

FIRST

42⁵⁷



BENETEAU



First 42s7: For Long Passages ...

Mooring lines have been cast off ...

Comfortably positioned behind the 55" leather wrapped wheel, a light touch on the helm and the bow is free. A few more revs on the engine, and you are heading out of port. No point in waking everyone up: the First 42s7 can be maneuvered with the tips of your fingers, and the discreet diesel engine lets the family or crew sleep for a little while longer.

The bow points into the wind and it's time to raise the full battened mainsail, which is easily accomplished from the cockpit thanks to the roller bearing batten traveller system on the luff and the lazy jacks, keeping it firmly in place on the boom's axis. Genoa unfurled, and enjoy the exhilaration of the wind in the sails! The integral furling drum in the anchor locker gives you the best of both worlds: easy handling and performance under sail.

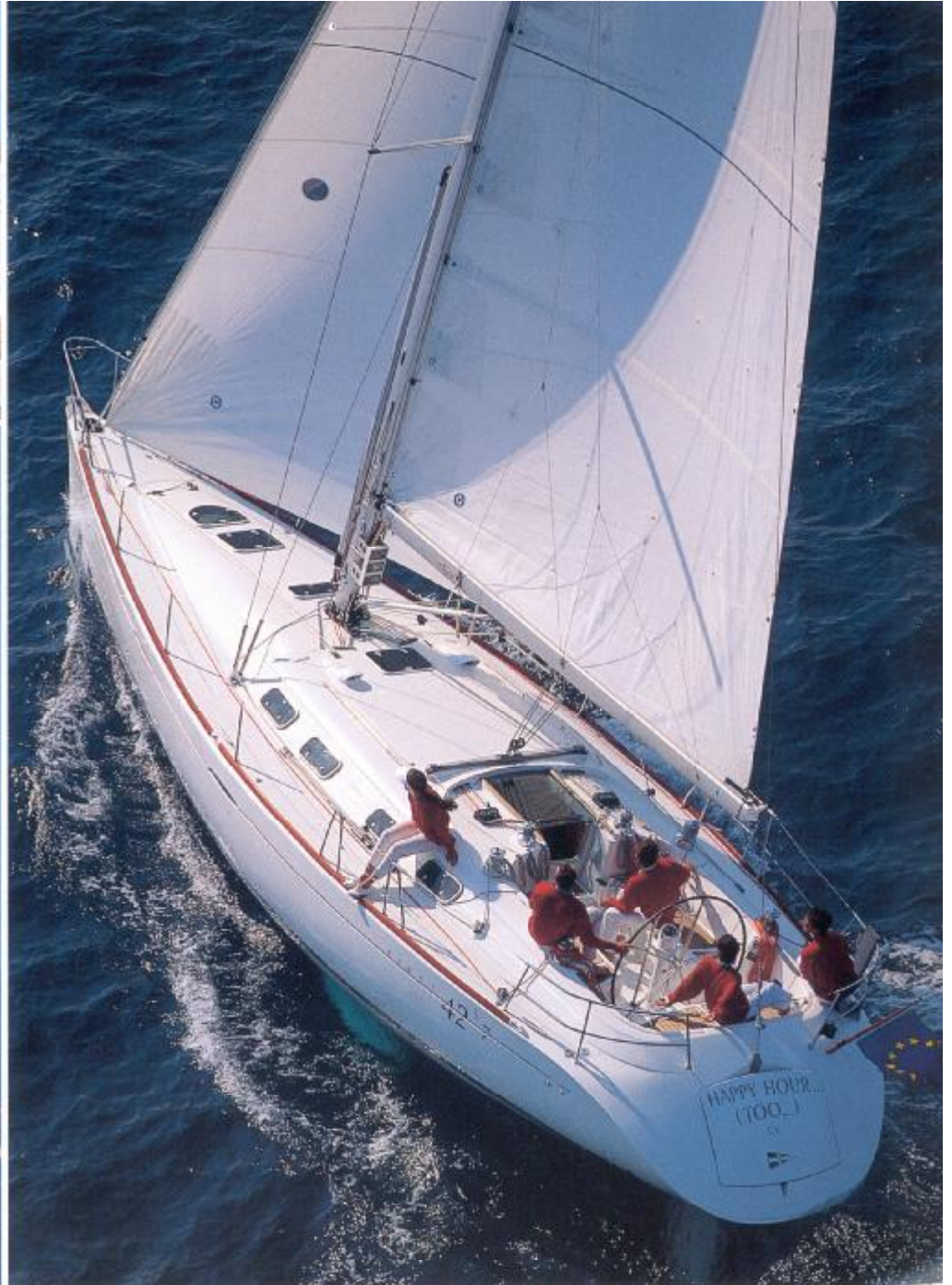


Large, uncluttered decks and recessed jibsheet tracks allow for easy and safe movement on deck. Numerous opening portholes and hatches ensure comfort below. Nothing is left to chance on board the First 42s7.

Comfort ... There's room for everyone on the teak slatted seats in the cockpit as the winches and cleats are well out of the way, either on the coachroof or coamings. As you had expected, the wind has shifted and you are now close hauled. If you are a purist and love the look of the standard solid teak toerail, your crew will appreciate the comfort. (An aluminum toerail is available for those who wish).

Past the point, and now for open water ... all lines are led aft to the cockpit to Spinlock stoppers making it easy to hoist the spinnaker, and the last leg is covered in no time. Your First 42s7 will be amongst the first back in harbor, and the best spot will be yours!

The full battened mainsail falls between the lazy jacks and the cover is on in an instant. Genoa furled, and sail folded on the boom, it's time for fun ...



First 42s7: The Pedigree Yacht ...

The First 42s7, the product of experience gained through the First 45f5 and the First 53f5, is also the result of intense research in terms of quality, performance and comfort.

From the structural inner moulding laminated on the hull, to the hull/deck joint, the most important words are strength and reliability.

The rigging, in both the standard or IMS racer/cruiser configuration, is discontinuous rod, with sweptback spreaders ensuring a perfect hold on the keel stepped mast.



Sheer speed describes the IMS version! 5, 4, 3, 2, 1 ... The gun's been fired and you get a great start at the Committee Boat. On the wind, your Bruce Farr designed hull, driven by the IMS racer/cruiser rig, is doing wonderfully. Speed and course holding. Helm is easy ... Your most serious competitors start asking themselves questions. All adjustments and maneuvers are smooth and easy as everything has been thought of: Harken mainsheet track and traveller in the cockpit, Harken genoa tracks, Tuff Luff for the genoa, backstay purchase tackle 1:24 ...

The uncluttered deck layout has very individual characteristics: the "double-body" of the coachroof enables the shroud chainplates to be brought towards the middle of the boat and thus improves the angle of the genoa and increases her pointing ability upwind. It also allows space for two fixed portholes which provide the salon with additional pleasant natural lighting. And finally, the foredeck space is thus enlarged, which facilitates moving about on deck, whether you're making a sail change or dropping anchor.

Beneteau is always the innovator. The dorade vents on the coachroof combine beauty with function: when turned to the "sailing" position, the sheets won't get trapped in the vents.



First 42s7: For Sailing in Comfort ...

Whatever your preference, 2 or 3 cabins, Pear or Cherry finish, the warmth and efficiency of a Philippe Starck interior awaits you: shapes and soft curves, natural lighting and plenty of ventilation via numerous opening ports and hatches. And when evening comes, the warmth of the halogen lighting, with bulkhead lamps and a removable hanging lamp over the salon table.

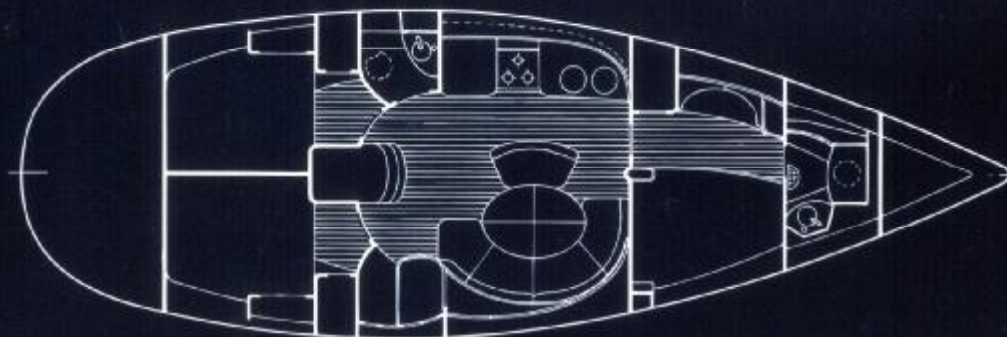
The fully equipped galley will seduce even cordon bleu chefs ... and the crew. Enjoy cooking with the stainless steel gimbaled stove with oven, large refrigerator, double sinks and plenty of storage space while still keeping an eye on boats coming into the bay through the fixed hull porthole.



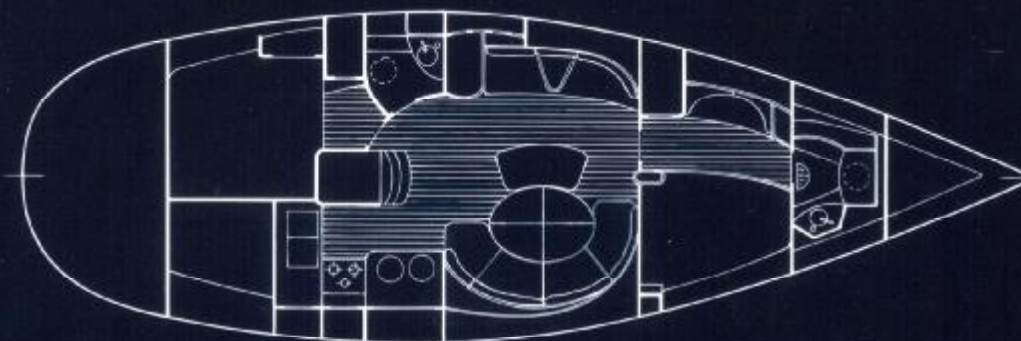
Philippe Starck has balanced the warmth of wood with the cool elegance of fine metals in an interior you'll take pride in. (2 aft cabin version pictured.)

The navigator, comfortably seated at the navigation station, can plot the course on the large chart table, and check all the electronics on board mounted on a removable, hinged panel (exactly like the 16 function electrical panel). The log books sit neatly on the bookshelf at a slightly lower level on the hull side.

There's no doubt, your First 42s7 combines both science and performance, the enjoyment of life on board and the mastery of technology, giving you the greatest possible pleasure for sailing long distance in comfort ... and fast!



3 cabins



2 cabins

Specifications

L.O.A.	42'6"	12.95 m
L.W.L.	35'9"	10.89 m
Beam	13'6"	4.11 m
Draft (Deep, Lead)	7'7"	2.31 m
Draft (Wing, Iron)	5'11"	1.79 m
Draft (Wing, Lead)	5'6"	1.68 m
Displacement	16,220 lbs.	8,265 kg
Ballast (Deep, Lead)	6,283 lbs.	2,850 kg
Ballast (Wing, Iron)	5,840 lbs.	2,649 kg
Ballast (Wing, Lead)	6,515 lbs.	2,955 kg
Engine	50 hp	
Fuel	40 gals.	151 L.
Water	160 gals.	606 L.

Rig Dimensions	Standard	Race
I	50.89' 15.51 m	50.89' 15.51 m
J	14.27' 4.35 m	14.27' 4.35 m
P	47.41' 14.45 m	52.48' 16.0 m
E	17.22' 5.25 m	18.37' 5.60 m
SAIL AREA (100%)	771 sq. ft. 71.63 sq m	845 sq. ft. 78.5 sq m
Mast height over water	58.5' 17.83 m	63.48' 19.35 m

The boats featured in our brochure may be equipped with options.

5 Year Transferable Limited Warranty.



This document is not contractual. All descriptions, illustrations, etc. ... are only an indication.
We reserve the right to modify or improve our products without notification.



BENETEAU

SINCE 1884

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