

Beneteau Swift Trawler 34



YOU CAN SET OFF ON LONG ADVENTURES WITH a Beneteau Swift Trawler, which sips fuel at displacement speeds but can plane when needed to meet a tight schedule. The smallest in this series, the 34 offers comfortable accommodations for a coastal cruising couple.

Beneteau's design team drew a modified-V running bottom with two lifting strakes on each side, wide chines and a sharp entry. At first glance, it looks like a pure planing hull. But with a curved transom, Lenco trim tabs and a single 425 hp Cummins QSB 5.9 common-rail diesel turning a conventional inboard shaft, the hull moves easily at displacement speeds and rises onto plane evenly when needed without obstructing the skipper's sight lines. In our test, the bow ran just high enough at speed to effectively cleave seas. A keel forward of the shaft, deep spade rudder, and bow and (optional) stern thrusters helped her track well in all seas and maneuver smoothly in tight quarters.

Asymmetrical decks provide surprising benefits. The starboard deck is wider, with a full bulwark for going forward and a midship access door for boarding from a floating dock, placed beside a sliding door to the helm. The port deck is set higher, which allows a huge storage compartment beneath it inside the salon. The height also allows placement of an external propane tank compartment opposite the galley. I found grab handles

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securely anchored and strategically placed.

The cabin is compact but adequate. In the salon, a settee is to starboard, with a stable but movable central table. The settee folds out into a double berth. Below is a master cabin with queen berth forward and a double-decker cabin to port. The head is to starboard.

The flying bridge helm afforded me a commanding view, and the settee with pedestal table to port invites the crew to socialize topside. The long cabin top with its curtained side rails might suggest a party space, but serious cruisers will fill it with a dinghy that launches easily from the 34 Swift's mast and boom. — *Capt. John Page Williams*

AVAILABLE POWER:
INBOARD



High Points

- ▶ Wind-deflecting flybridge venturi proved effective during my test.
- ▶ Wing doors at after end of deckhouse deflect wind from the cockpit.
- ▶ Compact, U-shape galley offers optional dishwasher and oven.
- ▶ Beneteau's seamanlike emergency tiller stashes in the lazarette.

Low Points

- ▶ Daily maintenance checks in engine room require moving table, chairs and carpet into cockpit.
- ▶ Helm seat will prove narrow for two on long passages.
- ▶ Compact forward cabin means no access to sides of master berth.

Toughest Competitor:

Mainship's 395 Trawler (\$307,621 with a single 380 hp Yanmar diesel) is slightly longer, wider and heavier than Beneteau's Swift Trawler 34, with similar accommodations but slightly lower speeds and fuel efficiency.

- ▶ LOA: 36'7" ▶ Beam: 13'1" ▶ Draft (max): 3'7" ▶ Displacement (approx.): 16,356 lb. (light) ▶ Transom Deadrise: 10 degrees ▶ Bridge Clearance: 11'11" (mast folded)
- ▶ Max Cabin Headroom: 6'6" ▶ Fuel Capacity: 211 gal. ▶ Water Capacity: 85 gal.
- ▶ Waste Capacity: 23 gal. ▶ Max Horsepower: 425

▶ **Price: \$305,000** (with test power)

BOATING Certified Test Results

rpm	SPEED			EFFICIENCY				OPERATION	
	knots	naut. mph	stat. mph	n. mi. mpg	s. mi. mpg	range	range	angle	sound level
900	5.56	6.40	1.10	5.06	5.82	960	1105	0	66
1200	6.86	7.90	1.90	3.61	4.16	686	790	0	71
1500	8.08	9.30	2.90	2.79	3.21	529	609	1	73
1800	9.12	10.50	5.00	1.82	2.10	347	399	2	76
2100	10.95	12.60	8.40	1.30	1.50	248	285	4	79
2400	14.43	16.60	11.60	1.24	1.43	236	272	5	80
2700	15.82	18.20	14.80	1.07	1.23	203	234	5	82
3050	22.07	25.40	19.40	1.14	1.31	216	249	5	83

MOST ECONOMICAL CRUISING SPEED

HOW WE TESTED

ENGINE: Single 425 hp Cummins MerCruiser QSB 5.9 diesel inboard DRIVE/PROP: 25" x 25" 4-blade nibral GEAR RATIO: 2.50:1 FUEL LOAD: 211 gal. WATER ON BOARD: 85 gal. CREW WEIGHT: 400 lb.

Beneteau USA Annapolis, Maryland; 410-990-0270; beneteauusa.com

EXTRA POINT

Beneteau uses premium hardwood veneers and gracefully shapes matched-grain woodwork in the cabin.