

# Rinker 342 Fiesta Vee

## Brief Summary

This express cruiser from Rinker delivers maximum space below and many features you'd find on a 40-footer.

## Price

### Base Price

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.

## Key Features

- Radar arch with spreader lights
- Transom shower and swim platform with ladder
- Wet bar with sink
- Complete instrumentation with lighting and nighttime operation
- Complete galley with refrigerator/freezer, 2-burner cooktop, microwave
- V-berth with separate lounge and dining table
- Head with separate shower stall

## Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
575	3	2.6	2.1	1.42	1.23	300	261	66
1000	5.3	4.6	3.5	1.51	1.31	318	277	74
1500	8.4	7.3	5.6	1.48	1.29	314	273	72
2000	9.9	8.6	11.1	0.89	0.78	189	164	79
2500	12.8	11.1	16.8	0.76	0.66	160	139	79

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
3000	22.6	19.7	22	1.03	0.89	217	189	79
3500	30.4	26.4	23.7	1.28	1.12	271	236	80
4000	36.9	32.1	28.3	1.3	1.13	276	240	85
4500	42.1	36.6	35.8	1.18	1.02	249	216	86
5100	47.3	41.1	48.8	0.97	0.84	205	178	93

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

[Rinker342Chart.jpg](#) Right-click here to download

# Specifications

Length Overall	37' 0"
BEAM	12' 0"
Dry Weight	14, 280 lbs.
Tested Weight	
Draft	2' 11"
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	18 deg.

<b>Max Headroom</b>	6' 10"
<b>Bridge Clearance</b>	9' 8"
<b>Weight Capacity</b>	
<b>Person Capacity</b>	
<b>Fuel Capacity</b>	235 gal.
<b>Water Capacity</b>	51 gal.
<b>Length on Trailer</b>	
<b>Height on Trailer</b>	
<b>Trailer Weight</b>	
<b>Total Weight</b>	
<b>Aft Deck</b>	
<b>Salon Inside Width</b>	
<b>Salon Fore &amp; Aft</b>	
<b>Salon Height</b>	
<b>Salon Volume</b>	
<b>Galley Volume</b>	
<b>Master SR Width</b>	

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

# Acceleration Times & Conditions

Time to Plane	5.8 sec.
0 to 20	
Ratio	2.2:1
Props	24 dual
Load	2 persons, 1/2 fuel, fullwater, min. gear
Climate	79 deg., 61% humid.; wind: 5 mph; seas: minimal chop

At BoatTEST, we look at more than test numbers and features. We study brochures and websites, question company representatives, and ponder the boat as a whole to answer one basic question: What separates this boat from all the others like it on the market? In the case of Rinker’s 34-foot cabin cruiser, the answer came down to two words, standard equipment.

Most boats in this class include such conveniences as a microwave and refrigerator in the galley, a depth sounder and VHF radio at the helm, and a fresh water shower at the swim platform. Others will include more expensive equipment such as air conditioning or an electric anchor windlass.

Rinker is a family owned company; a family inspired by boating, not accounting. Their company philosophy is clear: Build boats the way we like to use them, including all of the necessary equipment. This is noticeably true of the Fiesta Vee 342, which is outfitted from the factory with ALL of the equipment required for family

outings and extended cruises, at a surprisingly competitive price.

The most notable (and most expensive) standard feature is the five kilowatt generator, which is more than adequate to power the air conditioners, water heater, and galley appliances simultaneously. The cockpit wet bar includes an icemaker, two cubic foot refrigerator, and a built in blender. Other standard equipment includes a GPS receiver at the helm, built in coffee maker in the galley, and even a central vacuum system. Because the equipment list is quite inclusive, Rinker doesn't offer many options. This can, however, be disadvantageous. For example, a bow thruster would have to be a custom aftermarket installation, which tends to be more costly than a factory option. Alternately, consumers who could do without some of the equipment are paying for it regardless. The company's viewpoint is that if a boat is to ultimately include something, it is cost effective to incorporate it while building the boat, rather than inserting it later. This is clearly reflected in the boat's price, which offers a lot of bang for the buck when compared to other similarly equipped boats.

The 342 offers a lot in addition to its value, especially for cruising. While she is intended primarily for families, the layout can comfortably accommodate two couples. The aft bed, which sits beneath the forward part of the cockpit, is rectangular and larger than a standard queen bed. The forward V-berth is slightly smaller because of its shape, but is a bit more open and accessible. The salon table drops to form an additional double bed, although not as wide as the others. Another great feature for cruising, the head includes a separate, roomy, fully enclosed shower stall.

The galley countertop is split with the stove slightly higher than the sink, primarily to allow a taller refrigerator. I found the difference in height to be practical too, as it raises the stovetop for cooking and keeps little ones fingers farther from the heat. The built in coffee maker, at shoulder level behind the sink, is a great addition. In my experience, this is the most used appliance aboard, but because of the size of a coffee maker, it is difficult to securely and conveniently store. Across from the galley, the C-shaped dinette is fitted with drawers, rather than the usual arrangement of lockers accessed by lifting up the seat bottoms. To some, these drawers may seem insignificant or even superfluous, but most people find this the best location to store canned and dry foods. Ever forget the bottle of ketchup until after six people are seated at the table?

The layout above decks shows careful consideration as well. The wet bar is oriented diagonally just aft of the helm on the starboard side, sensibly placed in the center of traffic flow. The Corian countertop conceals a sink, removable trash container, and a fixed mounted blender. The icemaker and refrigerator are flush mounted beneath the counter. The forward bimini top and enclosure protect the helm seat and large forward lounge from the elements. The aft bimini shades the entire aft deck, including the transom-width lounge. By stowing the aft bimini against the radar arch and inserting the filler cushions, the aft lounge becomes a large sunpad.

The swim platform, accessed via a walkthrough on the starboard side, includes a recessed telescoping ladder, a fresh water shower, and plenty of storage. The platform can be fitted with Weaver Davits, a system for expediently storing and deploying a tender. Rinker offers a complete system including a rigid hulled

inflatable, and a 3.3 horsepower outboard that stores in the lazarette.

While the list of optional equipment is short, Rinker offers a wide array of engines. To suit the preferences and budgets of purchasers, the boat is offered with gas and diesel engine options from 260 to 320 horsepower, in both inboard and stern drive configurations. The boat we tested was equipped with twin 320 horsepower MerCruiser 6.2 liter engines affixed to Bravo 3 out-drives. We reached a maximum speed of 47.3 miles-per-hour at 5100 RPM, and cruised most economically at 4000 RPM, making 36.9 miles-per-hour and burning 28.3 gallon-per-hour. This equated to 1.3 miles-per-gallon for a range of 276 miles from her 235 gallon fuel tanks.

Interestingly, the same engines are offered with Bravo 2 stern-drives. While the top speeds probably wouldn't be as fast as the dual prop Bravo 3s, time to plane and mid-speed performance should be better. I also tend to prefer the single prop Bravo 2s for their simplicity, and because they allow the boat handle more like a conventional twin engine boat while docking.

While I obviously like the boat, I am impressed by the company as well. Management espoused a dedication to continually improving their product. When the television's swiveling bracket pinched my fingers I put this principle to the test, bringing it to the attention of Kim Slocum, the company's general manager. He immediately escorted me to the boat and took notes regarding the problem and our discussion of possible solutions. He explained Rinker's active efforts to encourage constructive criticism, honestly evaluate it, and incorporate sensible changes into future models. As I am writing this article, Mr. Slocum reports that the design is being modified to eliminate the hazard. I offered one other negative comment: The sunpad on the foredeck is too short to stretch out. Mr. Slocum also asked for positive feedback. One item stood out in my mind: The cockpit refrigerator has a remote-mounted condensing unit. Most small refrigerators incorporate the condenser within the refrigerator, typically at the back of the bottom shelf. While it costs Rinker more to install the separate condenser, it significantly increases the usable space inside what would otherwise be a tiny refrigerator.

Finding the right boat is very much a personal endeavor. Many get caught in a quagmire of comparing features and benefits of various models. I suggest instead envisioning your intended use of the boat, and contemplating its suitability for that purpose. A restful night of air-conditioned sleep in a secluded anchorage, quiescent morning coffee with loved ones, and margaritas in the afternoon; all aboard a remarkably complete and affordably priced boat. These are great reasons to investigate Rinker's Fiesta Vee 342.

By Capt. Vince Daniello

Test Captain