 is more suited to the indoor cruiser who likes to run with the AC on, the boat still offers plenty in terms of outdoor enjoyment. A flybridge comes standard and includes a couple of helm seats and an L-shaped lounge. The expansive boat deck offers plenty of room for a tender, and a standpipe is already set for installation of a davit. Full wrap-around rails are available for those who want to keep the deck clear for fishing and other activities.

The rear cockpit is accessed via a set of real stairs leading down from the boat deck, not a cumbersome ladder, or the rear door from the salon. At first the rear cockpit might seem a bit cramped, but all you have to do is lower the tailgate for a wide-open outdoor space. The tailgate really opens up the cockpit for swimming, diving and getting on and off the boat, and it also allowed designers to carry the rear wall of the salon farther aft to create more interior space.

The stairs to the boat deck double as a hatch to a space that gives you access to the engine room. Again, everything is accessible. The engine room is well insulated to keep noise to a minimum. ♡