

Yachting

Off Soundings

Dave Gerr designed the Off Soundings 34 to be a dedicated offshore sportfishing boat. If you believe the owner of hull number 2, he succeeded. But take away the fish-boat trappings, and you'll find a super mid-size sport cruiser for two or a small family.

The design characteristics that influence speed, fuel economy, ride and handling and make the Off Soundings 34 a successful fishing boat apply equally well to sport cruisers. Let's start with a minimum length. The boat should be long enough to provide a cabin of reasonable size, a roomy helm because that's where you spend most of your time, and a big cockpit for dining al fresco, sunning, stowing water toys or even fishing. In this case, designer, customer and builder settled on 34'.

A serious sportfisherman has to be a good all-weather sea boat; so a sport cruiser or fun boat on the same hull will have a great margin of safety. Gerr kept the 34 fairly narrow for her length because a lean boat with the same power as a short, wide boat of the same displacement will go faster, be more comfortable and more easily handled in rough weather. Too much beam leads to pounding and an uncomfortable jerky roll. What's more, a wide transom—in comparison with a boat's length—increases the tendency to broach in following or quartering seas. Why? As waves strike the transom from behind or underneath, the wide-

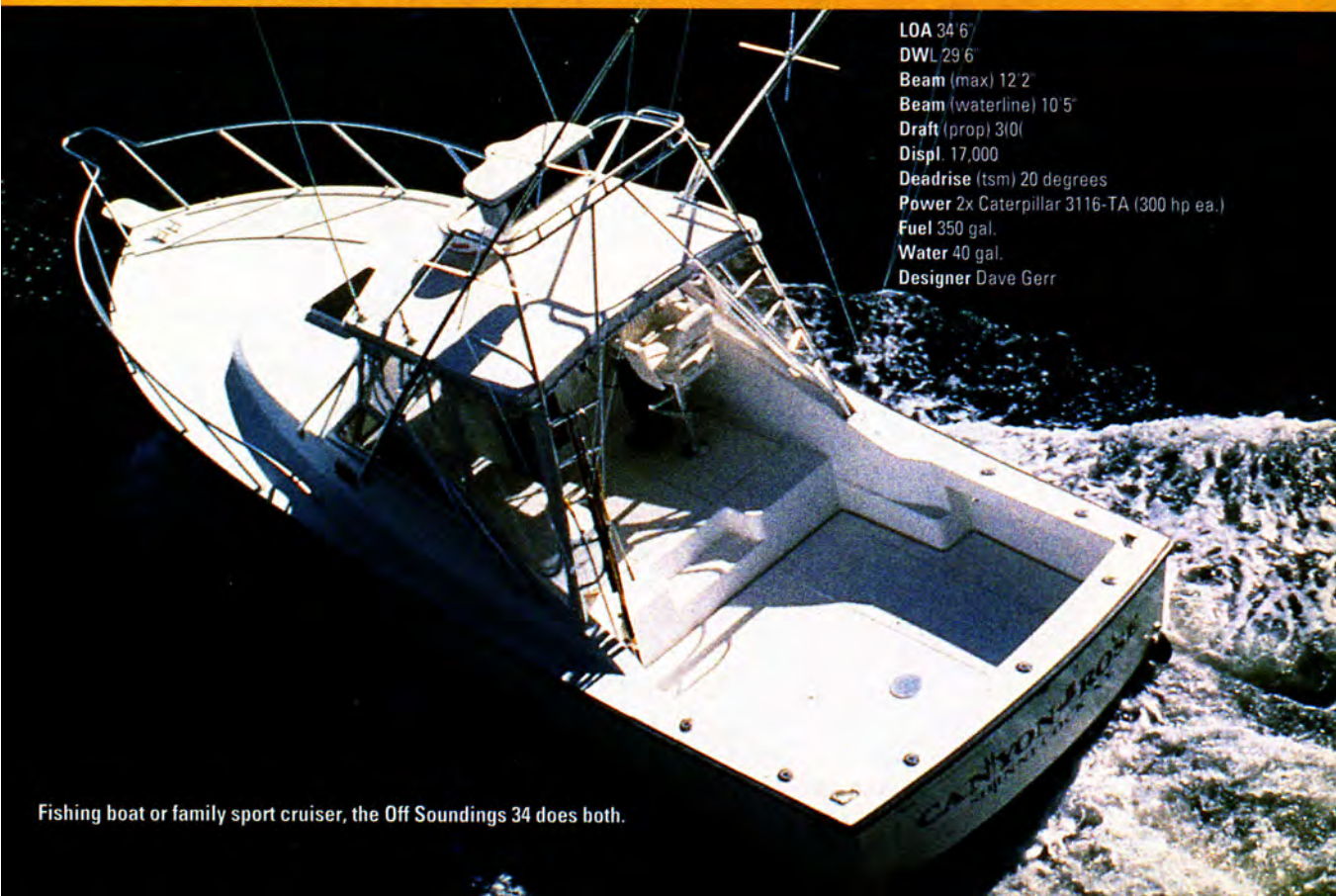
sterned boat has proportionately more of her buoyancy at the transom. So she lifts and slews more at each passing wave. Keeping beam moderate reduces this tendency.

Other features that contribute to the making of a good sea boat are a very fine entry to eliminate pounding; a high chine forward to also reduce pounding; and slight convexity in the forward sections to give sufficient buoyancy for operation at low speed (as well as at high speed) in a seaway.

The chine/spray-knocker is shaped to curl water down, creating a dry boat, additional planing lift and dynamic stability. The chine increases in width aft, generating even more lift but no pounding. The wide immersed chine aft also damps out snap roll. The after sections have only slightly less deadrise than at amidships, but they are narrower and have less volume. This creates the same benefits as does decreasing deadrise but keeps plenty of Vee to minimize pounding at the stern when you're trolling or drifting.

Standard power is a pair of 300-hp Caterpillar 3116-TA diesels, which give a 32-knot top speed and a 26-knot cruise. At 20 knots (2,000 rpm) the 34 has a range of about 590 nautical miles. Accommodations include a V-berth forward, head with stand-up shower, dinette that converts to a double berth, galley and 6'4" of headroom throughout.

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LOA 34'6"
DWL 29'6"
Beam (max) 12'2"
Beam (waterline) 10'5"
Draft (prop) 3'0"
Displ. 17,000
Deadrise (tsm) 20 degrees
Power 2x Caterpillar 3116-TA (300 hp ea.)
Fuel 350 gal.
Water 40 gal.
Designer Dave Gerr

Fishing boat or family sport cruiser, the Off Soundings 34 does both.