

Regal 42 Fly (2017-)

Brief Summary

The 42 Fly serves as a harbinger of the company heading in a new direction of flying bridge yachts. We got our first look at her and found some impressive features. She has a two-stateroom layout with either one or two heads, which makes her appropriate for a small family or two cruising couples. Her interior makes good use of space. Her joystick functionality makes her a natural step up for owners of smaller boats and one that's easy to handle.

Price

Base Price\$786830.00

Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.

Key Features

- Automatic Bilge Pumps
- Central Sea Chest Raw Water Strainer
- 11 KW Kohler Generator
- Integrated Volvo Penta Autopilot System
- Remote Key Fob Style Windlass Control
- Twin Berths with Innerspring Mattresses
- Joystick control with steering and cruise control
- Stainless Steel Stair and Hand Rail Structure with Teak Steps

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	5.3	4.6	0.7	7.6	6.6	1758	1528.8	66
1000	7.5	6.5	1.8	4.2	3.6	968	841.3	68
1250	8.8	7.6	3.7	2.4	2.1	549	477.5	68

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
1500	9.8	8.5	6.2	1.6	1.4	367	319.2	69
1750	10.4	9	10.1	1	0.9	240	208.9	72
2000	11.6	10	16.5	0.7	0.6	163	141.3	73
2250	17.5	15.2	18.5	0.9	0.8	219	190.5	77
2500	22	19.1	21.5	1	0.9	238	206.6	75
2750	27.3	23.7	23.5	1.2	1	269	234.1	76
3000	31.7	27.6	27	1.2	1	273	237.1	76
3250	35.7	31	32.5	1.1	1	255	221.8	77
3500	39.2	34	37.5	1	0.9	242	210.8	77
3620	40.8	35.4	43.5	0.9	0.8	218	189.1	78

[View the test results in metric units](#)



Specifications

Length Overall	42' 12.8 m
BEAM	13' 3.96 m
Dry Weight	27,500 lbs. 12,473 kg
Tested Weight	28,567 lbs. 12,957 kg

Draft	43" 1.09 m
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	
Max Headroom	
Bridge Clearance	
Weight Capacity	
Person Capacity	
Fuel Capacity	658 gal. 2,491 L
Water Capacity	62 gal. 235 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	28,567 lbs. 12,957 kg
Aft Deck	
Salon Inside Width	

Salon Fore & Aft	
Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	5.6 sec.
0 to 20	
Ratio	
Props	
Load	3 persons, 3/10 load, no water, 50 lbs. of gear
Climate	73 deg., 85 humid.; wind: 15-20 mph; seas: 1

Regal 42 Fly profile

Regal 42 Fly profile

The Regal 42 Fly has an LOA of 42' (12.8 m), a beam of 13' (3.96 m), a draft of 43" (109.2 cm), and an approximate dry weight of 27,500 lbs. (12,474 kg).

Flybridge

Being that the big news of this yacht is the flying bridge — the only one in the Regal line — it makes sense to start our tour there. The access point for the flybridge is from the aft deck. The stairs are comfortably wide, which makes for an easier transition for aging demographics. They're also well-lit, with blue courtesy lights being concealed under each of the floating treads.

Regal 42 Fly stairs

Wide treads, stainless rails, and concealed courtesy lights make for a comfortable set of stairs in a seaway.

Flybridge Dining

At the top of the stairs and immediately to the right is an L-shaped sofa with storage under the seats. It wraps around a solid wood pedestal table. Courtesy lights are underneath at deck level. Just ahead is an optional, and convenient, refrigerated drawer (\$1,410) underneath a Corian counter, ensuring that snacks and drinks are always within close proximity.

Regal 42 Fly seating and drawer

Wraparound seating allows for dining al fresco, and a refrigerated drawer is just ahead of the seating.

Flybridge Relaxing

Ahead and to the port side is a doublewide lounge seat, allowing guests to enjoy the same view as the captain when underway. Below, there's a speaker and subwoofer with still more courtesy lights. Further forward is a small sun pad that can be joined with the port side bench seat by flipping the seatback down and adding a filler cushion.

Regal 42 Fly forward seating

The seating at the front of the flybridge allows several guests to join the captain, all facing forward.

Regal 42 Fly sun pad enlarged

The sun pad can be enlarged by combining it with the port side seating.

Flybridge Helm

To the right is the starboard mounted helm. Regal incorporates Volvo Penta's glass dash by integrating a 16" (40.64 cm) Garmin multi-function display that allows selection of the GPS, radar, sonar, and all engine instrumentation. This leaves the panel free of any gauges.

Regal 42 Fly helm

The flying bridge helm is starboard mounted and incorporates the Volvo Penta glass dash.

Helm Details. Below is the rocker switch panel, VHF, and engine start stops. The steering wheel is mounted to a tilt base. To the right are the engine controls, which can include a host of optional features (e.g., engine sync, throttle only, single lever, cruise assist). Just behind are the trim tab controls with indicators to the sides (\$2,190 for auto tabs), and we'll come to see the role these play when we get to the handling section of our test.

Further behind is the joystick. Ahead, a wraparound smoked windscreen did little to block the wind at the helm but did a lot towards knocking down glare from the white forward deck. From off the boat, it also creates an illusion of a higher bulwark.

Regal 42 Fly helm seat

The helm seat is a seat-and-a-half width with a single flip-up bolster. Not quite large enough to add another person, but certainly wide enough to add a comfort level for the operator. It also adjusts fore and aft. Tucked under the seat is a hatch concealing the main circuit breakers for all of the bridge's electrical circuitry. There's no real sightline to the stern of the boat, but we do have a view of the entire starboard side and the stern quarter. Most times, we see the stairs in line with the helm, allowing the operator to see the stern, so backing into a slip will be from the lower helm that provides this visibility.

Bimini Top. Overhead, the Bimini top provides plenty of shade and, having a fine mesh, it's breathable, so it sheds heat better. That mesh also allows for rain to seep through, but since the entire deck is open to the elements, this really isn't a downside. Why worry about rain overhead when it's coming from all around? This is why there's also a lower helm.

Regal 42 Fly bimini top

The Bimini top is mesh to add protection from the sun. The windscreen blocks the breeze at the sun pad and knocks down glare from the foredeck.

Bow

As we continue with the exterior, making our way along the side decks, we measured 17" (43.18 cm) in width, and they're designed to channel water overboard with molded-in channels at the rear, preventing water from reaching the cockpit. Grab rails along the cabin sides and 22" (55.88 cm) high side rails make for a safe transition. At midships, 8" (20.32 cm) cleats make for spring line connectivity and it's not lost on us that there are courtesy lights just alongside these cleats at the cabin sides for nighttime docking.

Regal 42 Fly rails

We always appreciate when a builder adds rails along the cabin sides along with high side rails.

Bow Relaxing

There's a sun pad atop the trunk cabin, creating another place to relax, and Regal was not content with just making the heads lift into a chaise lounge configuration. The lower sections also elevate, making for forward-facing seating.

Regal 42 Fly bow pads

The cleverly-designed bow pads can be left flat, or converted to a chaise, and even configured to forward-facing seating.

Regal 42 Fly bracket

To one side is a king starboard bracket holding a stereo remote and cup holder, and to the opposite are two cup holders. A cabana sunshade is available as an option (\$2,550).

Ground Tackle

Forward, Regal did a good job concealing the ground tackle under hatches, making for a flush deck. Waterproof speakers are in the toe rails and facing aft towards the sun pads and pop-up seats.

Under the three hatches is self-draining storage for fenders and lines to port and rode access and the wash-down to starboard, and with the whole area being recessed, it's much easier to keep clean. Under the center hatch is the recessed windlass leading to a through-the-stem anchor. A courtesy light is provided alongside. Foot control switches are ahead and to the left. The remote spotlight is forward. Rail height here is 38" (96.52 cm), which exceeds both ABYC and CE standards.

Regal 42 Fly hatches

The foredeck is kept clean thanks to hatches concealing the ground tackle. The aft-facing speakers are waterproof.

Regal 42 Fly bow features

The hatches open to expose the working features of the bow. Notice the hooks for hanging the dock lines to port and the anchor rode cleat in the center section.

Swim Platform

Rounding out our exterior tour, the nearly full beam swim platform comes out 35" (88.9 cm) and can be either fixed or hydraulic (\$38,910). With the fixed version on our test boat, a switch on the transom activates

an optional (\$3,750) swim step that extends from underneath, right at the center, making it convenient for re-boarding, even for pets.

The hydraulic version negates the need for this articulating step and can also launch a tender or PWC with the added dinghy launch system (\$4,125). Either way, there's still a concealed ladder to starboard. The requisite transom shower is ahead and to the right. Roomy trunk storage is just ahead, and it's compartmentalized for added convenience.

Regal 42 Fly swim step

The swim step lowers from the center of the platform to ease re-boarding from the water. Operationally, the shore power and city water connections are to the starboard side of the transom. At the corners of the platform, Regal provides 8" (20.32 cm) pull-up cleats for tying up the water toys. Fixed cleats are higher up and out of the trip zone.

Regal 42 Fly transom shower

The transom shower is just above the shore power connections.

Aft Deck

Stairs to port side allow for access to the aft deck. A stainless-framed acrylic gate is at the top.

Seating consists of an L-shaped bench across the back and starboard side wrapping around an optional solid wood pedestal table (\$2,325). The starboard seatback and cushion can be removed to provide additional boarding access, in addition to facilitating a step up to the side deck. Also under that step is a storage compartment that houses the battery switches, so we can power up the 42 Fly before we enter and turn on the lights.

Regal 42 Fly outdoor galley

L-shaped seating leads to an outdoor galley in the cockpit. Note the filler cushion that maximizes seating.

Regal 42 Fly boarding access

Remove the cushion and seatback to create a boarding area and side deck access.

Outside Grill. Continuing ahead and to starboard, a cabinet has a Corian counter concealing an electric grill. The lid is held open with a latch — we'd like to see a magnetic catch hold it so that we can shut it with one hand. A curved grab handle is below, with a cockpit refrigerator below that. A stereo remote is alongside, just adjacent to the sofa. Speakers are just above in the overhead.

Over to the port side, there's additional side deck access in the form of molded stairs. All of this is protected from the extended flying bridge deck, 6'5" (1.96 m) overhead.

Salon Entrance

We transition to the interior via a sliding glass door. A drain at the outside allows for a single level threshold while still meeting the CE requirement that shipped water remain outside. This door can also be opened double-wide to seamlessly blend the inside with the outside.

Regal 42 Fly sliding doors

The sliding doors can be opened fully to blend the inside with the outside.

Galley/Salon

Dinette. Inside and to port is a J-shaped settee surrounding an optional table (\$2,340 with filler cushions) on a fixed pedestal, all on a raised platform that improves visibility through the large windows that surround this level. Opening side windows add ventilation. All the windows have pull-down blinds in case we need privacy or decide to let someone sleep here. The couch has fabric upholstery and the table is mahogany-trimmed with stainless and leather inlay.

Regal 42 Fly elevated platform

The salon has seating to port on an elevated platform. There are recessed courtesy lights underneath.

Galley. The galley has plenty of counter space, a concealed electric cooktop, and a single basin stainless steel sink. The covers have dedicated storage space alongside, right behind the helm seat. Below is storage, a convection microwave, and a refrigerator/freezer. Behind is the 40" (101.6 cm) concealed flat-screen TV on an electric lift. The entertainment center components are just under the helm seat.

Regal 42 Fly galley

We won't be serving gourmet meals at this galley, but for weekends on the water, it's the perfect size.

The cabin has recessed lighting, and the air conditioning ducts are hidden in the overhead soffits, so the room cools evenly with no one stuck freezing next to a blowing vent while everyone else is hot. Flooring is low-maintenance Amtico.

Lower Helm

The lower helm is also to starboard, which leaves the port side without a sightline to any operating station. An option for a port-side joystick station in the cockpit would resolve this, but currently, one is not offered. However, at 42' (12.8 m), the boat is easily managed, and it is just a matter of getting used to docking the

boat to port.

Regal 42 Fly lower helm

This lower helm has many of the features of the flybridge helm, but, being in a more protected environment, it comes with upgraded upholstery and treatments.

Regal 42 Fly side window

The opening side window at the helm allows for a full view of the starboard side when docking.

Regal 42 Fly joystick

Capt. Steve's right hand is on the IPS joystick while looking out the window. Now *that* is a comfortable position for docking.

The glass dash concept is embraced with a single 16" (40.64 cm) Garmin display providing selectable information, including instrumentation, so there are no gauges to the panel, either. There's also a recessed area for holding items like cellphones, sunglasses, etc. The lower rocker switches are mounted to a black acrylic panel. The spotlight remote and VHF are below.

Then there's the remote for the windlass that can be used anywhere on the boat, which explains why there's no control on the flying bridge. The trim tab controls are below that. The engine control and joystick are to the right. We'd reverse their positions so we can have our hand on the throttles when sitting back in the helm seat.

The helm seat is a seat and a half wide with a single flip-up bolster and adjusts fore and aft. A footrest is below with space for tucking one's feet under when standing. Opening side windows add ventilation as well as a view of the entire starboard side while still being comfortably within reach of the IPS joystick. The opposite is deep storage for chart books.

Regal 42 Fly electrical panel

The main electrical panel is just to the side of the helm.

Regal 42 Fly windshield

The windshield is a single piece that's 8'2" (2.49 m) wide with pantograph wipers.

Regal 42 Fly accommodations layout

The accommodations deck. This layout shows the standard accommodations deck with the kitchenette. This can be replaced with an optional second head.

Lower Deck Accommodations

As we head below decks, the area starts with an open plan atrium that receives natural light from that huge front windshield. Floating tread stairs are supported by a stainless steel stanchion with concealed blue courtesy lights. Just ahead are Shoji-style doors to the master stateroom.

Regal 42 Fly lower deck atrium

The lower deck has an open atrium with the master just ahead.

Master Stateroom

This is an inviting stateroom with a 6'4" (1.93 m) high overhead. There's an island berth, measuring 6'6" (1.98 m) x 5'4" (1.63 m). Steps to both sides allow for easy access, and natural light comes from two hull side windows and the overhead hatch. Concealed storage is to both sides of the headboard. A full-length mirror is inside the door to the hanging locker. Additional storage is below the berth.

Regal 42 Fly master stateroom

The master stateroom has an island berth, hull side windows, and plenty of storage.

Head

A door to the aft bulkhead leads to the ensuite master head. It features mirrored cabinets, a Corian counter with a vessel sink, an electric flush porcelain toilet, and a separate walk-in shower, all with Amtico decking. A long hull side window provides plenty of natural light. Ventilation is via an electric fan.

Regal 42 Fly head option

This layout plan shows the optional guest/day head arrangement. A private door to the aft stateroom is optional.

Kitchenette or an Optional Guest Head?

Standard is a lower kitchenette with a sink, storage and optional refrigeration (\$1,495). It would make for convenient midnight snacks and a middle-of-the-night glass of water.

However, this space can be used as an optional guest/day head (\$10,525). This is a wet head design. If this layout is chosen, then Regal will include another access door to the master head, which will then serve as the guest head and day head.

If the kitchenette option is chosen, then a privacy door to the guest stateroom can be chosen (\$4,325). As we'll discuss in a moment, the aft stateroom door is unique, which garners the upcharge.

Which Way to Go? An owner's expected use will dictate which way to go with the optional head. Since the boat has an adequate galley on the main deck, we would choose the optional head arrangement to offer privacy for both family and friends.

Regal 42 Fly day head door

Here we see the door to the day head to the left. If this were the kitchenette layout, the bulkhead to the right would have a door as a second entrance to the master head.

Guest Stateroom — Or is it?

Moving aft, we come to the guest stateroom. Frankly, the only reason the forward stateroom is the master is that it includes an ensuite head. Personally, we'd rather be here as this cabin is quite large.

This *full-beam* stateroom has hull side windows, an athwartships mounted berth measuring 6'8" x 6'8" (2.03 m x 2.03 m) with 2'7" (0.79 m) of headroom over the berth. Opposite is a settee providing views out the hull side window. A flat-screen TV on a swivel mount is above. *Guest stateroom indeed...*

Regal 42 Fly guest berth

The guest berth is mounted against the port bulkhead and it's larger than the master.

Regal 42 Fly guest beds

The king-sized guest berth can also be separated into two full-size beds.

Regal 42 Fly settee

To the opposite side of the guest stateroom is a settee in front of the hull side window. A TV on a swivel mount is just above.

Special Stateroom Door. The optional mid-cabin door has a clever feature that allows it to open against the geometry of the V-bottom — it slides closed and then a panel lowers to close off the bottom.

Seakeeper. Our test boat was also equipped with the optional Seakeeper gyro stabilizer (\$58,110). It is placed behind an access panel under the stairs that is accessible through a removable panel in the guest stateroom forward bulkhead.

We tested the boat with the Seakeeper gyro on and then off.

Engine Room

The engines are easily accessible from the transom hatch. Inside, the IPS 600 engines are directly connected to the pods just behind. The service points, dipsticks, oil fill, etc., are all on the port-hand side of

both engines. The black water tank is right between the two engines and we can walk on it for servicing the engines.

Regal 42 Fly engine room

The engine room is accessed from the electric lift transom.

Regal 42 Fly engine access

The engines are easily accessible with a center walkway.

Regal 42 Fly pods

Here we can see the pods directly connected to the engines. Notice the black water tank in between the engines.

Equipment Placement Details. Working clockwise from the port aft section, we see all the batteries are secured in an enclosed box. The 11 kW generator has the fuel filter just behind for easy servicing. Ahead, we can see the hot water heater and the two water fuel tanks to either side and against the forward bulkhead. The fuel tanks are ahead of the engine room bulkhead and feed into day tanks just ahead of the engine. The oil change system (\$1,395) is ahead and to the starboard bulkhead.

BoatTEST Performance Numbers

When it came time to get underway, the joystick functionality made short work of the tight confines of our marina and we were soon on our way.

The Regal 42 Fly has an LOA of 42' (12.8 m), a beam of 13' (3.96 m), and a draft of 43" (109.2 cm). With an empty weight of 27,500 lbs. (12,474 kg), 34% fuel, and three people onboard, we had an estimated test weight of 28,567 lbs. (12,958 kg).

Regal 42 Fly running shot

Top speed during our tests was 35.4 knots.

With the twin 435-hp Volvo Penta IPS 600 engines turning 3620 rpm, we reached our top speed of 35.4 knots. Best cruise came in at 3000 rpm and 27.6 knots. At that speed, the 27 gph fuel burn translated into 1 nmpg and a range of 237.1 nm, all while still holding back a 10% reserve of the boat's 258-gallon (977 kg) total fuel capacity.

Handling

As for her handling, upon advancing the throttles, we came up on plane in 5.6 seconds, accelerated to 20 mph in 8.1 seconds and 30 mph came and went in 13.4 seconds. We were testing on a windy day but in

protected waters, so we can't comment on how she handles chop. We did notice that with the flybridge obviously having a good amount of sail area, she will lean into the wind. The trim tabs took care of this in short order. As we were making several passes in each direction, we quickly came to appreciate the one-touch tab raise feature, so we could reset them and then lower the opposite one for the next run.

She provides a comfortable ride with the wide turning radius typical of an IPS-powered boat that keeps everyone comfortable, regardless of how heavy-handed the captain gets.

Docking

When it came time to return to the dock, the joystick functionality made it a non-event. With both helms being starboard mounted, we had no problem backing into our wide slip by just keeping close to the starboard dock and not really worrying about the port side, as we knew there was plenty of room over there. And, as usual, just small pulses of the stick to get her moving and then control of that movement is all it takes for smooth docking every time.

Pricing

The Regal 42 Fly is priced at \$786,830 when powered by the 740-hp IPS 500 engines. Upgrading to the 870-hp IPS 600s raises the price to \$841,335.

Observations

Regal stepped out of character by creating a flybridge yacht, but also stayed true to form and didn't just put another level on an existing design. Rather, this 42 Fly is something different and it can be felt as soon as you step aboard.

In our opinion, it's a good move for Regal and for its customers.