

# NEW BOATS

By JIM DALY



**WORKHORSE:** The American Tug 34's sturdy hull design makes for economical long-distance cruising.

## Great Escape

**T**omco Marine wants you to travel by boat economically and in total comfort. The builder's new American Tug 34 was created as a coastal trawler with both an efficient hull and creature comforts designed to let you anchor out or tie up and stay aboard as long as you want.

The 34 is based on a beamy hull by Lynn Synour. It's a modified displacement hull, and during my test off Florida's East Coast in a boat provided by Traditional Yachts in Lighthouse Point, I discovered it yields a top end of 20 knots at 3000 rpm with a single 370-hp Cummins diesel. At a speed of 2400 rpm, the boat will cruise at 15-plus knots and burn just under 10 gallons per hour. Since the 34 has a fuel capacity of 400 gallons, you could motor 150 miles in 10 hours, anchor out for the weekend and return with fuel to spare.

The 34 is also quiet under way and at anchor. The main engine exhaust is routed un-

derwater amidships, as is generator exhaust. In addition, engine control cables (a transmitter of engine room noise to the pilothouse) are sound-shielded and the generator is enclosed. Genset exhaust is piped into a baffle box that separates exhaust gases from the water. This system quiets the pulsating gush of generator exhaust that can be so annoying at anchor.

The boat's construction also enhances the quiet ride. For instance, Nida-Core is used in decks for sound protection; the material also makes for more structural rigidity. The 34 is essentially three pieces: a fiberglass hull, a foam-filled fiberglass stringer system and the superstructure.

### In control

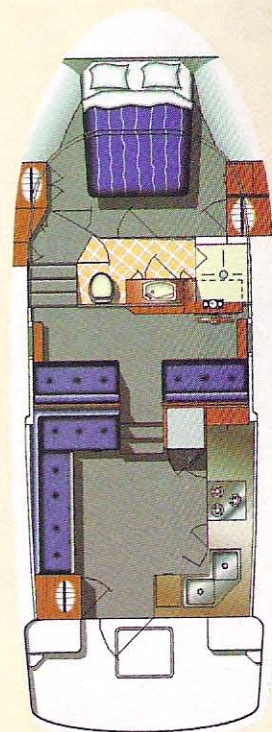
The American Tug will execute a hard turn in its own length. Docking is even more precise. Though the boat is equipped with a twin-bladed, 6-hp bowthruuster, the massive rudder will give you all the

control you'll need.

The layout at the molded fiberglass helm console is very logical. Engine instruments are centered at the front. The GPS/chart plotter and radar displays are to port and starboard, with speed, depth and autopilot displays between them. Controls for the bowthruuster, anchor windlass and throttles are within close reach. Radios are in a console above the helm. An ample, lipped chart table is to port.

The American Tug 34 is more than a weekender. Equipped with a roomy master stateroom, full head and L-shaped galley, this pleasure tug is a destination unto itself, one that provides all the comforts for a cruising couple. The multilevel interior is also bright—the decorative exhaust stack even has a clear overhead port that brings in light.

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## AMERICAN TUG 34

**LOA:** 34'5"

**Beam:** 13'3"

**Draft:** 3'5"

**Weight:** 17,000 lbs.

**Water:** 150 gals.

**Fuel:** 400 gals.

**Power:** (1) 370-hp

Cummins diesel

**Cruise:** 18 knots/2700 rpm

**Max:** 20.5 knots/3000 rpm

**Base price:** \$304,000

### Standard items include:

- Electric bowthruuster
- (3) 1,500-gph bilge pumps
- Stereo/CD player
- Bruce anchor and windlass
- 6.5-kW genset
- Reverse-cycle AC