

Mainship 34 Trawler



Barnstormer

Keep movin' on.

QUESTION: The worst aspect of trawlers is their: **A.** slow speed; **B.** beam-sea roll; **C.** tight engine rooms; **D.** none of the above. **ANSWER: D,** if you're talking about Mainship's new 34 Trawler, a boat that defies most criticisms of this class of vessel.

"Slow-fast" trawler designs emerged a few years ago, so it's not surprising that the 34 Trawler hits 20.2 mph—until you discover that it hits that speed with a single powerplant. And the slow-rolling motion of yesteryear's trawlers is history. I tried setting the 34 Trawler beam-to in a one-to-two-foot chop, and thanks to a full keel with sand shoe, rolling was minimal. But the most impressive feature on this boat is the engine room, which is roomy and well-lit with 360-degree access to the powerplant and genset, a washdown, an 110-volt outlet, and an oil exchange system. Also impressive is the cockpit entry that eliminates the usual diesel-stained salon carpet.

How did Mainship develop such an amazing engine room? Most builders stick build a mockup of the cabin on new models to make sure the space flows the way it's intended. But the only concern about space in the engine room revolves around whether there's enough to cram in the engine and machinery. Build a mockup of it? Nah. But when the 34 Trawler was being designed, Mainship did build an engine room mockup. The designers made sure that every piece of machinery, every seacock, and every wire and color-coded water line was accessible. To make life even easier for the long-distance cruiser, Mainship then labeled each important item with an engraved plate. Both the hullsides and overhead are thoroughly insulated, too, so noise levels remain low in the cabin even at full throttle.

The salon retains some traditional—and smart—touches, such as fiddle rails, but it also adds such modern upgrades as the Everware Formica-laminate sole, which is grippy, pleasing to the eye, and long-lasting. The state-room has hit the modern age, too, with a queen berth overlooked by an Ocean Air port/blind/screen combina-

BOATING

Certified Test Results

Mainship 34

rpm	SPEED			EFFICIENCY				OPERATION	
	knots	mph	gph	naut. mpg	stat. mpg	n. mi. range	s. mi. range	run angle	sound level
900	4.0	4.6	1.1	3.6	4.2	818	941	1	52
1200	6.3	7.3	2.1	3.0	3.5	680	782	2	57
1500	7.3	8.4	3.0	2.4	2.8	547	630	3	62
1800	8.3	9.5	4.4	1.9	2.2	422	486	4	65
2100	9.0	10.3	6.2	1.4	1.7	325	374	5	70
2400	10.0	11.5	8.0	1.2	1.4	281	323	6	73
2700	12.7	14.6	11.0	1.2	1.3	260	299	7	74
3000	16.0	18.4	15.1	1.1	1.2	238	274	8	76
3300	17.6	20.2	21.7	0.8	0.9	182	209	6	78

Advertised fuel capacity 250 gallons. Range based on 90 percent of that figure. Performance measured with four persons aboard, one-half fuel, no water. Sound levels taken at helm, in dB-A.

LOA	38'10"
Beam	14'2"
Draft	3'3"
Displacement (lbs., approx.)	20,000
Transom deadrise	6°
Bridge clearance	16'5"
Minimum cockpit depth	2'6"
Max. cabin headroom	6'4"
Fuel capacity (gal.)	250
Water capacity (gal.)	70
Price (w/standard power)	\$187,600
Price (w/test power)	\$200,300

inboards to 480 bhp total.

TEST BOAT POWER Single 370-bhp Yanmar 6LYA-STP in-line-6 diesel inboard with 354.7 cid, 4.17" bore x 4.33" stroke, swinging a 26" x 20" five-bladed bronze prop through a 2.5:1 reduction.

STANDARD EQUIPMENT (major items) Fuel tank sight gauge; hot/cold transom shower; transom cooler/stowage box; Sampson post; bow pulpit w/roller; settee; entertainment center w/15" flat-screen TV, DVD, JVC AM/FM/CD stereo; computer table w/110V outlet and telephone jack; folding radar post; 3 Garelick pedestal-mount helm chairs; chart flat; compass; 2-burner stovetop; microwave; 12v/110v refrigerator/freezer.

STANDARD POWER Single 240-bhp Yanmar diesel inboard.

OPTIONAL POWER Single diesel inboard to 370 bhp or twin diesel

High Points The engine room rules. The bridgedeck is huge, with seating for six, a folding table, and a compartment for an optional grill (\$750). Two opening ports and the Ocean Air hatch in the state-room mean there will always be a bug-free cross breeze.

Low Points The bilge pump discharge line runs up to and across the engine room overhead; the run should be shortened. The dash is open on the underside and is protected only by a piece of canvas.

Toughest Competitor Trawlers in this size range with a cockpit are few and far between; most have aft cabins. One other slow-fast with a cockpit is the American Tug 34, but it lacks the Mainship's roomy bridgedeck. The American Tug is available with single or twin diesels; with a 355-hp Cummins, it costs about a quarter mil.

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tion unit, the finest marine hatch system on the market.

QUESTION: The best aspect of the Mainship 34 Trawler is: **A.** it's peppy for a single-engine trawler; **B.** it's more stable than you expected; **C.** the engine room is a joy to work in; **D.** all of the above. The answer is obvious. —LENNY RUDOW