

Fountain 34SC (2022-)

Brief Summary

The Fountain name is synonymous with performance, always has been and always will be. So, when you step aboard a center console with the Fountain name on it, it signals an evolved machine that has grown from just being a fishing machine. It’s now a high-performance all-around boat that is much more than the sum of its parts. So very much more.

Price

Base Price

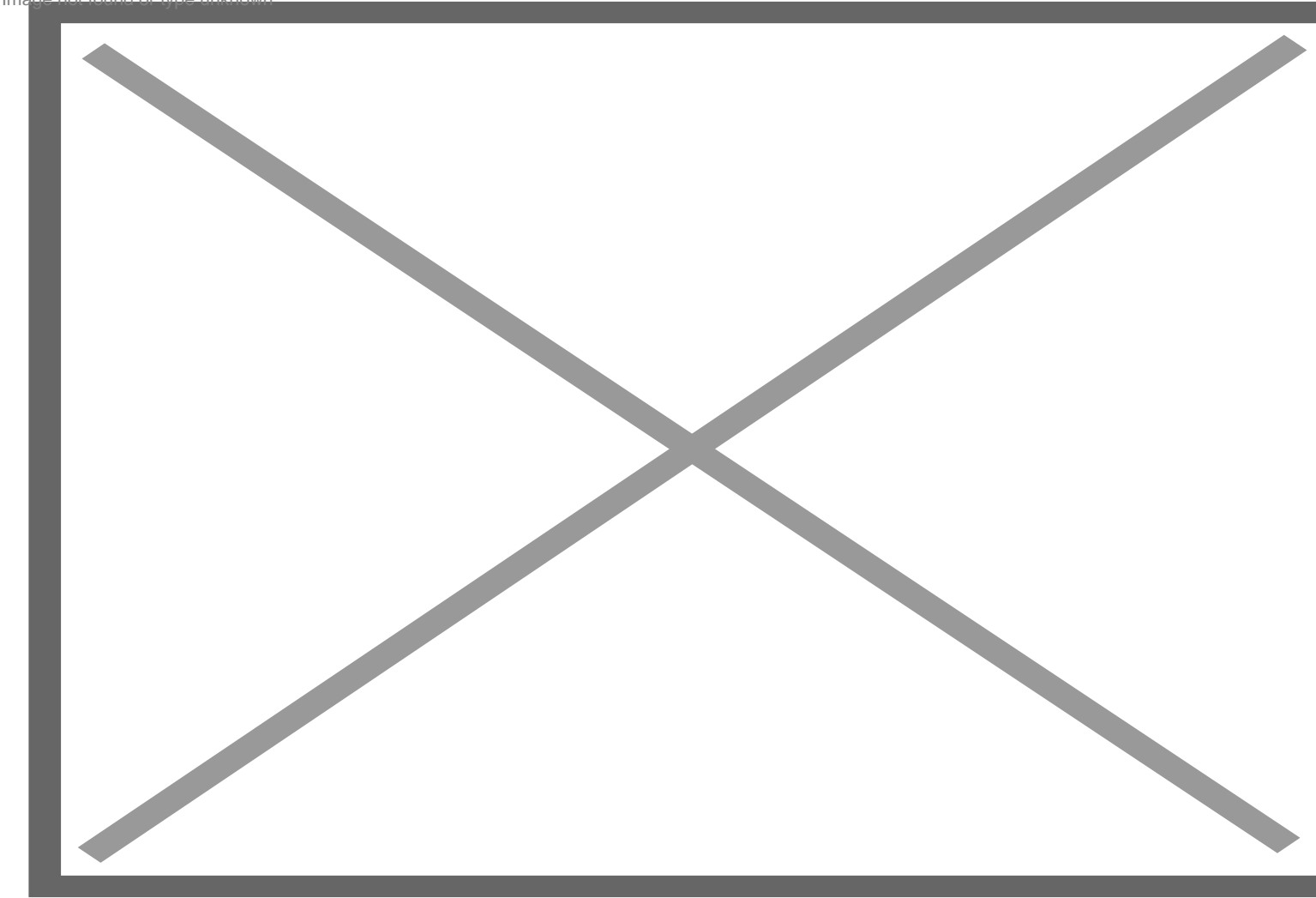
Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	4.9	4.3	2.4	2	1.8	768	667.9	71.4
1000	6.9	6	4.4	1.6	1.4	590	513	73.6
1500	9.6	8.3	8	1.2	1	452	393	77.1
2000	12.1	10.5	14.6	0.8	0.7	310	270	77.5
2500	21.3	18.5	18.4	1.2	1	437	379.7	84.1
3000	24.5	21.3	18.6	1.3	1.1	496	431.2	84.7
3500	34.3	29.8	23.4	1.5	1.3	551	479.5	85.4
4000	42.7	37.1	29.5	1.4	1.3	545	473.8	86.2
4500	50.8	44.2	39.8	1.3	1.1	481	418.1	84.6
5000	57.7	50.1	51.9	1.1	1	418	363.7	87.4

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
5500	63.2	55	61.6	1	0.9	386	335.9	88.1
6000	68.2	59.3	74.2	0.9	0.8	346	300.5	89.2

[View the test results in metric units](#)

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Specifications

Length Overall	34'2" 10.4 m
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BEAM	9'6" 2.9 m
Dry Weight	13,500 lbs. 6,123.5 kg
Tested Weight	14,566 lbs. 6,607.02 kg
Draft	29" 73.66 cm
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	22.75 degrees
Max Headroom	
Bridge Clearance	98" 248.92 cm
Weight Capacity	
Person Capacity	
Fuel Capacity	418 gallons 1,582.3 L
Water Capacity	10 gallons 37.85 L
Length on Trailer	
Height on Trailer	
Trailer Weight	

Total Weight	14,566 lbs. 6,607.02 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	

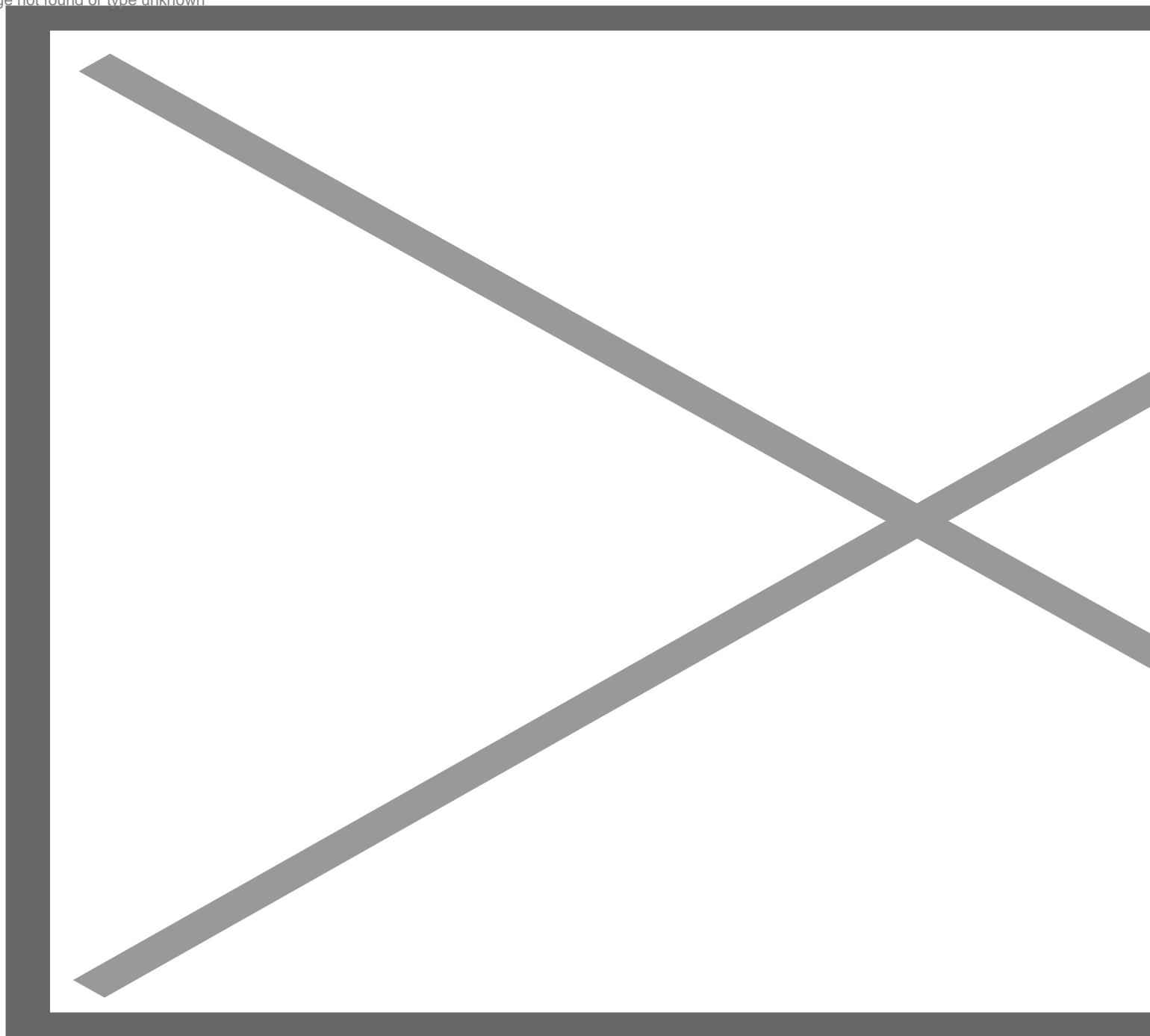
Acceleration Times & Conditions

Time to Plane	4.1 seconds
0 to 20	
Ratio	
Props	25px4

Load	3 persons; 76 gal. fuel; 50 lbs. gear
Climate	85 deg.; 62 humid.; winds: 0-5

By Capt. Steve

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With her performance hull, the Fountain 34SC takes the center console into the realm of performance boating like no other.

Mission

The mission of the 34SC is to be a performance-based center console that can handle nasty weather while still maintaining high speeds, safety and performance. Of course, it also helps that she can look good while doing all of this.

Major Features (Including Distinguishing Features)

- NMMA Certified
- Positive Lift Hull - Double Step, Pad Keel, Notch Transom
- Double forward chaise lounge seating
- Standard fiberglass T-top
- Standard 16" (40.64 cm) Garmin displays

Performance

The Fountain 34SC has an LOA of 34'2" (10.42 m), a beam of 9'6" (2.9 m) and a draft of 29" (73.66 cm). With an empty weight of 13,500 lbs. (6,123 kg), 18% fuel and 3 people on board, we had an estimated test weight of 14,566 lbs. (6,607 kg).

With triple 300-hp Mercury Verados turning 25 pitch four-bladed propellers and spun up to 6000 RPM, our speed topped out at 68.2 MPH. Best cruise was reached at 3500 RPM and 34.3 MPH. It was at that speed that the 23.4 GPH fuel burn translated into 1.5 GPH and a range of 551 statute miles.

Handling

With the throttles pinned, she'll come up on plane in an average 4.1 seconds and she'll stay on plane down to 17.5 MPH. She has a 0-20 time of 5.6 seconds, passes through 30 in 8.5 and through 40 in 11.5 seconds.

This was such a fun boat to drive. It's certainly a fast boat. I mean we hit 68+, but the team here is telling me it's underpitched and that they had a different pitch prop on here and hit 71, and I can believe that. She handles like a performance boat. I put it into a turn and it's like you're drifting a high-end sports car. She doesn't grab into the turn, she just drifts it right around the turn. She goes into a nice bank and just cranks right around

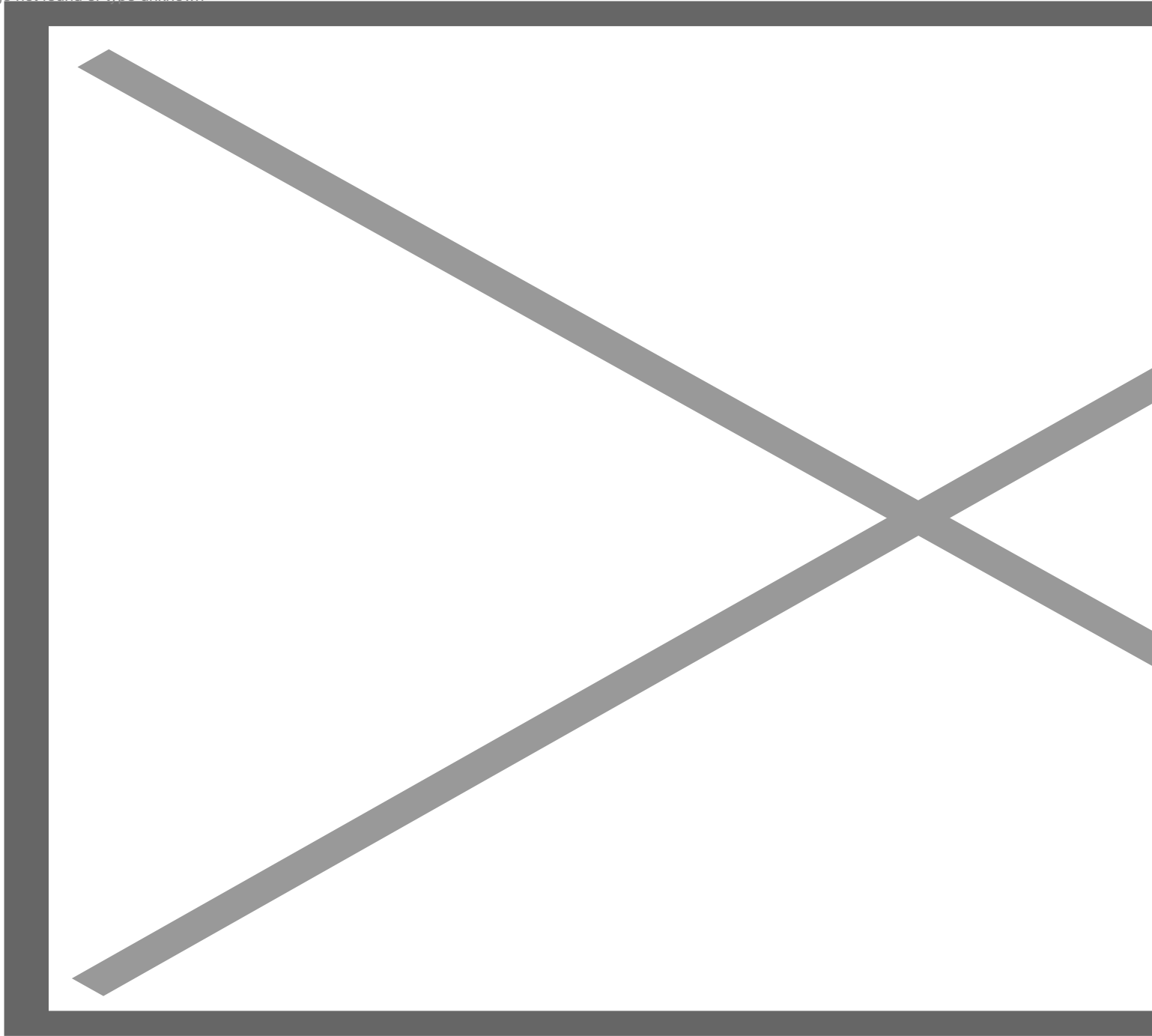
We tested on a flat calm day but crossing our own wake and crossing the wakes of other boats showed how she just cuts right through. If we hit a big wake, she'd come up off of that wave and then press down into the

next wave. It's not a pound into it that you'd feel as if you needed to brace for an impact that just never comes. It's a performance hull and you can feel that it's a nice feeling boat. Everything about it says to give it all you can and there's more she can take.

Engines/Engine Room

Our test boat was fitted with the triple 300-hp Mercury Verados and the port and center engines are connected with a tie bar. There are several options for this boat. Most notable was the clean installation that allowed for walking across the front of all the engines for servicing. There was also a single freshwater flush connection at the port bulwarks.

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The port and center engines are connected to each other with a tie bar and to the port bulwarks, there's a freshwater flush quick connect.

TWIN Options.

- Mercury 300M

- Mercury 400M
- Mercury 400R
- Mercury 450R

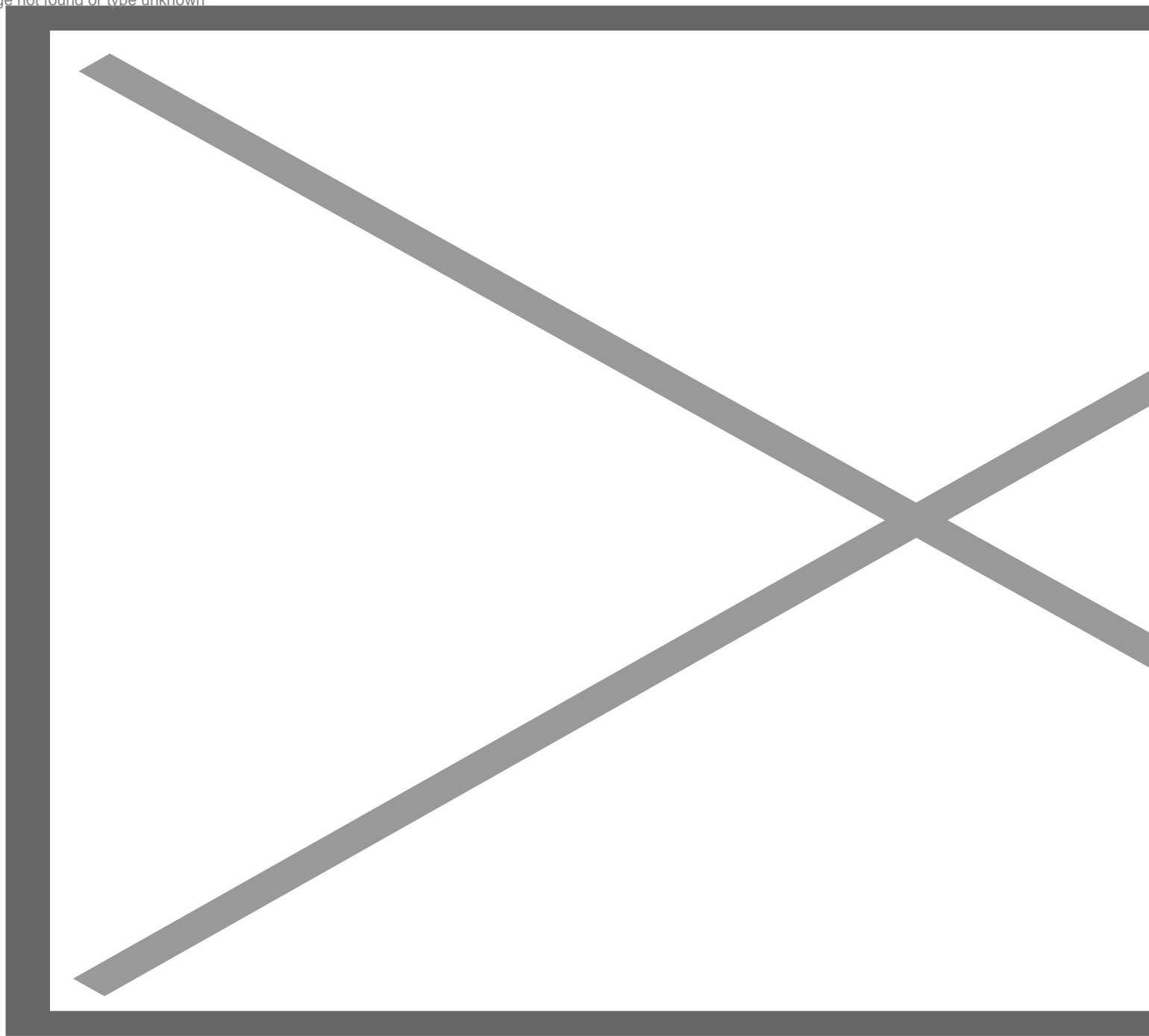
TRIPLE Options.

- ***Mercury 300M (test power)***
- Mercury 400M
- Mercury 400R
- Mercury 450R

Boat Inspection

Stern

The cockpit area can be accessed from an inward-opening transom door that is held open by a magnetic catch. The decking is all nonskid rubberized matting. The standard scenario for the transom is a livewell with seating on top of it. Here we've got the seating going all the way across and it measures in at 66" (167.64 cm). We're already seeing the quality fit and finish with custom embroidery work and the nice stitching. There are flip-up armrests and underneath the cushions, there's self-draining storage.

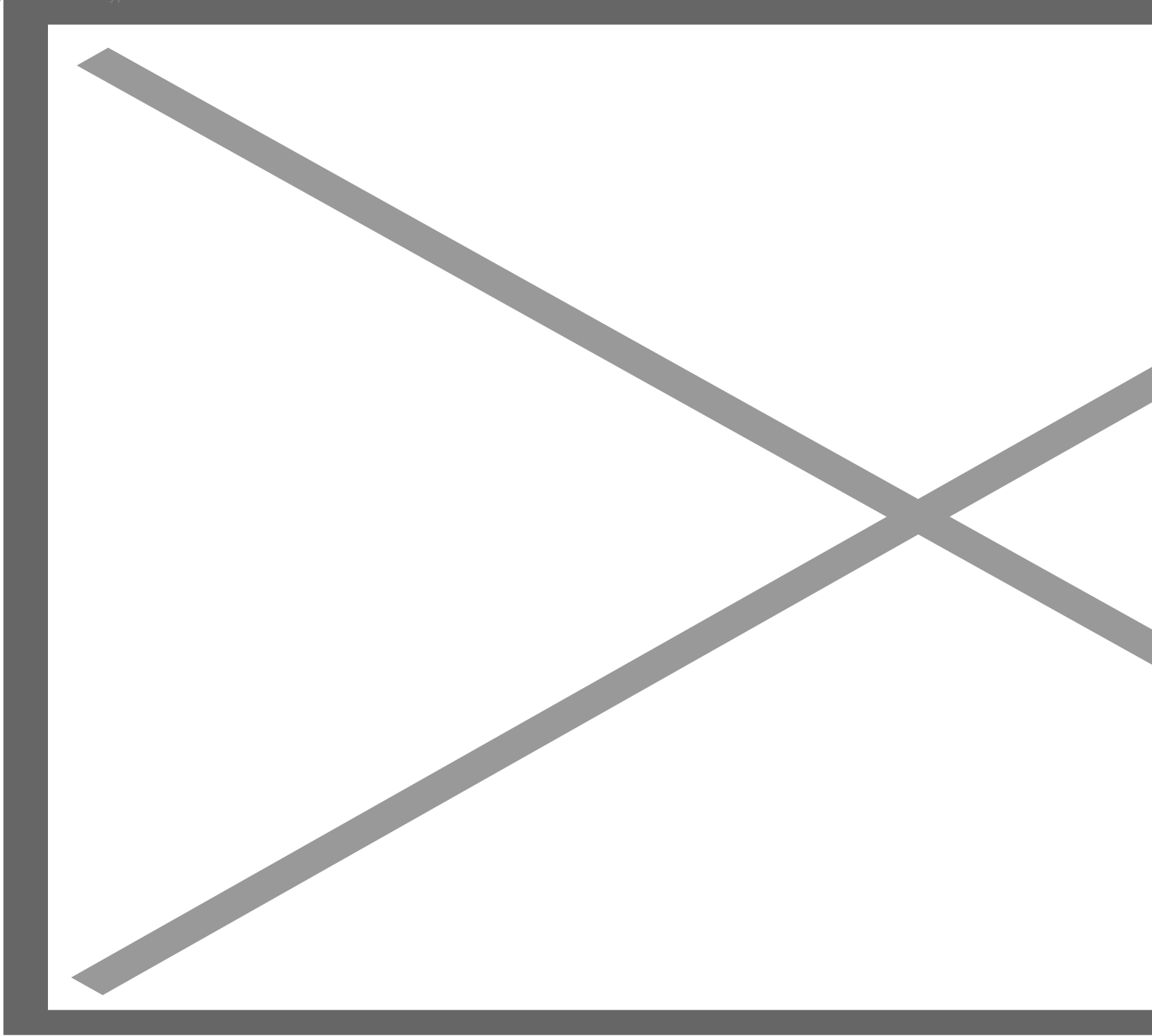


The 3-across stern seating makes for a comfortable ride when heading offshore. Notice the textured upholstery. Underneath is self-draining storage. Standard for this area is seating over a livewell.

Looking to the sides of the boat right at the padded caprails, there are four combination rod holder/beverage holders. Padded bolsters are 26" (66.04 cm) high, they start at the stern and go all the way forward. Below them are fresh and raw water washdowns. Large deck drains are to both sides. Over to the starboard side,

our test boat was fitted with an optional hullside dive door.

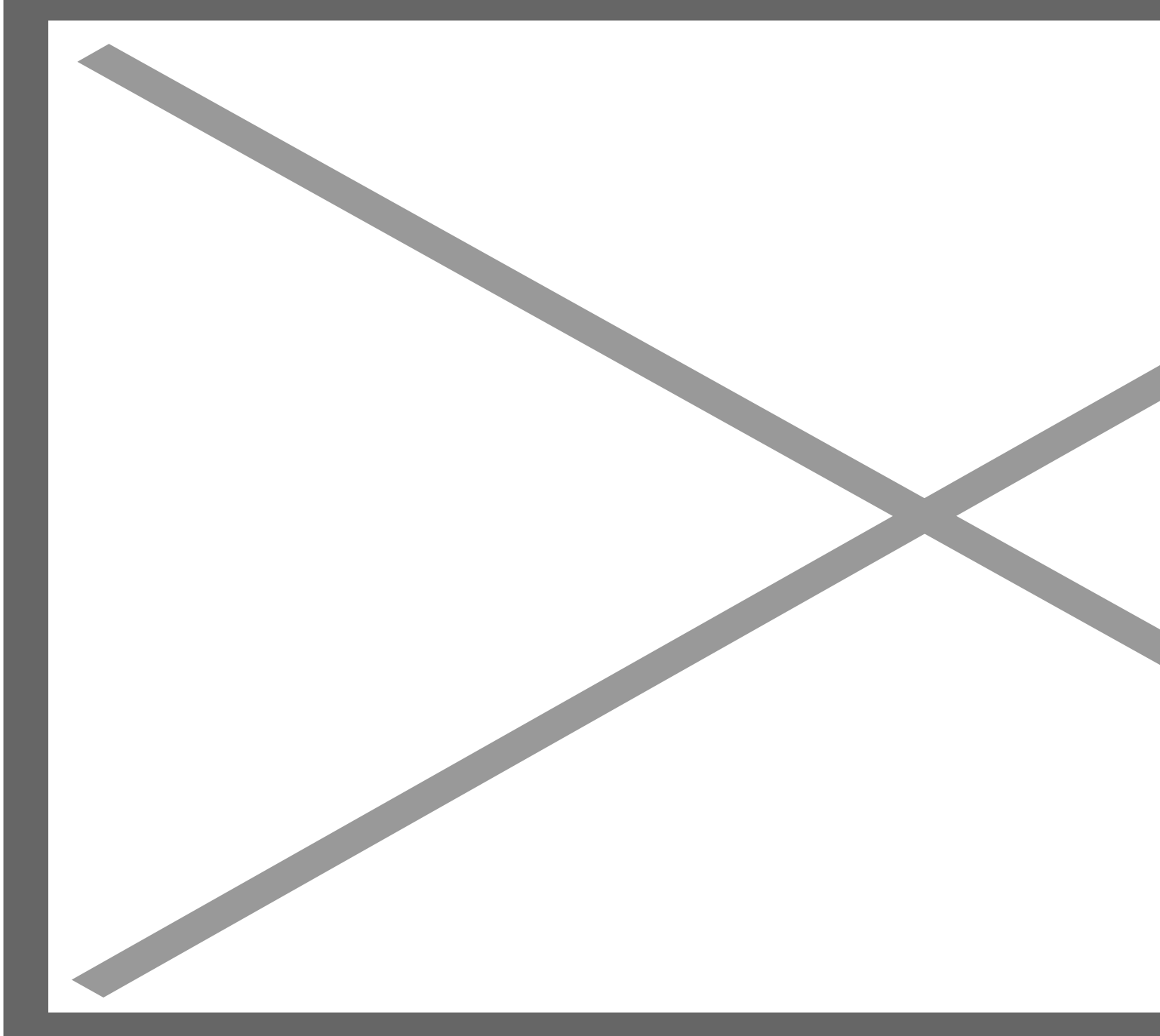
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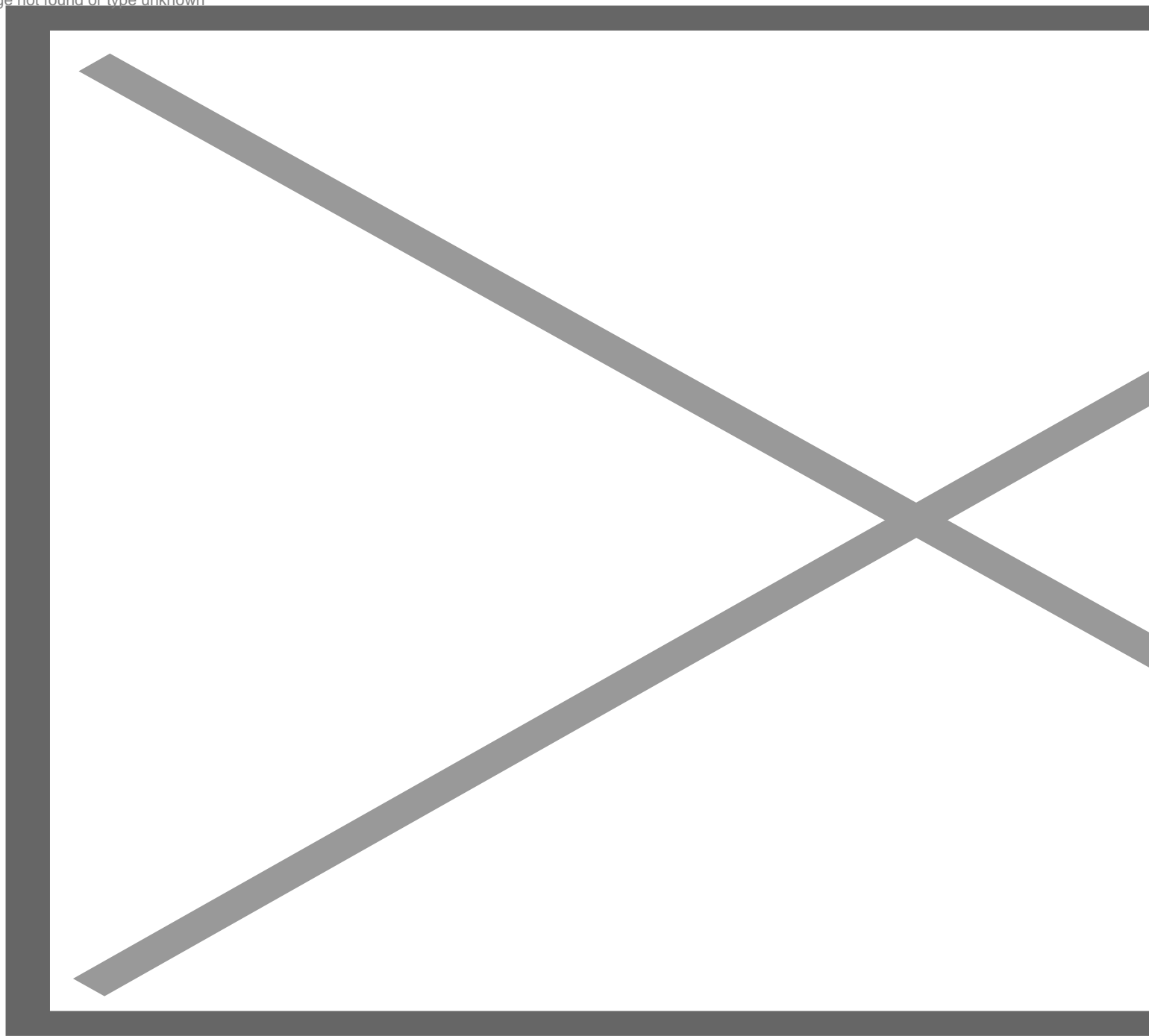
To starboard, there's an optional dive door. Notice the rubberized decking. There are large deck drains just behind. We can also see the mag latches for the aft gate and the dive door.

A full 32" (81.28 cm) ahead of the forward-facing seating is aft-facing seating. It measures 48" (121.92 cm) wide, includes flip-down armrests and there are beverage holders all the way across the top of the seatback. Under the flip seat cushion is a pressurized livewell with a see-through top that is held open by tension hinges.

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Just ahead is aft-facing seating with a livewell underneath.



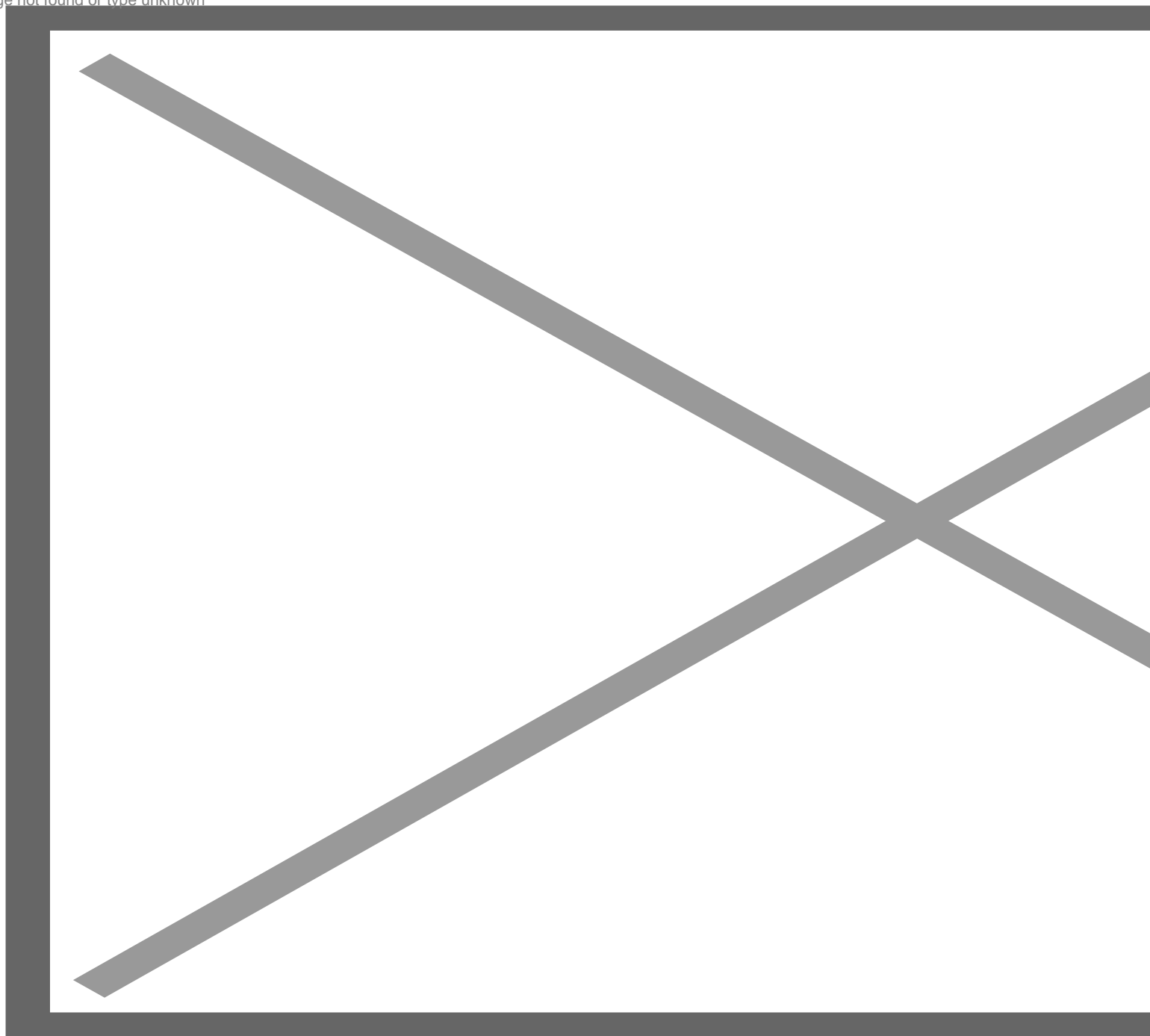
In the center of the deck between the two bench seats, there's a hatch leading to a mechanical compartment with bilge pumps, pickups for the livewells, the water tank and fuel manifolds.

To the sides, there's in-deck storage. To the port side of the aft-facing seating, there's a storage compartment that can be optioned out for tackle sorters. There's a repeat of the in-deck storage to the starboard side. In the seating console, there's a wastebasket and the dive door ladder is in the bulwarks.

Bow

Going forward there's 16" (40.64 cm) between the support for the hardtop and the padded bolster alongside. There's another in-deck storage compartment right at midship and it's self-draining with the drain leading all the way back and overboard. Under the gunwale, there's cargo net storage. Padded bolsters continue all the way forward.

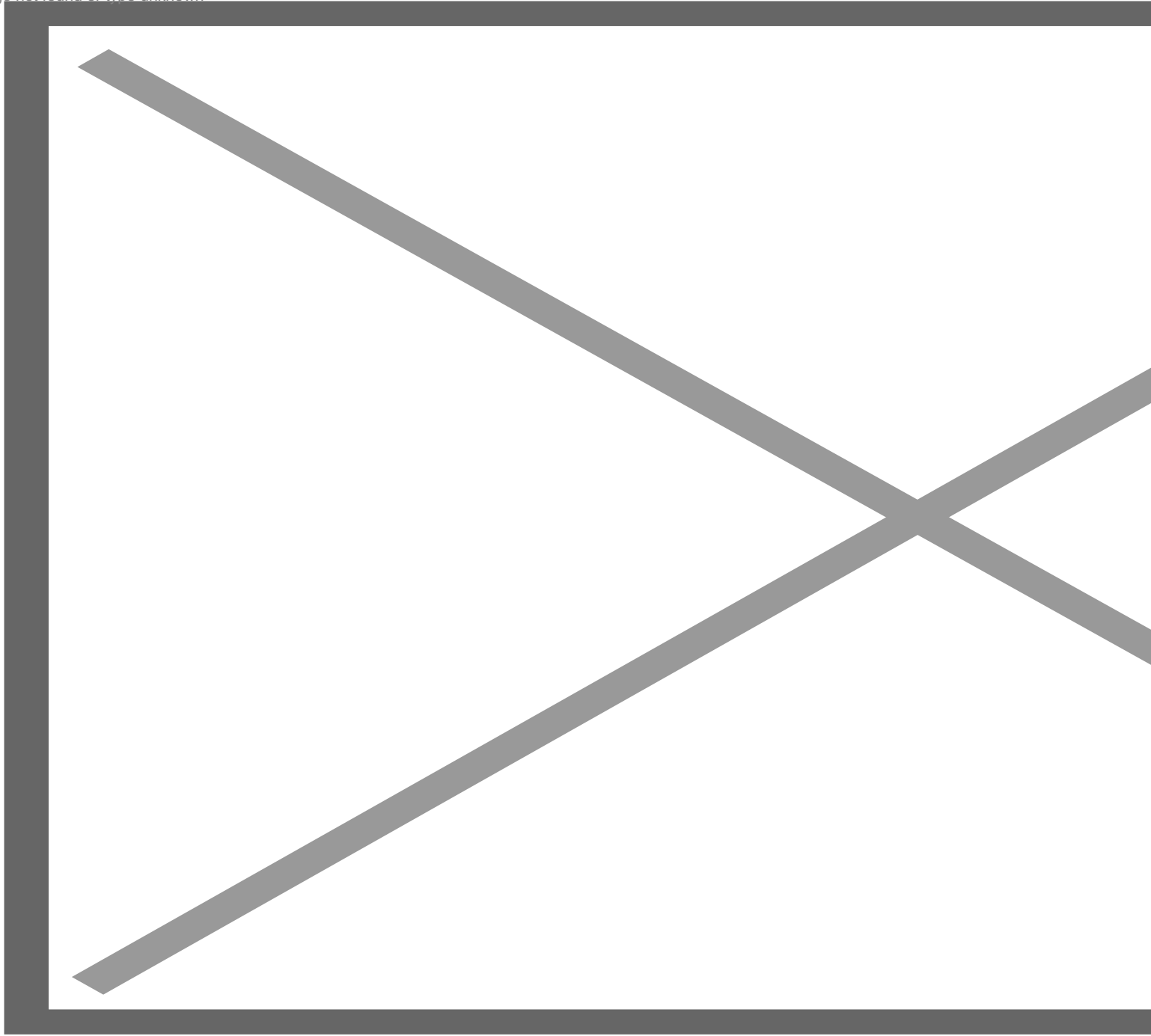
Ahead of the console, there's a double-wide chaise-style lounge with flip armrests to both sides and another in the center. Beverage holders are also in the center and the bottom cushion lifts to reveal storage.



The chaise seating is well padded and contoured for comfort. Storage is underneath.

The bow seating consists of the usual dual forward-facing lounges, one to each side. There's also an aft-facing center seat that takes advantage of the curving padded bolster and uses it as a seatback. A step at deck level also eases a transition to the foredeck for using that area as a casting platform. Storage is under both side seats and in the deck between the seats.

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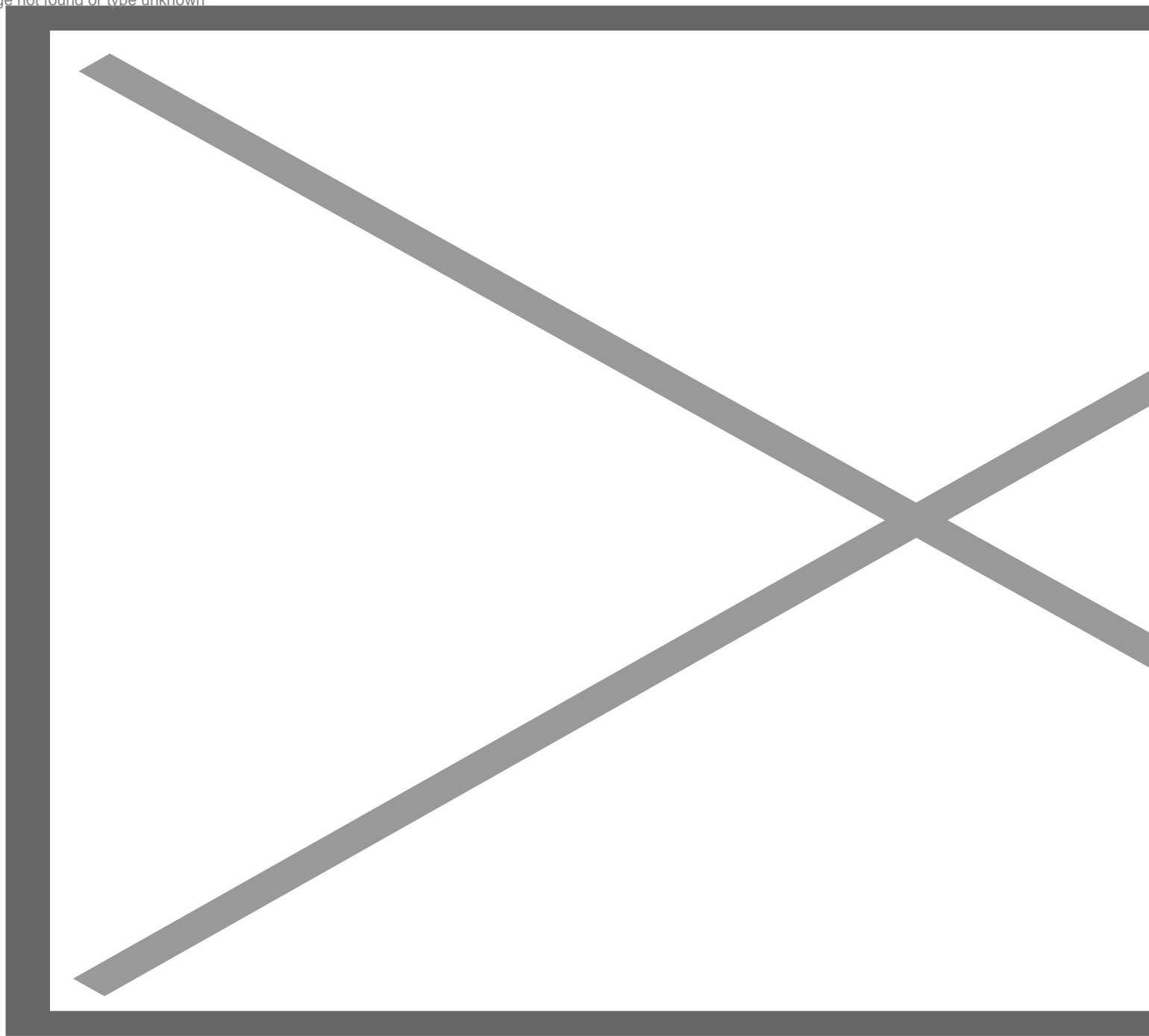
Comfortable bow seating, along with plenty of storage, can be found in the 34SC bow. Notice the speakers for the premium sound system. Two hatches are in the foredeck, one for storage and another for the ground tackle.

Head

The head compartment is in the console and accessed from a bi-fold door to the starboard side. Inside is an electric flush toilet and sink. At the aft bulkhead, there's a zippered cover to access the batteries. Above that are the battery switches, the ignitions and the main breaker panel.

Helm

The helm starts with Lexan surrounding three sides of the console for visibility and this offers only minor distortion at the curved areas. Two storage compartments are at the top of the console with the hatches hinged from the forward ends, so they correctly open from the operator's side. Below the brow are dual Garmin 8616 MFDs with a Fusion stereo and electrical switches in between. All of this is on a carbon-fiber panel.

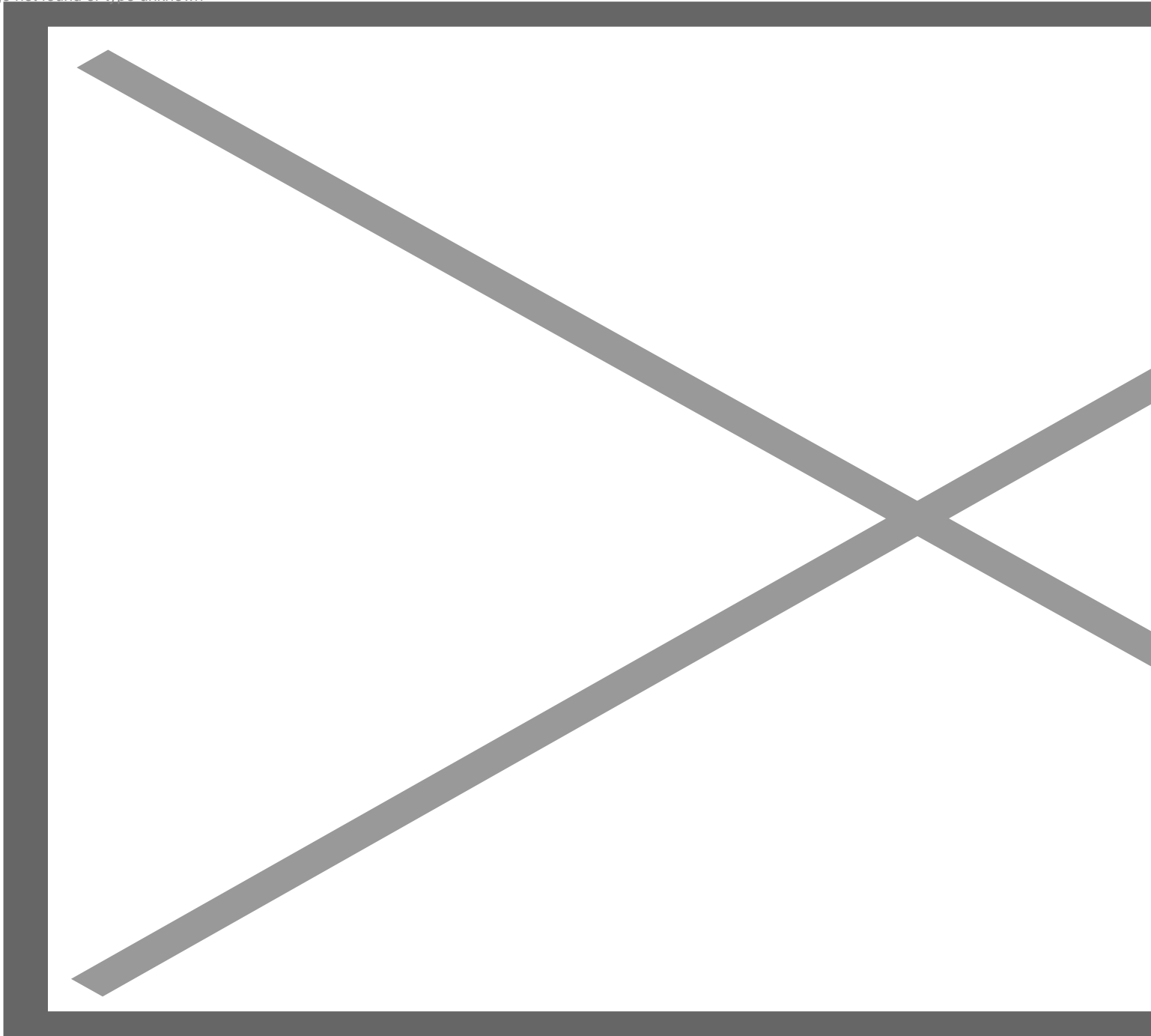


The 34SC helm is definitely made for speed. Notice the trim controls are just ahead of the throttles so you don't have to take your hands off the sticks when trimming.

Below is a large VesselView display and the trim tab display is well to the left of the panel. The trim tab controls are just ahead of the engine controls and are operable when bringing the sticks forward. The Optimus joystick is right alongside.

There are dual race-inspired helm seats and each has a contoured flip bolster, flip armrests and flip-down footrests. Large speakers are behind the footrests.

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The hardtop is more of a work of art with its multiple contours and detail lines. Fountain really pulled all the stops when it made this beauty.

Options to Consider

- Blueprint Hull – 34' (10.36 m)
- Bow Thruster
- Canvas – Dash and Helm Seat Cover
- Double Row Stand-Up Bolsters
- Dive Door – Starboard, Cockpit with Ladder
- Engine Flushing System – Reverso, Automatic Outboard, Twin or Triple Engine
- Fresh Water Tank – 20 Additional Gallons
- Portlight – In Center Console, Opening Window, Screened
- SeaStar Optimus Hydraulic Steering (Replaces STD Mercury Steering)
- SeaStar Optimus Joystick and SeaStation
- Steering Wheel – Sport Leather Stitched
- SureShade – Electric, Aft of T-Top with Black, Light Gray or Linen Fabric
- Transducer – B175H (Replaces STD B60)
- Trim Tabs – Livorsi 1150 (Replaces STD 1050)
- USB Outlet in Dash – Additional
- Windlass Kit – Thru-Hull, Striker Plate, Polished Stainless Steel Plow Anchor, 15' of 5/16" Galvanized Chain, 150' of 5/8" 8-Strand Braided Rode, (1) Herreshoff Cleat
- XM Radio Ready Option
- XM Weather Option – Includes XM Radio Ready Option
- GARMIN OPTIONS
- VHF and Antenna – 210 AIS
- Autopilot – Hydraulic, Full Function (Controlled from Garmin 8616 Screens)
- Autopilot Controller – GHC20
- Dome Radar – GMR 24 xHD Radar
- Dome Radar Upgrade – GMR Fantom 24"
- Open Array Radar Upgrade – GRM Fantom 54-4'
- Open Array Radar – 424 xHD2
- Stereo Remote – Fusion, MS-ARX70B(W)
- Mercury Engine Monitoring – Vessel View 903 (Replaces 502, Twin Engine Packages)

Price As Tested

\$434,800

Observations

As with any Fountain, the 34SC is targeting five things... comfort, fishing, performance, safety and handling. And all seemed to be covered quite nicely in this model. It's clearly signaling that the center console has evolved from just a fishing machine into a performance machine.