

## Tiara Sport 34 LS

### SPECIFICATIONS

LOA: 34 feet, 9 inches  
Beam: 11 feet  
Weight: 13,800 pounds  
Draft: 2 feet, 2 inches  
Hull: Deep-V  
Power: 2/350-hp Yamaha F350 4-strokes  
Tankage: 232 gals. fuel, 30 gals. water  
Price: \$357,900  
Contact: Tiara Sport, [tiarasport.com](http://tiarasport.com)



**W**e have also seen on many crossover decks cooking hubs with refrigeration, food preparation space and grills. These areas are usually near social zones for family and friends. Forward lounges often center around a dining table. “On the Sport Boat 40c, we’ve designed an expansive forward J-seating area,” Saladino says. “The stern area is defined by a leaning-post amenity with optional ice maker and electric grill.”

To expand their role as overnights, crossovers also have air-conditioned cabins with sleeping berths, heads and showers, stowage and more. Hinckley’s Sport Boat 40c, for example, has a cabin with a galley, head, shower, teak and holly sole, and settee that converts to a queen-size berth. A cappuccino machine comes standard. Crossover models from Tiara and Formula have similar accommodations.

At the stern, 4-stroke outboard power on crossovers is outpacing gasoline and diesel inboards, as well as the complex, belowdecks systems needed to run them. The Hinckley 40c has a triple rack of 300-hp Mercury Verado 4-strokes good for a top end around 43 knots with a 26-knot cruise. The Tiara 34 LS uses a pair of 350-hp Yamaha F350s for similar performance. Formula’s 400 SSC has quad 350-hp Mercury Verados good for 53 knots of top end and a 38-knot cruise.

“We certainly could have built a sterndrive boat when we conceived the 430 and 400, but outboards gave us the mix of performance, reliability and interior space we needed to make the design work,” Porter says.

Saladino says outboards gave the new Hinckley 40c offshore performance that wouldn’t otherwise be achievable. “We’ve worked closely with Ray Hunt Design to design a boat from the outset that is performance-optimized for outboard propulsion but maintains the refinement characteristics of a Hinckley,” he says. “The results show in stiffness and reliability.”

For easy cleanup back at the dock, builders of crossover boats are abandoning teak and exotic decking materials in favor of lower-maintenance options. Formula uses SeaDek foam decking that’s nice on the feet and requires a simple hose down. Tiara’s 34 LS has virtually no woodwork, and its exterior upholstery rinses down. Even Hinckley—known for beautiful brightwork—is keeping wood trim to a minimum on its Sport Boat 40c, replacing it with a synthetic teak that’s difficult to distinguish from the real thing. “The exterior artisanal teak provides a wash-down format while maintaining the Hinckley aesthetic,” Saladino says.

Performance? Check. Luxury and comfort? Check. Convertibility and innovation? Got that, too. Easy to own and care for? You bet. Seriously, what’s not to love about today’s crossover boats? ■