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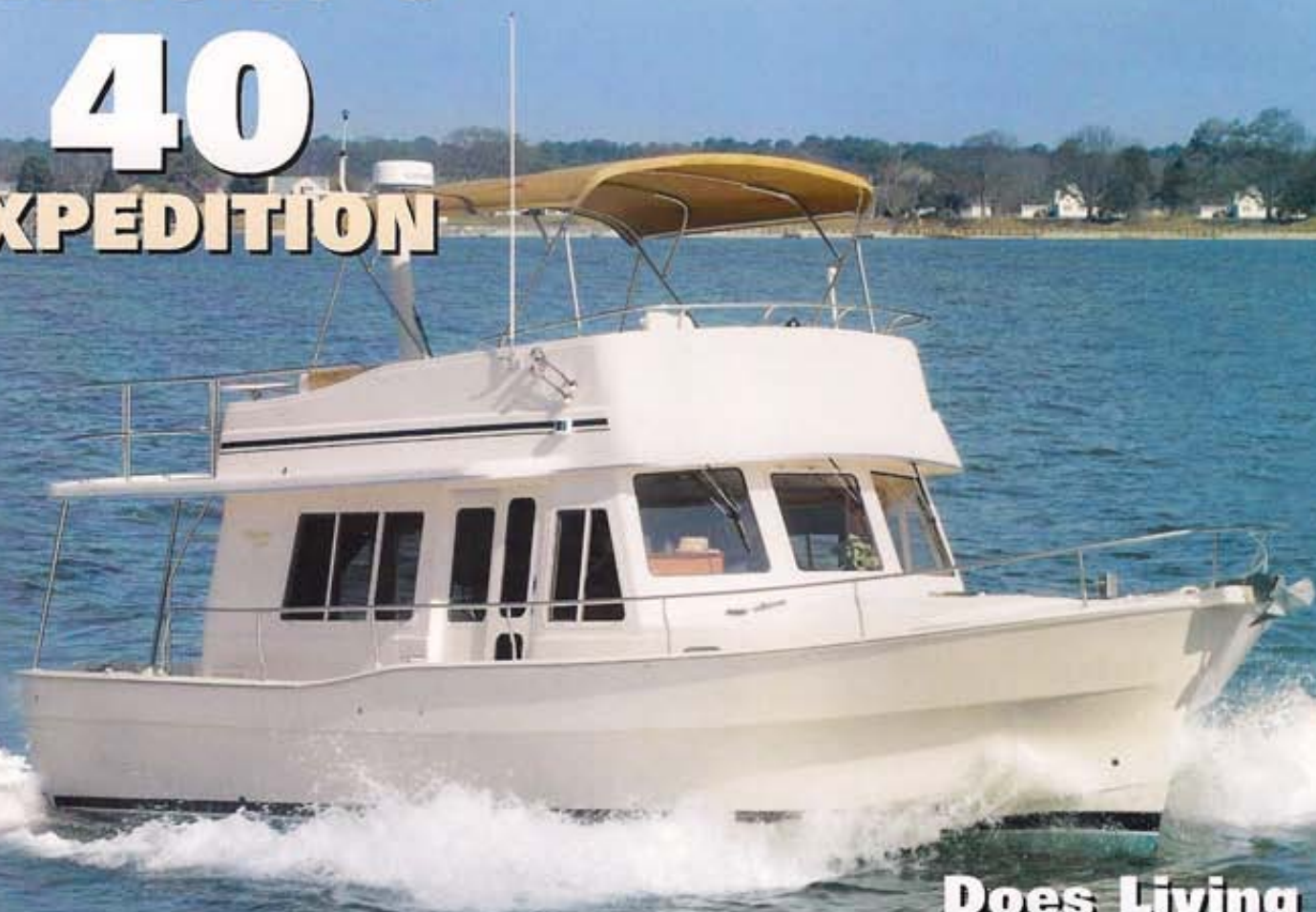
—The Trawler & Ocean Motorboat Magazine—

MISSION SPECIFIC

MAINSHIP'S

40

EXPEDITION



THE SECRET COAST:
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Steve D'Antonio

The new Mainship 40 Expedition has a large flybridge, a well-protected cockpit, wide covered side decks, and classic styling.

down-wave and maneuvering quickly when changing the angle of attack from the front to the back side of an oncoming swell.

Jim Krueger told me that Mainship has sold more than 500 of its fine-handling semi-displacement trawlers since the hull was first introduced in 1996. The shallow, full-length keel certainly adds to the Expedition's straight tracking under way while providing a large dose of protection for the running gear and rudder aft.


Like all of Mainship's Trawler and Pilot models, the Expedition is designed and engineered using advanced CAD/CAM computer tools. The hull and deck structures are laid up in molds made from plugs shaped precisely by five-axis routers to ensure consistency of shape. Layups are made with precision-cut fiberglass fabric, high-end gelcoat for resistance to fading and blisters, high-quality balsa coring for lightweight yet rigid sandwich construction above the waterline, and carefully controlled resin applications.

Pressure-treated, marine-grade plywood carefully encased in fiberglass is used to build stringers and then is fastened solidly to the bottom inside the hull. The interior is built as a single unit with interlocking and glued wood bulkheads, making it easy for technicians to install with great accuracy interior systems such as cable harnesses and plumbing. After the interior module is lowered and fastened in place, the deck is positioned, glued in place with 3M 5200 sealant along matching flange surfaces, and then screwed together every 3 inches.

The Expedition we toured has a selection of desirable options, including air conditioning, which requires an optional 9kW Kohler generator to replace the standard 5kW unit of the same make. Either of these sound-enclosed units fits easily into the lazarette compartment, where I found great access to the rudder head and autopilot installed on this Expedition. It is worth noting that the prices quoted here do not include commissioning, freight charges, sales taxes, and license and registration fees.

With a single engine, there's lots of room on both sides for daily checks, routine service, and professional maintenance. In recent years, Mainship's engine room hatches have been hinged along their outboard edges, but the hatches on our tour boat had no hinges and were designed and constructed for removal by the owner (you put one or both in the cockpit, temporarily). With rubber pads where the edges contact the aluminum support frames and a tighter (well, not too tight) fit in the sole, these hatches minimize vibration and sound transmitted into the saloon. By the way, our tour boat had optional Everware teak-and-holly flooring. Very attractive.

The new Expedition is built on a reliable, proven hull, thoughtfully laid out for a cruising couple that wants to go the distance. Incorporating intelligent design changes, she's finished with the care and craftsmanship that have made Mainship's semi-displacement trawlers widely popular.

Now that's evolution. 

MAINSHIP 40 EXPEDITION

LOA	41' 4"
LENGTH LESS SWIM PLATFORM	38' 4"
LWL	36' 11"
BEAM	14' 2"
DRAFT	3' 8"
DISPLACEMENT	24,000 lb.
BRIDGE CLEARANCE	19' 2"
ENGINE	Single 380hp Yanmar electronic 6LY3-UTP
GENERATOR	5kW Kohler (standard)
FUEL	300 U.S. gal.
WATER	130 U.S. gal.
HOLDING TANK	47 U.S. gal.
MAXIMUM SPEED	15 knots (standard power)
CRUISE SPEED	8.8 knots
RANGE AT CRUISE SPEED	373nm
DESIGNER	Mainship Design Team
BUILDER	Mainship Corporation
BASE PRICE	\$324,480
PRICE AS TESTED	\$418,919

For more information:
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 255 Diesel Road
 St. Augustine, FL 32084
 800.578.0852; 904.829.0500
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Mainship 40 Expedition



Mainship 40 Trawler



Courtesy of Mainship



Three hatches in the cabin sole, finished in optional Everware on this boat, offer outstanding engine access.

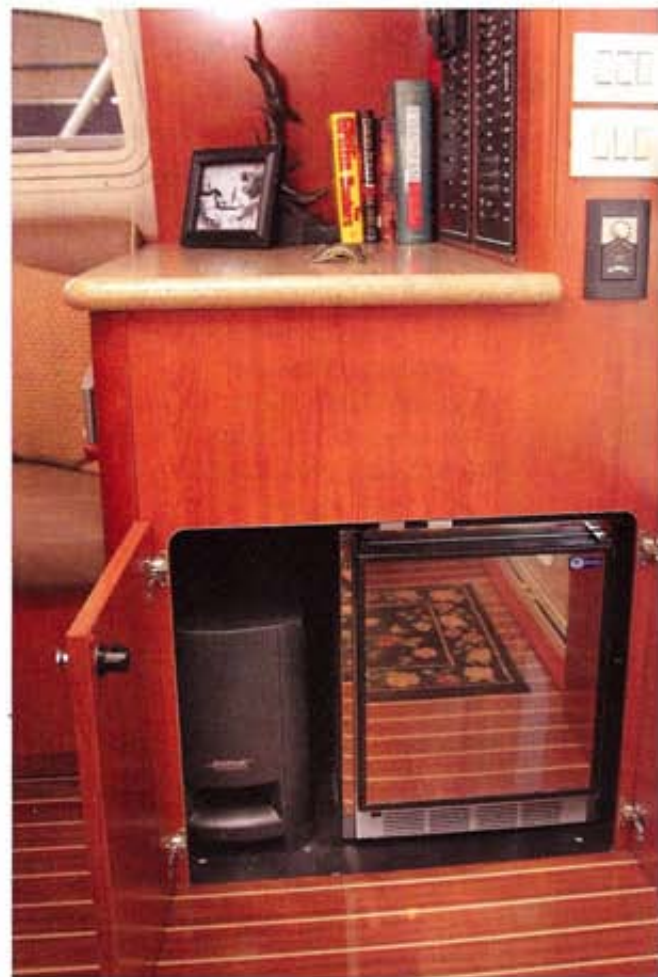
I recorded 79dBA on my Radio Shack sound-level meter at the lower helm at wide-open throttle, not at all bad considering that engine access is through traditional panels in the cabin sole. At a more leisurely cruising speed of 8.85 knots turning 2100 rpm and burning 6.4gph, range increases to 373.36 nautical miles. I measured just 73dBA at this speed, which was comfortable on my ears and did not require me to raise my voice to be heard. For those interested in other power options and/or more speed, Mainship offers a single 380hp Cummins 380 QSB, a single 440hp Yanmar 6LY3-STP, and twin 260hp Yanmar 6BY-260 diesels, all electronically controlled.

Kudos to the folks at Mainship for retaining the good handling qualities of the previous generations of 40-foot trawlers. I ran this boat in a short, stiff chop created by 10- to 12-knot winds, and she produced a comfortable ride across a wide range of speeds. I had many an opportunity to cross the 2- to 3-foot wake of a Mainship 43 Trawler running alongside, a photo platform very kindly loaned by Harry Barritt for our photographer, Steve D'Antonio. Steering from the lower station, I found the helm very responsive, answering quickly as I asked for changes to counter potential yaw or roll when surfing



for twin multifunction displays and a wide variety of add-on electronics. Controls for the standard bow thruster and optional stern thruster are mounted to port of the wheel, while the digital throttle is mounted to starboard, both within easy reach for quick access when maneuvering around the docks. Getting in and out of our slip in a crosswind on the day of our tour was no problem with these controls close at hand. A Yanmar LCD engine readout gauge at the lower helm gave us a clear idea of vital operating stats, including rpm and fuel burn data.

Propulsion power on the boat we toured was a single 380hp Yanmar electronic 6LY3-UTP. In reciprocal test runs up and down the York River, just north of Norfolk, Virginia, with three-eighths of a tank of fuel, no water, and the three of us aboard, the Expedition achieved a top speed of 15 knots (averaged) turning 3300 rpm and burning 19gph. According to my computations, based on 90 percent fuel usage, range would be 213 nautical miles.



Making the best use of available space, a Bose 3-2-1 stereo system woofer shares a locker with an optional Vitrifigo ice maker. Both are near the saloon seating for entertaining.

Photos by Natalie Fritton



Vitrifigo freezer and refrigerator drawers; a three-burner, glass-top range with oven; a combo microwave/coffeemaker; and Corian counters are highlights in the galley.

factory to avoid the expense or running gas lines later. A combination microwave and coffeemaker in an overhead locker above the counter is an effective, space-saving solution that will serve all but the most caffeine-addicted owners very well.

EASY, COMFORTABLE OPERATION

The Expedition brings a two-person bench seat to the starboard lower helm of Mainship's 40-foot trawler for the first time. It slides fore and aft easily for those who want the convenience of steering while either sitting or standing. The sculptural stainless steel side supports are actually elegant hinges that allow the seatback to fold down and forward when a fastener is removed, then reinstall to lock it into place, forming a very comfortable leaning post for a standing helmsperson.

Although they were not yet installed on the boat we toured, there are two footrests for increased comfort during long spells at the helm. The wheel is a modern version of the classic wood-and-spoke wheel that many trawler owners have loved for its warm touch and traditional appeal. And, as in previous models, Mainship provides a sliding side door for quick access to the starboard side deck, should you need to slip out and pass a line ashore.

The lower helm instrument console on the Expedition is much larger than earlier iterations, with enough room



Comfortable seating, abundant living and relaxing space, easy access to electrical panels, and unobstructed views are outstanding features of the new layout.

was going to see some of the changes Harry Barritt had mentioned. As I turned the corner to enter the saloon from the aft cockpit, all was revealed, clad in warm cherry and neutral fabrics. Bruce Denton had both aft doors open, and the open layout of the Expedition's saloon seemed to stretch much farther forward than the windshields and lower helm. Unlike the conventional layout of the 40 Trawler, with its sofa to port and large galley to starboard, the Expedition has an identifiable seating area aft.

"A number of our owners, particularly the ones who want to cruise long distances like the Inside Passage or the Great Loop, told us they wanted a place to sit and relax in the evening and enjoy the scenery outside," Jim Krueger said. "To do that, we had to move the galley forward. Now you can see out both sides very easily, and the visibility aft from the lower helm is greatly improved as well."

This revitalized saloon has more going for it than the views. Krueger and his design team installed an L-shaped sofa to starboard equipped with nicely upholstered, supportive cushions and a moveable high-low table that can serve dinner or entertaining needs with a simple adjustment. Instead of making the table part of a convertible berth, they designed a pullout base for the long portion of the sofa. So setting up the berth for occasional guests is as simple as pulling out the sofa's

front edge, removing the back cushion, and dropping it into place. This ingenious design is simplicity itself, as it requires no extra cushions, hardly changes the available storage beneath and behind the sofa, and is large enough for most adults, not just kid-size guests. If you're really blessed with guests, there's still the guest cabin forward and down three steps to port, offering twin berths and more privacy.

In lieu of the traditional built-in, loveseat-length sofa to port, the Mainship designers opted to leave this space open for two Scandinavian-style contemporary recliners, perfect for kicking back and listening to the sounds of the Bose 3-2-1 home entertainment system, which includes a CD and DVD player. The stereo is set into the aft starboard console, which serves as an end table and also has a door on the centerline to a locker that houses the woofer, with room left over for an optional icemaker. Here, too, you'll find

the AC and DC electrical panel. This hinged panel is at a convenient height that does not require you to get down on your knees to use it, and it tilts forward with the removal of two screws for easy access to wiring and terminals. A 26-inch flat-panel TV is mounted above the edge of the window to port, along with a row of airline-style overhead lockers that replace the storage lost beneath the missing loveseat.

Moving forward along the port side, the galley is slightly more compact than that aboard the 40 Trawler, but it is in many ways a more workable configuration for a couple on a long cruise. First, the home-style refrigerator/freezer was replaced by a stacked pair of Vitrifrigo under-counter, drawer-style units, with the freezer on top. These stainless-steel units are easy to use, lock positively with a single large tab on the left side, and are AC/DC so you can rely on them at the dock or on the hook. Equally as important, they help increase visibility to port from the lower helm.

There's plenty of Corian countertop acreage for meal preparation, twin high-polished stainless steel sinks deep enough for most pots, and lots of storage both above (an extension of the overhead lockers starting aft) and below. The Expedition we toured is equipped with a three-burner, glass-top electric range and oven, which can be replaced with a propane unit if that's your cooking fuel of choice. Just be sure to order it that way from the



THEORY

Story By JOHN WOOLDRIDGE

Mainship's New Expedition Is The Next Generation Of A Modern Classic, The 40 Trawler

wider, leading one to wonder if going forward on side decks was going to be a tighter fit. Finally, the aft extension of the flybridge deck, or boat deck, was lengthened, as evidenced by the vertical support struts on the corners.

All of these changes, and many more, were the result of a concentrated effort on the part of Jim Krueger, now Mainship's vice president of operations, and his experienced staff of engineers and designers. Those at Mainship blended input from existing trawler customers along with their own considerable expertise as the marine industry's leading builder of production trawler-style cruisers.

"Those exterior differences were clues to changes throughout the interior as well, changes we made as a result of talking with many of our 390 owners," Krueger said. "We started by raising the sole in the saloon about 6 inches, which added more space in the engine room below and also raised the level of saloon seating so that guests or crew relaxing in the saloon had a good view of surrounding waters. Taller side windows let in more light, as did replacing the sliding aft door with a fixed and folding door. It really opened up the saloon to the aft cockpit."

NOTICEABLE CHANGES

As I walked down the docks at York River Yacht Haven in Gloucester Point, Virginia, to tour the new Expedition with our managing editor, Natalie Friton, and Bruce Denton, director of sales and marketing for Mainship, my eyes ran over the exterior, searching for clues to changes on this new model. The Expedition is Mainship's next-generation 40-footer; the 40 Trawler is

still in production and is as popular as ever. Harry Barritt, president of Commonwealth Yachts and the owner of hull number 1, stopped by to make sure we had complete access to the boat.

"This boat completely knocked me down when I saw it in Miami," Barritt said. "I really liked the changes they made, and bought it on the spot. I think you'll like it, too."

I stepped aboard the Expedition via the large swim platform, opened the wide transom door, and entered the aft cockpit, which is large enough to hold several folding chairs and is very well protected by the long overhang of the boat deck. Remembering the changes to the deckhouse in 2003, I wandered forward along the side decks and found wide walkways all the way to the foredeck, with no significant narrowing alongside the cabin trunk. Compared to the earlier-generation 390, the coamings are not as wide, allowing unobstructed passage forward to handle lines and anchoring duties.

Like the previous-generation 40, the foredeck has outstanding anchor-handling features. These include a huge locker for the standard 50-foot chain, 150-foot rope rode, and a foot-switch-operated optional windlass and proper chain snubber under a protective hatch that opens easily if you have issues with a twisted rode. The pulpit is set up to handle two anchors for safety across a wide range of bottom and weather conditions, and there are freshwater and saltwater washdowns to help keep the bottom out of the anchor locker. Forward shorepower and cable TV inlets are located under one of the two locker lids.

I was walking aft, inside the deep bulwarks and under the upper deck side overhangs, both outstanding features from previous-generation designs, and wondering when I

{EVOLUTION



History has a way of repeating itself, allowing us to improve our lives, if we are aware. The launch of Mainship's new Expedition model is a fine example of the progress made when the lessons of the past are given the attention they deserve.

In 2003, when Mainship debuted the 400 Trawler following the successful run of the 390 Trawler, the changes between models were subtle, yet they were apparent to the discriminating eye. The February '03 cover of *PMM* featured a photo of the 390, which was

first launched in 1996 as the 350, running together with the new 400. By that time, some 280 of Mainship's 350/390 Trawler series boats were afloat and cruising the waters of both coasts. Looking carefully at the two vessels side by side, our readers spotted some of the differences right away.

First, and most obviously, the windows of the 400 Trawler (currently called the 40 Trawler) were taller, and the deckhouse was a bit longer with no rake at the aft end. Second, the trunk cabin forward was higher and