

## SEA TRIAL: MAINSHIP 34 TRAWLER

The Definitive Approach for Taking It Easy.

by Tom Thompson

One of the fringe benefits of doing this job is being able to enjoy the occasional day on the water in absolutely idyllic conditions. Such was the case when we tested the new Mainship 34 Trawler. The sea trial took place in the tidal flats around St. Catherine's Sound in Southeastern Georgia, not far from where Mainships are built. It turned out to be a test of both substance and style.

Weather conditions were picture perfect on this March morning. A bright sun was shining in the nearly cloudless sky, but the temperature was a bit on the chilly side, mostly because of the stiff breeze coming off the Atlantic Ocean. That provided the means for a good assessment of how the 34 Trawler handled, as we had to pick our way slowly through the winding and narrow channels. From our starting point to the ocean was only about six miles as the crow flies. The actual distance traveled was over three times that much. The 34's large rudder and power assisted steering made negotiating the turns easy, and it handled well in the cross winds. The boat also has a full keel and a skeg to protect the running gear. That's a comfort when you're in waters where you could run aground around the next bend.

### TAKE YOUR TIME

The 34 Trawler is for enjoying the passage, and we certainly weren't in any hurry on this day. Our test boat had a single Yanmar 370 horsepower Diesel engine. With it's 13 knot cruising speed, it has a range of 225 nautical miles with a 10-percent reserve. For short bursts of speed, it will top out at 15 - 16 knots. Mainship offers a selection of Diesel power options from single 240 to 370 horsepower as well as twin 240's. The engine was quiet, too. At 3,000 rpm, the sound level was only 70 dbA on the bridge.

When we reached St. Catherine's Sound, the wind off the ocean roiled the waters enough to give us a taste of the 34 Trawler's seaworthiness. The well-defined keel provided arrow straight tracking. The low center of gravity kept pitch and roll to a minimum. The boat pushed through the chop unruffled. The ride was dry and comfortable. Of course, we could have gone below and used the lower station, but this was too nice a day to be inside.

## THE INSIDE STORY

For those times when you are inside, however, the 34 Trawler is a comfortable respite. The main salon has a sofa along the port side and an adjustable height dining table in front of it. A pair of Rattan Lounge Chairs are an option and they can be placed along the starboard side at the table. A nearly 360-degree panorama of glass brings in abundant daylight. The main electrical panel is in the aft starboard corner bulkhead. Beneath it is a fold-up table that can be used as a computer station for your laptop. A 110-volt AC outlet and telephone jack are conveniently nearby.

If you don't choose the optional lower station, the pedestal in the forward starboard corner can be used as a base for the standard flat screen TV/DVD/CD and Stereo system. With the lower station, the TV is mounted outboard of the electrical panel. Another option to consider if you expect to have overnight guests is a sleeper sofa for the salon.

The galley is two steps down from the main salon and on the port side but completely open. There's a counter along the aft end that can be used as a bar for informal meals. Two stools placed on the salon level provide seating. The Corian® countertop is U-shaped and holds a complete array of kitchen appliances along with plenty of storage space. All of the cabinetry is nicely done in solid cherry wood. A two-burner stove, microwave oven, coffee maker and dual voltage refrigerator freezer are standard equipment. The steps down from the galley are hinged to lift upward. You can either use the space underneath for storage or to put the optional central vacuum system.

The 34 Trawler has a single stateroom below that centers on a queen-size pedestal berth. There's a full-length hanging locker to port and a storage compartment under the mattress, along with drawers and smaller cabinets along the port side. A cabinet on the starboard side holds optional TV and audio equipment. The head compartment has two entrances, one from the stateroom and the other from the companionway. It contains an enclosed shower stall with a seat, a vanity sink with a Corian® countertop, plus the toilet.

## MOVING EASY

The 34 Trawler's layout gives easy access to all points on the main deck. The side walkways are covered, as is the entire cockpit. The high gunwales are topped by a railing for moving around securely in rough seas. There's a well-sealed watertight door

to go out from the salon to the starboard walkway. The foredeck has plenty of space for working lines and ground tackle.

Access to the engine room is under a section of the flybridge stairway that lifts up. Although getting in is a little tight, requiring some twisting and turning, once inside, there is a surprising amount of side-to-side room for working. Mainship thoughtfully provides a 110-volt AC outlet, fresh water spigot, and a machinist's vise for your convenience.

There are three swivel bucket seats at the 34 Trawler's helm. The console extends the entire width of the flybridge, so there's plenty of room for electronics. A handy feature is the netting underneath it to hold all the odds and ends you want to keep secure. An L-shaped seating area is behind the helm and to port. It's served by a foldaway table. Canvas options include a Bimini top as well as a four-sided enclosure. Another option for the space is a Magma propane-fueled barbecue grill. The 34 Trawler's radar mast is hinged to provide additional bridge clearance. With it and the Bimini top folded down, the highest point on the flybridge is the top of the steering wheel.

#### TESTER'S OPINION

This is an ideal boat for a cruising couple. The walkways make it easy to handle lines and get around the deck securely and safely. It has very comfortable amenities and space for two, both on weekend trips or extended passages, yet can easily accommodate overnight guests for a short stay.

#### SPECIFICATIONS

Length Overall	38' 10"
Length less pulpit & swim platform	34' 10"
Beam	14' 3"
Draft	3' 3"
Bridge clearance	15' 0"
Dry displacement	20,000 lbs.
Fuel Capacity	250 gal.
Water Capacity	70 gal.
Holding Tank Capacity	30 gal.
Sleeps	2-4
Prop	26 x 21 4 bladed bronze

#### PERFORMANCE SPECS

Top speed	15 – 16 knots
MPG @ 13 knot cruise	.87 nautical miles per gallon
Range (15 hours) @ 13 knot cruise	225 nautical miles (w/10% reserve)
Sound level @ cruise	70 db A

**STANDARD EQUIPMENT**

Dual-voltage refrigerator freezer, two-burner electric stove, coffee maker, microwave oven, folding radar mast, plow anchor, Corian® countertops

**OPTIONAL FEATURES**

Air conditioning, bow thruster, windlass, colored hull, electronics package, generator, inverter, lower helm station, swim platform

**CONSTRUCTION**

Proprietary – combination of Vinylester resin (hull skin coat), and hand laid fiberglass mat and Woven Roving.

**COMPANY PROFILE**

Years in business	64
Number of employees	400
Boat lines	Mainship (Part of Luhrs Marine Group)

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