

# Ocean Sport 30 Roamer (2022-)

## Brief Summary

The Ocean Sport 30 Roamer is a no-nonsense outboard-powered fishing boat built by the folks who manufacture the Nordic Tug brand. She was powered by sterndrives, but Nordic Tug re-designed her stern and beefed up the construction for twin 350-hp outboards that bring many benefits.

Being built by the Nordic Tug team means that the 30 Roamer benefits from the same attention to detail, build quality and craftsmanship as the Nordic Tug brand.

## Price

**Base Price**\$480000.00

*Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.*

## Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
650	3.2	2.8	1.4	2.4	2.1	853	742	52.7
1000	5	4.3	2.4	2.1	1.8	750	652.2	54.6
1500	7.2	6.2	3.7	1.9	1.7	696	604.9	63
2000	9.4	8.2	6.2	1.5	1.3	550	478.5	60
2500	10.5	9.1	10.4	1	0.9	363	316.1	65
3000	11.9	10.3	15.8	0.8	0.7	272	236.5	65
3500	15.2	13.2	21.1	0.7	0.6	258	224.8	68.6
4000	23.2	20.2	23.8	1	0.8	351	305.2	75.9

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
4500	33.1	28.7	27.5	1.2	1	433	376.2	76.5
5000	38.8	33.7	33.9	1.1	1	412	357.8	76.2
5500	43.3	37.6	42	1	0.9	371	322.4	79.5
6000	46.4	40.3	50.1	0.9	0.8	333	289.6	79.5
6400	49.4	42.9	61.8	0.8	0.7	288	250.2	81.8

[View the test results in metric units](#)  
Ocean Sport 30 Roamer Test Numbers

# Specifications

Length Overall	30' 3"   9.22 m
BEAM	10' 9"   3.27 m
Dry Weight	13,500 lbs.   6,123.5 kg
Tested Weight	15,755 lbs.   7,146.34 kg
Draft	2' 9"   0.83 m
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	20 degrees

Max Headroom	
Bridge Clearance	10' 1"   3 m
Weight Capacity	
Person Capacity	
Fuel Capacity	400 gallons   1,514.16 L
Water Capacity	80 gallons   302.83 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	15,755 lbs.   7,146.34 kg
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	

Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

## Acceleration Times & Conditions

Time to Plane	6.1 seconds
0 to 20	
Ratio	
Props	17p
Load	3 persons; 275 gal. fuel; 50 lbs. gear
Climate	56 deg.; 43 humid.; winds: 10-15; seas: 1

## Ocean Sport 30 Roamer

Ocean Sport 30 Roamer

The Ocean Sport 30 Roamer is a no-nonsense fishing machine with the chops to handle offshore conditions for days at a time.

## Mission

This is a working fishboat. It's not made for staying in protected waters and bottom fishing for scup. This is a boat that goes offshore and stays offshore, perhaps for days at a time. To accomplish that mission, she has hard fishing features and overnight accommodations. With a 20-degree deadrise coupled with a well-flared bow and wide beam, she delivers a ride that allows for offshore voyages.

# Major Features

- Flush main deck from cockpit to forward companionway
- Outboard power means no bulky engine box to take up valuable cockpit space.
- Long-range capability thanks to 340-gal (1287.04L) fuel tank and 80-gal (302.83L) water tank
- Sleeping space for 5
- Convertible dinette forms berth or forward-facing observer's seat
- Unique Quarter-berth
- 2000-watt inverter
- Sleeping for three

# Performance

The Ocean Sport 30 Roamer has an LOA of 30'3" (9.22 m), a beam of 10'9" (3.28 m) and a draft of 2'9" (.84 m). With an empty weight of 13,500 lbs. (6,123 kg), 55% fuel and three people on board, we had an estimated test weight of 15,755 lbs. (7,146 kg).

With the twin 350-hp Mercury Verados turning 17" (43.18 cm) pitch props and wound up to 6400 RPM, our speed topped out at 49.4 mph. Best cruise came in at 4500 RPM and 33.1 MPH. At that speed, the 27.5-gallon-per-hour fuel burn translated into 1.2 miles per gallon and a range of 433 statute miles, all while still holding back a 10% reserve of the boat's 400-gallon (1,514.16 L) total fuel capacity.

Ocean Sport 30 Roamer performance

**Top speed during our tests was 49.4 MPH. But keep her around 4000-4500 for best results.**

# Handling

In acceleration tests, we reached planing speed in 6.1 seconds, accelerated to 20 mph in 7.4 and 30 was reached in 12.2 seconds. Well, this was a fun boat to drive. She seems to be most comfortable around the 4000-4500 RPM range. Then she's providing a stable, comfortable ride. If she's pushed faster than that, she becomes sensitive to trim and messing with the tabs just isn't worth doing.

She likes to lean into turns. So turns to starboard are going to be a non-event since visibility is maintained throughout. But in turns to port, that lean will give you a blind spot because the roof comes down into the sightline. Just make sure to clear the turn to the port side before initiating it. Also, she doesn't grab into the turn. She's got a little slide so the turn stays comfortable. And more to the point, no chine walk, no ventilation, no un-toward characteristics. Just a comfortable boat.

**I was impressed with having four opening windows in this cabin, but the one next to the helm became even more useful as we were coming into the dock.**

## Boat Inspection

### Cockpit

Being a boat with a main mission of fishing, we'll start with the cockpit. This one measures in at 8'3" x 7'11" (2.51 m x 2.41 m). Where we usually see stainless-steel toe rails, these are fiberglass and have storage shelves integrated just above them. To the starboard quarter, there are fresh and raw water washdown spigots. Padded bolsters run around the top and they top out at 26" (66.04 cm) to remain flush with the caprails, which contain two flush-mounted rod holders per side. These are designed to hold accessories and they supplement the eight rocket-launcher style mounted to the trailing edge of the hardtop. Since rails are mounted to both sides as well as the aft edge, we can also have rocket-launcher style to both sides. At the stern, there's a 30-gallon (113 L) livewell and a starboard side transom door. Fish will be stored in removable deck bins that are under hatches in the deck.

**The cockpit is a roomy workspace with a control station included. Deck hatches reveal fishboxes. Notice the fiberglass toe rails with shelf storage.**

**Fishboxes are removable bins so we can also have storage underneath.**

### Aft Control Station

Forward and to the starboard cockpit, there's a control station right in the thick of the action. It includes a wheel, digital throttles, an engine cutoff, a JPO (Joystick Piloting for Outboards) joystick, a bow thruster, a VesselView display and a tri-data display. Overhead there's a 12" (30.48 cm) Garmin display. The window in front of this station allows for forward visibility through the cabin and a view up the starboard side of the boat. This station is under the protection of the extended overhead 6'3" (1.9 m) off the deck and extends 3'4" (1.01 m) from the aft cabin bulkhead.

### Cockpit Mechanical Space

There are two other hatches in the cockpit and these allow access to the mechanical compartment. Both hatches are held open with gas-assist struts and this space is a big part of Nordic Tugs' influence on the brand.

Originally designed to hold two sterndrive engines, now that the boat is outboard powered the space houses the electronics and accessory battery, the house battery and the two engine start batteries. Thanks to the easy bilge access there are the bilge pumps, the livewell pump, a 2000-watt inverter and the thru-hull transducer. Battery switches and breakers are on a hinged panel just forward in the compartment. There's a 200-gallon (757.08 L) fuel tank with another one forward of the fish boxes.

Additionally, Nordic Tug redesigned the grid stringer system and reinforced the transom to accommodate the dual 350-hp outboards.

## Side Decks and Bow

Steps to either side of the cockpit and beefy rails facilitate accessing the side decks and 28" (71.12 cm) rails add to the safety factor. Rails along the cabin top can also support rocket-launcher-style rod holders.

Fully forward, there's a quick windlass handing the ground tackle. The anchor is suspended on a roller that is recessed into the toe rail. Hatches to both sides of the windlass access storage and the rode locker. A center-mounted 10" (25.4 cm) cleat takes the standing load off the windlass.

 Ocean Sport 30 Roamer

**The anchor is handled by an electric windlass with foot controls just behind.**

## Interior

It's when we move inside that the real Nordic Tug influences come into play, at least those aside from the construction upgrades. The overhead is upholstered and wood trim gives a finished look to what would otherwise be a spartan workboat. A full-length grab handle runs along the overhead and reminds us that this is an offshore-destined boat. There are windows all the way around with dual windows to either side opening for a natural airflow through the main deck. To the port side, there's a booth-style settee on a raised platform. The pedestal table can be lowered to form a berth. The forward seat converts to forward-facing seating.

 Ocean Sport 30 Roamer

**The table is on a set of dual pedestals. Under the seats is storage.**

Ocean Sport 30 Roamer

**Under the aft seat is a microwave and drawer storage is under the forward seat.**

The galley to the starboard side includes a single basin sink, open counter space with raised edges, a propane stove, plenty of storage underneath and a dual-voltage refrigerator at the aft end.

Ocean Sport 30 Roamer

**The propane tank is in the cockpit, just under the aft control station.**

## Bow Cabin

A center companionway leads to the bow cabin with its 6' (1.82 m) of headroom. There's a berth with 3'1" (.93 m) of headroom above. Wooden shelves to each side provide storage space in addition to a hanging locker and there's a single reading lamp mounted to a wood base at the forward bulkhead. The overhead is all finished fiberglass and a hatch provides light and ventilation.

Ocean sport 30 Roamer

**The forward cabin has a berth large enough for two people.**

Right at the entrance is the head that includes a solid surface counter, a stainless-steel recessed sink, storage and an electric flush toilet. A hatch provides ventilation.

Ocean sport 30 roamer

**Adjacent to the companionway stairs is the vessel's main power panel.**

## Helm

The helm is starboard-mounted in the main deck cabin. There's a fiberglass console with a stainless-steel stanchion/wiring channel and an opening window to starboard. The panel is large enough for a large MFD (Multi-Function Display) and a VesselView display alongside. The wheel is mounted to a tilt base and a compass is above the console and in line with the wheel. To the right is a subpanel with the engine controls and JPO (Joystick Piloting for Outboards) joystick and the bow thruster stick. An overhead panel houses the VHF and a Fusion stereo.

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**The helm console is fiberglass and offers plenty of room for this utilitarian vessel.**



Visibility is out three separate windshields and they're angled forward to reduce internal glare. Outside glare is cut back from the 14" (35.56 cm) extended brow just above the windshields.

Now the display that we had out in the cockpit can be moved to the location on the left side of the helm if we want. Of course, we can also just get another one to put here as well.

~~Ocean sport 30 roamer~~

**The helm seat is on a suspension mount with adjustable tension. The seat slides fore and aft and there are flip armrests.**

## Quarter Berth

Behind the main deck seating is entry to a quarter-berth. This is nothing more than another place to put one of the guys on an extended fishing trip that runs into the overnight. Long rods can also be stored here because there's the thoughtful touch of adding a window to the aft bulkhead that can allow rods to slide into the compartment.

~~ocean sport 30 roamer~~

**This berth makes for a simple place to sleep in addition to storage.**

~~Ocean sport 30 roamer~~

**Above the companionway to the quarter berth, there's a flip-down shelf. Lift it out of the way for an unobstructed entrance to the berth.**

## Price

The Ocean Sport 30 Roamer has a base price of \$480,000

## Observations

It's interesting to see a working fish boat that has so many influences from the premium Nordic Tug brand and the combination works quite well. Its form and functionality combined — all in a strong workboat that makes offshore runs that much more comfortable.