

# on the water

Fresh off the CAD/CAM design screen of noted naval architect Lou Codega and primed for the fall boat show season, Regulator's new 29 Center Console is sure to be a big hit with the blue-water brotherhood.

## NEW KID IN TOWN

Regulator's new 29 CC is coming just in time, with the impending Long Island "Regulator vs. Contender" Invitational Shootout planned for early September, this is as good a time as any to get a preview of this two-headed sportfisher. Although she is planned to make her official debut at the upcoming Fort Lauderdale Boat Show in late October, the factory folks gave me the official green light to reveal the secrets of this Carolina gal's inner charms, and boy does she pack an impressive wallop.

Designed by award-winning naval architect Lou Codega, this state-of-the-art fishing machine fills a natural gap between Regulator's popular 26 CC and the flagship 32 CC and will meet the needs of those looking for exceptional center console performance for a craft in the 29- to 30-foot range. Combining authentic Carolina styling, top-notch finish work, a deep-vee running bottom with plenty of wave-taming flare in the bow and no-nonsense functionality, the Regulator 29 promises to once again raise the bar for other center console manufacturers in the market. The new 29 CC will be available in the user's choice of the classic raised forward casting deck open fish design, or the popular forward seating (FS) version that takes the bow area one step further and includes raised bench seat modules to port and starboard, along with enlarged dry stowage areas down under.

## BLUE-WATER BATTLE WAGON

The design of the new 29 Center Console is similar to other recent Lou Codega-inspired Regulator layouts and it bears a striking resemblance to the 32 and 24 models, looking either like a trimmed down 32 CC or a 24 CC on saltwater steroids. The running bottom design is based on the same successful 24-degree aft deep vee deadrise running bottom that has made thousands of successful canyon trips for many hundreds of Regulator owners. With a beam of 9-1/2 feet, the 29 CC hull is a foot wider than the venerable Regulator 26 CC, which has been one of the industry standards for over a decade, which should translate to increased hip space in the cockpit and more stability at rest for the newbie.

The layout of the 29 CC is based on the classic Regulator design, with a raised forward casting deck and plenty of space aft of the standard leaning post/rocket launcher to bend the rod during a prolonged battle. The interior of the console is



## REGULATOR 29

### specifications

**Length-** 29 feet  
**Beam-** 9 feet, 6 inches  
**Weight-** 6,900 pounds  
(dry, no power)  
**Draft-** engines up 24 inches

**engines down** 31 inches  
**Deadrise Aft-** 24°  
**Fuel Capacity-** 285 gallons  
**Max Power-** 500 hp.  
(twin V-6 outboards)

fully lined fiberglass and offers a generous 6-foot, 3-inch standing headroom. Back at the helm station, visibility is excellent and the fiberglass console panel has enough flush mounting space for any electronics package on the market today. Need storage? Whether you decide on the classic open model or the forward seating edition, there's a massive 520-quart combo rod storage locker/insulated fish box under the raised bow casting platform, flanked on either side by 88-quart fish boxes that can double as storage bins for your tackle or safety gear. All boxes are plumbed

directly or via macerator pumps, not into the bilge. Walk aft and you'll find additional storage on either side of the console. There's a 30-gallon livewell in the full-height transom cap flanked by an 84-quart insulated bait/fish box, along with a tuna door in the starboard corner to help bring aboard your catch. Internal wiring comes complete with loomed harnesses and Deutche connectors for a neater look and trouble-free maintenance. The T-top is completely finished fiberglass and a work of art for a production unit.

## BORN TO RUN

I was able to get a copy of the 29 CC's preliminary factory tests rigged with a pair of Yamaha's new F250 four-strokes and the numbers were very impressive. Spinning a pair of 15 by 21 SWS II 3-blade SS props, this chariot will hit a top speed of over 53 mph, which is exceptional for a big and heavy deep-vee hull design. Best fuel efficiency occurred at 3,500 rpm, where the 29 CC hit 27.1 mph while sipping only 15.8 gph, for net of 1.72 mpg, which is an exceptional number once again.

Need to get to the 100-fathom line in a hurry and still maximize your fuel consumption? No problem, as this rig will hit 33.7 mph at 4,000 revs and 40.5 mph at 4,500 rpm, providing 1.59 mpg at either speed in the process, so you can bump up the throttles if sea conditions allow to get there faster and have more fishing time when on the scene. Notable standard features on this pure bred sportfisher include wood-free all-composite construction, hidden drainways laminated into the deck sole, Yamaha command link system, a 20-gallon freshwater system, raw water washdown, cockpit lighting, dual fuel fills, Teleflex SeaStar hydraulic steering,

four stainless steel gunwale mount rodholders, a fiberglass grillage system and more. The MSRP for the classic layout rigged with a pair of Yamaha F250 four-strokes is \$135K, with the forward seating option adding \$5,625 to the ticket price.

For additional details on this sexy sportfisher, call Regulator Marine at 252-482-3837, or visit them on the Web at [www.regulatormarine.com](http://www.regulatormarine.com).

## dealer list

**SUFFOLK MARINE**  
45 Willow St.  
Babylon, NY 11702  
631-669-0907