

Regulator 34 SS

By Dean Travis Clarke

NO ONE ARGUES THAT REGULATOR MAKES A DARN FINE LINE of boats. But the chief engineer at Regulator, though exceptionally good at his job, has been somewhat set in his ways and brooked little change — until recently. First came a return to cabin designs, now a center console that could pass for an express boat. What's next?

Performance

Wind came out of the east at a steady 25 mph, with higher gusts, and seas rolled into a notoriously bad Hillsborough Inlet at four to seven feet. Actually, it was a perfect day to really test an offshore boat's mettle.

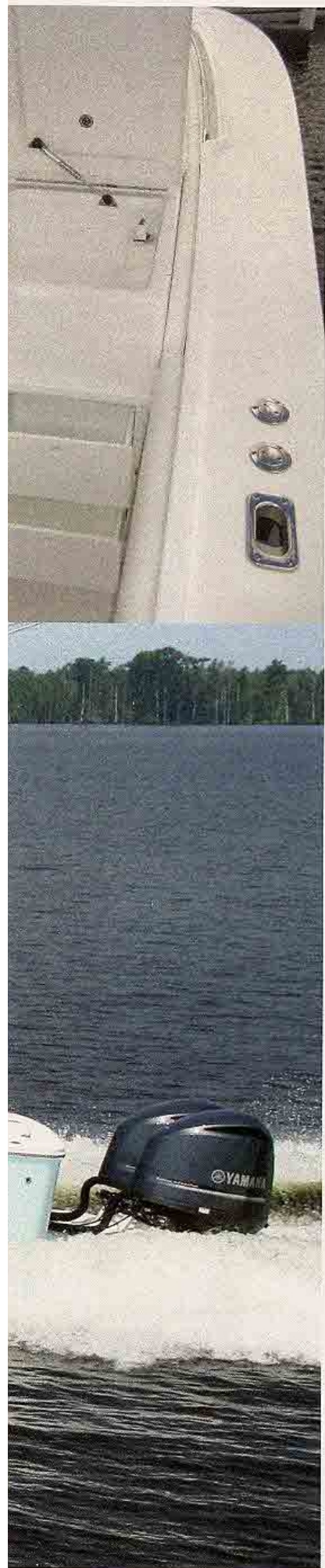
And I'll say that this Regulator 34 SS proved more than worthy of the moniker "offshore fishing boat." Head seas — no problem. Down-sea — no problem at all. Drifting beam-to produced a short roll moment with transitions as gentle as could be.

Admittedly, Regulator builds some heavy boats. Rather than a criticism, that in great part, is exactly what makes them such a smooth ride. But don't confuse the weight of the new 34 SS (for standard seating) with sluggishness. It topped out at almost 60 mph (58.8) while pumping 50 gph through the twin Yamaha 350s that turned a pair of 15½-by-21-inch props. Since you won't be running at that speed very often, you'll appreciate that the most efficient cruising speed — a very respectable 30.7 mph — consumed a total of 22.5 gph for a rating of 1.36 mpg.

You do notice this boat's size when coming onto plane. However, taking six seconds or so to plane seems a small sacrifice compared with all the other performance positives.

I pride myself on my boat-handling skills and certainly don't feel the need for a bow thruster — even on much larger boats, let alone a 34-footer. With that said,





I admit to loving the ability to slide the 34 SS sideways by using the engines in opposite gears and the bow thruster to balance them.

As it has always been, so shall it ever be: Regulator firmly believes in the advantages of mounting the outboards on a bracket to give them clearer water as well as to save the transom for everything else anglers want today. Everything except an integral swim ladder, that is. I sure wish Regulator would install that as standard equipment rather than an Armstrong ladder you need to remove and stow somewhere. However, at least the bracket surface is virtually at water level. Even a fat old man like me could slide himself up onto it like Shamu.

Also, despite its weight, the 34 SS planes and runs at almost 18 mph on one engine. I believe that with a different propeller, that speed could increase dramatically.

Fishing

Management at Regulator fishes all over the world. Ergo, you'll never find a fishing-unfriendly feature aboard its boats. For example, pop-up cleats and bow light as well as under-gunwale cleats with hawse-holes elsewhere assure no line snags. I counted 14 rod holders included with standard equipment. The standard leaning-post module contains a pressurizable livewell with a magnetic latch to hold the clear Lexan lid open, a cutting board, sink and storage.

About the only fishing compromise I discovered comes with the starboard-side seating/storage compartment. Yes, it makes a comfortable seat while trolling, so you can see the spread, and holds lots of tackle. But if you need to take your rod forward while fighting a fish, you'd best plan on taking it up the port side. Of course, with a decent skipper at the helm, you really shouldn't have to take your rod out of the cockpit at all.

Design and Construction

Certainly the most significant innovation for Regulator is the huge sit-around area forward of the console. Put a table in the center of this wraparound and you could easily seat 10 for dinner! You'll also find mammoth storage spaces (including special rod racks) under the forward seats.

Regulator still considers this a center console, and by all rights, it probably is. However, it qualifies as *très luxe* by virtue of the console containing Corian counters, a polished stainless-steel sink, VacuFlush

toilet, twin-size berth, refrigerator, microwave oven and shower! Not your average center console, I'd say.

Another change finds Regulator going to a frameless windshield — admittedly much more aesthetically pleasing than the company's previous industrial-strength metal framework. The dashboard easily accommodates twin 15-inch navigation displays. The terrific standard leaning post boasts flip-up bolsters, and you get numerous other cavernous draining storage boxes under the foredeck sole. However, there's nothing under the front console seat. That merely provides headroom for the mammoth console interior with its twin-size V-berth.

I have always been a Regulator fan, and despite its dramatic departure from company tradition, Regulator has done nothing to dissuade me. 

SPECIFICATIONS

LOA	38 ft. 6 in.
BEAM	10 ft. 11 in.
DRAFT	2 ft. 3 in.
DEADRISE	24 deg.
WEIGHT	11,115 lb. (dry)
FUEL	380 gal.
MAX HP	Twin 350 hp OB
MSRP	\$229,995 (w/ twin 350 hp OB)

Regulator Marine
Edenton, North Carolina
252-482-3837

www.regulatormarine.com



YAMAHA 350 HP FOUR-STROKE

TYPE	5.3-liter, 60 deg. V-8
DISPL.	325 cid
MAX RPM	6,000
HP/LB RATIO	0.44
FUEL SYSTEM	EFI
GEAR RATIO	1.73:1
WEIGHT	804 lb.
ALT. OUTPUT	50 amps
MSRP	\$26,245

NOTABLE STANDARD EQUIPMENT

- 380-gallon fuel tank
- Teleflex power-assist steering
- Sleeping accommodations for two
- 85-gallon aft fish box
- 360-degree coaming pads
- Deluxe folding rear seat

IMPRESSIONS

Regulator has always built terrific, seaworthy boats. But the 34 SS marks the company's first foray into nontraditional layouts. And it works just fine.

FOR MORE INFORMATION

visit our Boats section at
www.sportfishingmag.com/boats.

