



SeaTrial



# Tiara 3900 Open

ANOTHER WINNER IN A LONG LINE

BY CAPT. TOM SERIO

**LET ME BE HONEST; I'M A BIT PARTIAL TOWARD TIARA YACHTS.** I have friends who have owned Tiaras, and I even ran a 43-footer on several deliveries, including a trip from Florida to Virginia, alone (OK, I may be crazy going solo, but that's another story). They are easy to operate and dock single-handed, with a beefy hull and structure that puts its shoulder into the waves. These positive experiences have placed Tiara in a very favorable position with me.

This high regard actually made me look a little deeper when I ran a sea trial on Tiara Yachts' latest offering, the 3900 Open model. Can Tiara live up to its reputation for building a sea-battling, stable fishing platform? Can the

3900 handle the rigors of fishing while maintaining the charm and aesthetics of a comfortable cruising yacht with well-appointed amenities? The answer is yes.

Tiara Yachts are built tough. Not just

because of the cold-mold resin-infusion process that ensures a rigid hull, but because of the family that builds them. Started by Leon Slikkers of SlickCraft fame, Tiara Yachts was born out of the S2 Yachts sailboat business when Slikkers gradually started building powerboats and phased out the sailing vessels. Today, the family-run business has seen three generations of the Slikkers family, with no end in sight. And Tiara's 40 Points of Distinction ensures it's a high-quality product.

The 3900 Open is no exception. Our sea trial included a romp in the ocean that was sporting decent 4-6 foot waves, perfect conditions for a Tiara. Although it was rough to get speed numbers the 3900 ran over and through the waves, parting the seas and throwing white water like a major league pitcher. Not once did the 3900 slam or pound; it was more like a gentle landing into the trough ready for the next curl. Sitting beam-to the seas wasn't traumatic, as this model weighs in excess of 12 tons with a 15-foot beam.

Thanks to a stiff breeze, we did take water high up the windshield, even over the top. But the 3900's helm area and forward seating stayed dry, thanks to the integrated windshield and hardtop that are part of the Weather Group option.

You'll like the helm for several reasons. First, everything is literally at your fingertips. The multi-level dash is large enough to house two G-Series Raymarine 15-inch displays with room in between for speed logs. The mid-level contains the tilt steering wheel and room for more electronics. The SmartCraft engine displays were housed here, one per engine. The lower level contains rocker switches and some gauges.

Visibility is essential from any helm, and the Tiara 3900 doesn't disappoint. The 3900's profile includes a downslope of the forward house area, allowing for an unrestricted forward view, even with bow lift when getting on plane. An optional Stidd electric seat adds comfort as well as the ability to sit sideways or face backward to watch the fishing lines.

New for Tiara is the integrated ZF joystick control. This was the first hull to have it installed and it's a cool feature that will surely excite potential buyers. Connected to the twin Cummins QSC diesel engines with conventional running gear as well as a bow thruster, joystick control takes the guess work out of which gear to engage during close-quarters maneuvering. Push the joystick fore or aft, or side-to-side in the direction you want to go. Twist the top and the 3900 will rotate in its own length when still. Add some side movement to rotate and you

## An Inside Look



### TESTER'S OPINION

"Tiara has another winner in the new 3900 Open, which can stand proudly in its Open, Convertible and Sovran lines."



The galley is equipped with a recessed two-burner stove, deep sink, drawer-style refrigerator and more. The dinette converts conveniently to a double berth that also has a Pullman berth by pivoting up the back cushion and attaching the straps, while the master stateroom has a queen-sized berth, which hinges to expose multiple storage areas.

are masterfully docking, or at least impressing your friends. I was able to dock the 3900, starboard side to, and with a little current running after completing a U-turn, without banging into the big Pershing yacht right behind us. Tiara seems to have found the right package for this joystick option.

Once off the dock using the joystick, simply push the throttles into gear and the stick disengages.

Fitting out the raised helm deck is seating to port. There's a forward seat that is great for a guest to sit up high and take in the view or spot the next

buoy. Rotate and push the seat to the side and it blends in with the bench seat right behind, creating an L-shaped settee for a number of guests or a comfy lounge.

Don't let the aforementioned hardtop give you a closed-in feeling. There's a skylight built-in that runs lengthwise, offering a bug-free fresh breeze thanks to the built-in screen and shade. The hardtop's underside is mostly padded to help reduce the sound level.

The helm can be enclosed with Bimini curtains, and controlled environmentally with an optional AC system.

## Tiara 3900 Open

### SPECIFICATIONS

LOA	43 ft., 11 in. (w/standard pulpit)
Beam	15 ft.
Draft	3 ft., 6 in.
Fuel	535 gals.
Water	120 gals.
Engines	(2) Cummins QSC diesel engines, 600 hp
Price	\$622,000 (suggested retail)

### PERFORMANCE SPECS (FROM MANUFACTURER)

clear, no wind, flat seas, full fuel and water, 2 persons, average of two direction runs.

5.2 kts @ 600 rpm
10.9 kts @ 1600 rpm
17.4 kts @ 2000 rpm
26.5 kts @ 2500 rpm
33.9 kts @ 3075 rpm

### STANDARD EQUIPMENT

Bennett hydraulic recessed trim tabs, automatic windlass w/anchor, chain and rope, cockpit LED lighting, cockpit shower, fresh- and raw-water washdown, backing plate for fighting chair, salon stereo system w/CD/DVD/iPod interface, teak wood interior, Sharp Aquos 26-inch flat-screen TV, queen innerspring mattress, cedar hanging locker, 12v and 120v electrical service, Glendinning Cablemaster w/65-ft. cord, bonding system, oil change system.

### CONSTRUCTION

Yachts are built w/gelcoat finish, balsa-cored hullsides and bottom, w/hand-laid fiberglass skin coat utilizing resin infusion w/AME 6000 premium vinyl ester resin. Stringers are balsa cored, fully encapsulated in foam, then fully encapsulated in resin and bonded to the hull. Deck components are gelcoated outer layer w/balsa coring and laminated w/AME 1000 resin using cold-mold technology.

### BUILDER

TIARA YACHTS, Holland, MI

### WEST COAST DEALERS

**Crows Nest Yachts**, Newport Beach, CA;  
(949) 574-7600; [www.crowsnestyachts.com](http://www.crowsnestyachts.com)  
**Crows Nest Yachts**, San Diego, CA;  
(619) 222-1122; [www.crowsnestyachts.com](http://www.crowsnestyachts.com)  
**Crows Nest Yachts**, Mission Bay, CA;  
(619) 226-3737; [www.crowsnestyachts.com](http://www.crowsnestyachts.com)  
**Crows Nest Yachts**, Seattle, WA;  
(206) 625-1580; [www.crowsnestyachts.com](http://www.crowsnestyachts.com)

Two steps down from the helm is the expansive cockpit, with aft-facing mezzanine seating, storage compartments and in-deck fishboxes. Toss in the optional bait/tackle center, molded-in 55-gallon transom bait tank, refrigerator/freezer or aft fold-down lounge seat and you're good to go.

Trick-out the 3900 for tournament fishing with optional rod storage areas, rocket launchers, outriggers and deck fishboxes for more offshore fun.

Out of sight are the water, electrical, TV and other connections. They are hidden behind nonintrusive fold-down panels that blend in perfectly with the cockpit styling. The cockpit is large enough to have a number of anglers with lines in without tripping over one another, or some extra chairs for entertaining.

Under the raised helm is the engine room. Access is either by a drop-through hatch next to the helm, or by hydraulically lifting the entire helm deck, giving access from the cockpit. Although access to the engine room is a little restricting (not "walking in" but crawling in), once there you can easily get at most of the equipment and food items. The Onan 9.0 kw generator is also easily accessed along the aft bulkhead.

Of interest, and something you don't see on enough yachts, is an emergency bilge suction fitting. Easily fitted off the engine intake thru-hull fitting, Tiara has one on each intake line, complete with strainers. That way, if you rip out a shaft or rudder, engine room flooding can be controlled by closing the thru-hull valve and opening the emergency bilge valve, or some variation of the two. This makes the engines essentially supersized bilge pumps, increasing the chances of making it back to port.

Engine room bulkheads are performed in fiberglass, allowing for recessed areas and pass-through holes to be built-in and not an afterthought. Case in point: two recessed areas that contain the positive and negative terminal blocks. This keeps these critical connections away from accidental shorting, and the clear covers protect them from the elements.

Accommodations below are neat and well thought out, maximizing usage

on a 39-foot vessel.

To port of the companionway is the galley with a recessed two-burner cooktop, deep sink, drawer-style refrigerator and freezer, an undercounter microwave oven, pantry and overhead storage. The garbage pail is fitted on a pullout rack that stores under the companionway stairs. Out of sight, but not out of reach.

On the forward outer side of the Corian counter is a built-in TV, easily seen from the dinette on the starboard side. Converting to a double berth, the dinette also has a Pullman berth by pivoting up the back cushion and attaching the straps.

Forward, along the teak-and-holly sole (not prefab, but real tongue and groove fitted wood) is the master stateroom with queen-sized berth, which hinges to expose more storage areas. The head offers plenty of room, thanks to a creative design that allows for the full shower stall doors to fold in when not in use.

Running the length of the salon and into the master stateroom is another skylight, flooding the lower areas with ambient lighting. With built-in shades and screens, you can open the hatches for a cross breeze, thanks to the screen door at the companionway. You'll notice that there are no port-holes on the standard hull.

As most breaker panels are usually out in the open or behind glass doors, Tiara has taken this one step further and placed the breaker panel in its own "closet," on the aft bulkhead under the helm. This helps to maintain the classic teak wood feel in the lower areas while keeping curious hands off the switches.

Attention to detail can be found throughout the Tiara: hatches with beefy gaskets, a baitwell with adjustable water velocity, huge central cockpit scupper, hold-on straps for mezzanine seating, a two-level footrest for the captain, wide sidedecks and 1-inch railings, full cockpit coaming bolsters, and a nonskid surface that will essentially never wear out.

Tiara has another winner in the new 3900 Open, which can stand proudly in its Open, Convertible and Sovran lines. And yes, I would take one on a long trip. Even solo. 🍷