

# PILOT™ 34

## BOAT TEST REPORT

# Mainship®

Corporation

T R A W L E R S

AN EMPLOYEE OWNERSHIP COMPANY



\* This is the optional sedan version of the Pilot 34, not the actual boat used in these tests.

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# TRUE HORIZON

*Mainship 34: Latitude without attitude.*

BY KEVIN FALVEY

**T**HINKING ABOUT BUYING that new boat? First climb out onto the foredeck and bounce on your toes. Does the foredeck flex? It shouldn't. Without enough rigidity, the hatches cut into a flexy foredeck are bound to leak as their flanges separate from the deck over time. And with enough rough days under the hull, a torquing deck can stress the joint where it meets the hull, causing it to separate. That wouldn't be good. If a builder skimps here, where any novice at a boat show can smoke him out, it's a good bet he's cut corners elsewhere.

Throw your weight around Mainship's new Pilot 34 if you want to experience how foredecks are supposed to be done. Despite being holed by three deck hatch cutouts, there's no discernible flex in this rugged, yet inexpensive, weekender's cabin trunk. Further, the flex test proved an accurate barometer of the Pilot 34's overall construction. This trawler-hulled cruiser is ideal for those seeking a rugged, efficient weekend cruiser that is truly at home plying rough waters. Inexpensive and comfortable accommodations warrant a "best in class" label.

**THE TRUTH (OR, WHY LOBSTER IS EXPENSIVE).** Bluewater cruisers have a saying about running offshore: "Everyone goes the same speed once their outside the inlet." That applies to today's crowded, wake-roiled lakes and the ICW.

The difference in boats lies in the quality of the ride at the speed dictated by conditions. New England lobstermen have long known this. They have to go out more days that not. So their boats are made to reach comfortable speeds in

real conditions rather than top-end speeds in ideal conditions. They also allow the crew to easily move about in the process. The Pilot 34 is a hard-chined version of this model.

It's fine entry, plumb bow, and 15,000-pound displacement produced a comfortable, lurch-free ride with our test boat's single 300-hp Yanmar 6LP-STE diesel hitting 19.2 mph at 3600 rpm. This in a three-foot ground swell and nasty, crossing chop. Unlike a full planing hull, the semi-displacement Pilot 34 doesn't launch off the top of the waves. Instead, with the Yanmar turning a large 24" -by-26" prop through a low 3:1 ratio, our test boat climbed up the face and down the back with the steady, insistent might of a Colorado freight train. (Johnny Cash would never have heard it coming—this Yanmar is the quietest 6-cylinder diesel we've tested.) The easily driven hull allows you to comfortably maintain cruise speed without playing throttle jockey at each incoming swell. But be attentive going the other way. Like most full-keeled, low dead-rise boats, it wanders a bit running downsea.

Ever felt like a jack-in-the-box while running in the trough? You won't aboard the Pilot 34. Though hard-chined, it's full-keel (with sand shoe for complete grounding protection) doesn't allow it to yaw and snap excessively with seas abeam. Concerned about docking a single screw boat? *Fuhgedaboutit.* The Pilot 34's low profile minimizes windage. Besides, a bow thruster is standard.

**FROM BILGE TO BINNACLE.** Competitive boats, such as the Hunt 33 (\$229,000 with

a single 355-hp Cummins Diesel), post higher top-end numbers. We tested the Hunt (Boat Test No. 1198, *January*) and netted a 34.9 mph cruise speed at full-throttle powered with the single Cummins. No Surprise. The Hunt uses vacuum-bagged high-tech materials. Responsible for much of the cost difference between the two, this construction method results in a boat fully 7,000 pounds lighter than the Pilot 34. Lighter, more horses, goes faster. Get it?

In contrast the Pilot 34's construction is ruggedly traditional. Through-bolts and 3M adhesive/sealant clamp hull and deck together with clam-like tenacity. The fully encapsulated wood ply stringers are completely fiberglassed in place, not just tabbed in spots. Inspecting the engine room and lazarette, we found all limber holes sealed to protect against water intrusion to the wood's end-grain. Though we were not happy to find bonding wire terminals that lacked liquid vinyl or shrink-sealed terminals, overall the Pilot 34's construction is topnotch. It results in a heavier boat, but that weight helps it achieve a velvety smooth ride.

As does the engine and fuel tank installation. In bolting aluminum angles to the longitudinals, Mainship attenuates noise and vibration by creating a hard bed for Yanmar's proprietary soft mounts. And by providing a pair of outboard fuel tanks amidships, instead of one big tank under the aft cockpit, Mainship ensures that trim isn't affected dramatically as you burn fuel. But, don't these fuel tanks crowd the engine room? No. Along with fuel economy and a lower initial purchase price, wide-open engine access is another benefit of selecting a single-engine boat.

Servicing equipment in the Pilot 34's helm is made easier via its flip-up design. Personally, I'd rather see it flip down. As it is you have to squat down and reach up to crimp a terminal or change a bulb.

**RETRO GRADE A.** Though classically styled, the Mainship's accommodations



*A paragon of New England lobster boat virtue.*

# BOATING® Certified Test Results

## Mainship Pilot 34

feature everything you'd expect in a modern cruiser. It's V-berth and Ultraleather-lined convertible dinette will allow a couple to spend a weekend in comfort and can sleep four in a pinch. The galley's got the requisite cooktop, microwave, refrigerator and capacious stowage. A deep, wide counter sports a hefty fiddle/grabrail. All fiberglass, the head is of the "E-Z Clean" variety. Its cabin hatches and portholes come with screens, and an a/c is an option.

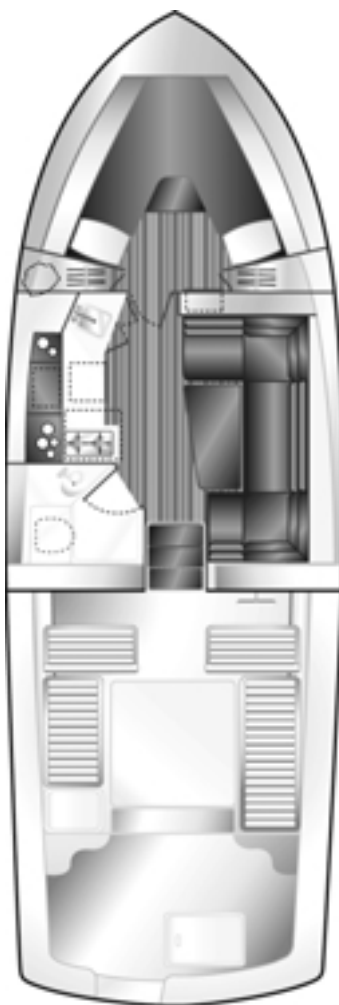
Now on to the interesting stuff. A teak and holly sole graces the salon, tastefully linking past and present. Also outstanding is the teak bulkhead partitioning off the V-berth. It creates a private stateroom where most cruisers of this size make do with a curtain. Plus, the standard TV/VCR is on a swivel mount in a cubbyhole in the bulkhead, which lets you watch the tube while cooking, eating, or laying down. The headliner is a fiberglass pan with vinyl inserts. Mildew-resistant, it reflects light well, which allows the teak bedecked interior to feel warm and welcoming.

Topside, the raised bridgedeck features a pair of double-wide helm benches from which visibility is excellent. Behind these are a pair of settees that we found innovative. Each serves as an aft-facing lounge for one, seats two abreast facing abeam, and can be converted to use as daybeds. How? Remove the backrest to reveal the inside of the helm bench. Use it for stowage, or have your kids stick their legs in there at naptime. A cooler is located beneath the portside settee, but the rest of the space in the base of these settees is wasted. A hatch here would add stowage. Aft of these, the Pilot 34's 5'4"-by-9'10" cockpit is wide open and covered like the rest of its topsides, in safe, molded nonslip. With covering boards overhanging the cockpit by eight inches, there's plenty of toe kick for increased safety. And with a cambered deck and four-inch scuppers well above the waterline, the Pilot 34's cockpit is a model of self-bailing design. Nonetheless, our prototype's cockpit allowed some water to puddle to port. Mainship says it has identified and rectified the problem. After spending the day aboard I don't doubt it. Those lobsterman knew what was what. So does Mainship.

**LAST WORD.** Efficient and sea-kindly, this mass-produced cruiser is the leader in the lobster yacht market.

SPEED			EFFICIENCY				OPERATION		
rpm	knots	mph	gph	naut. mpg	stat. mpg	n. mi. range	s. mi. range	run angle	sound level
900	5.1	5.9	0.6	8.5	9.8	1923	2213	0	66
1200	6.4	7.4	0.9	7.1	8.2	1608	1850	0	70
1500	7.8	9.0	1.7	4.6	5.3	1035	1191	1	75
1800	8.8	10.1	2.8	3.1	3.6	705	812	2	75
2100	9.3	10.7	4.0	2.3	2.7	519	597	3	78
2400	9.2	10.6	4.4	2.1	2.4	471	542	4	80
2700	10.6	12.2	5.8	1.8	2.1	408	470	4	82
3000	12.3	14.1	7.7	1.6	1.8	360	414	4	83
3300	14.3	16.4	10.6	1.3	1.5	303	348	5	83
3600	16.7	19.2	13.9	1.2	1.4	270	311	6	88
3900	17.8	20.5	17.0	1.0	1.2	271	271	6	89

Advertised fuel capacity 250 gallons. Range based on 90 percent of that figure. Performance measured with three persons aboard, 4/5 fuel, full water. Sound levels measured at helm, in dB-A.



**STANDARD POWER:** Single 300Bhp Yanmar 6LP-STE in-line-6 diesel inboard.

**OPTIONAL POWER:** Single 330Bhp Cummins 330B diesel inboard.

**TEST BOAT POWER:** Single 300Bhp Yanmar 6LP-STE in-line-6 diesel inboard with 254 cid, 3.70" bore x 3.94" stroke, swinging a 24" x 26" four-bladed Nibral prop through a 3:1 reduction

**STANDARD EQUIPMENT:** (major items): Bow thruster; anchor pulpit w/ss roller, anchor and rode; dockside water; venting windshield w/wiper; freshwater washdown; fiberglass head w/hot and cold shower, power vent, and Vacu-Flush head; dual-burner cooktop; refrigerator/freezer; microwave; built-in coffee-maker; 30amp shorepower w/cord and AC/DC converter; TV/phone inlets; 13" color TV; full keel w/sand shoe; trim tabs; PFDs, flare kit, fenders; 2 fire extinguishers; docklines.

LOA	34'0"
Beam	12'3"
Draft	3'3"
Displacement (lbs. approx.)	15,000
Transom Deadrise	4°
Bridge Clearance	9'0"
Minimum Cockpit Depth	2'5"
Max. Cabin Headroom	6'4"
Fuel Capacity (gal)	250
Water Capacity (gal)	70

**THE HIGHS:** What other 34-footer has a stateroom? Its velvety smooth ride defines the term "easy motion." Single-engine by design for economy and affordability.

**THE LOWS:** Are we the only ones who think submerged, unsealed electrical terminals will corrode? How about some stowage access beneath the cockpit settees? Reverse the helm's hinge.

# Pleasure **Pilot**

by Craig Anderson

If you're lucky enough to have a condominium overlooking Fort Lauderdale's Port Everglades Inlet, you often enjoy a lovely southeast breeze that make South Florida's torrid summers bearable. You also have a regular opportunity to sit on your balcony and watch the comings and goings of all the huge cruise ships and cargo vessels that ply the eastern seaboard and the Caribbean. Often you'll spot the ubiquitous pilot boats, slab gray and unadorned but for large white numbers on their sides, escorting them. These hard-working vessels are designed to come and go at all hours, in all kinds of weather.

The stellar reputation of the Port Everglades pilot boats and others like them prompted Mainship to create its own version, a 30-footer, two years ago for the recreational market. It was an out-of-the-box success, and now, due to customer requests for a boat with similar lines plus a private cabin, Mainship has introduced the Pilot 34.

Lines are one thing the new 34 shares with her workhorse cousins. Getting aboard her is safe and easy, since wide gunwales and molded-in steps, both with nonskid, offer sure-footed access to the cockpit. However, a grabrail would be nice, as I had to resort to the top rail of the Bimini to steady myself. As I strolled across the 10-foot wide cockpit, I immediately noticed hefty-looking indoor/outdoor carpet underfoot. Although this may seem superfluous to Northern boaters, it works well down South where even white fiberglass can quickly become uncomfortably hot on bare feet, and it provides excellent traction.

Another similarity between the Pilot 34 and her workboat cousins is her workmanlike design. Her optional swim platform was rock solid, and her transom door latch was beefier than those on many boats I've tested. About five feet forward of this door is a full-beam, molded-in step that leads to the raised helm. In it are two lift-and-turn latches that release a large engine hatch, while heavy, gas-assisted rams make it relatively easy to lift. Along with improving engine access, a large hatch allows heat to dissipate rapidly, a feature that's important to do-it-yourself boaters and those of us who have to install test equipment for a living.

Inside, the 3'8"-deep engine room is downright airy, thanks to the presence of just one engine, and a real pleasure for anyone used to contorting himself between

the twin prime movers usually found on a boat this size. The simplicity here reminds me of a Maine lobster boat: single engine on the centerline that can easily be serviced from both sides, fuel tanks outboard of it on each side, and not much else. On our boat, the optional 5-kW New Generation genset was tucked away to starboard and abaft the access ladder.

The helm area is also spartan and appears designed for some serious work. It spans seven and a half feet fore and aft and is enclosed on three sides, as you'd expect from a close copy of a boat designed to deliver pilots in all kinds of weather. It would, however, be a lucky pilot who could luxuriate in the comfort of the two-by-five-foot starboard lounge here and the other slightly smaller one to port that's within easy reach of the Sony AM/FM stereo/cassette. There's stowage for PFDs under both lounges, plus a vented compartment for the propane tank that comes with the optional two-burner Princess gas stove. The adjustable helm chair, with folding footrest, is high enough to offer an unhindered view; its seat slides aft for stand-up operation.

The instrument panel would be considered sparse even on a workboat, mainly because our test boat's single 300-hp Yanmar diesel required only one set of gauges and one single-lever Morse control. Also here were a VDO tach and fuel, battery, oil pressure, and temperature gauges plus an optional Raritan rudder-angle indicator. Ten large switches above eight smaller ones take care of accessories such as the blower, wiper, lights, and Bennett trim tabs. The joystick for the standard 4-hp Sidepower electric bow thruster, the display for the optional Raytheon RL70 radar, and depthfinder rounded out our array.

Not nearly so workmanlike is the saloon, which measures seven feet from the foot of the companionway steps to the forward bulkhead and offers 6'3" headroom. The port-side galley here is compact, but with the coffee-maker and microwave above the counters, there's a surprising amount of workspace. The sink is plenty deep, and a shelf with a recessed spot for plates is large enough to accommodate the needs of a long weekend cruise. To starboard, a dinette area seats six and converts to a double berth, again fine for a weekend. A white leatherette headliner, dark green cushions, and standard teak and holly sole make the space attractive and easy to maintain.



The port-side galley has 6'3" of headroom. Appliances are placed above the counters to provide you with more workspace

As for that forward cabin Mainship's customers were asking for, it really is a cabin, separated from the saloon by a solid bulkhead and louvered door, and wide enough (six feet) so you can comfortably sleep on either leg of the V-berth without adding the filler cushion. A large hatch lets in light and air and the wraparound shelf above the berth is roomy enough to stow all your back issues of *PMY* and then some. On the other hand, the lockers aren't big enough for much more than foul weather gear and maybe the filler cushion, but again, this is basically a weekender. Deep lockers beneath the berths are adequate for items that aren't often used.

Mainship characterizes the Pilot 34 as a boat that emphasizes easy maintenance and simple operation, and while her single engine occasionally might raise an eyebrow among less experienced boat handlers, her standard bow thruster made docking our test boat in a stiff breeze a non-event. Out on Miami's Government Cut, our 34 took the large wakes in stride—no pounding or jarring. She came about quickly, and at both slow speeds and her 18-mph cruise, she tracked straight.

The Pilot 34 should be a welcome design for graying baby boomers who don't want to get bogged down in complicated systems and fuel-thirsty engines. Given the fact that her base price is very attractive, expect to see a number of these coming and going through your harbors, doing everything except working.

RPM	MPH (KNOTS)	GPH	MPG (NMPG)	SM RANGE	NM RANGE	DECIBELS
680	4.1 (3.6)	0.5	8.20 (7.13)	1845	1604	65
1000	4.9 (4.3)	0.7	7.00 (6.09)	1575	1370	67
1500	7.2 (6.3)	1.7	4.24 (3.68)	953	829	70
2000	9.0 (7.8)	3.6	2.50 (2.17)	563	489	75
2500	11.2 (9.7)	6.3	1.78 (1.55)	400	348	79
3000	13.9 (12.1)	9.9	1.40 (1.22)	316	275	83
3500	18.4 (16.0)	14.1	1.30 (1.13)	294	255	84
3750	22.5 (19.6)	18.4	1.22 (1.06)	275	239	89

**Conditions:** temperature: 85°; humidity: 80%; wind: 12-14 knots; seas: 1'-2'; load: full fuel, full water, 2 persons, light gear. Speeds are two-way averages measured w/Stalker radar gun. GPH measured with DZL fuel-monitoring system. Range: 90% of advertised fuel capacity. Decibels measured on A scale. 65 dB is the level of normal conversation.

#### PMY TESTED: MAINSHIP PILOT 34

**Base price:** \$147,900 with 1/300-hp Yanmar 6LP-STE diesel inboard.

**Optional power:** 1/310-hp Cummins 330B diesel inboard.

**Standard equipment:** stainless steel bowrail; recessed interior halogen lighting VacuFlush MSD; 4-hp side bow thruster.

**Construction:** solid woven mat FRP below and above the waterline.

#### SPECIFICATIONS

**LOA:** 34'0" w/o pulpit; **Beam:** 12'3"; **Draft:** 3'3"; **Maximum headroom:** 6'3"; **Weight:** 15,000 lbs; **Fuel capacity:** 250 gal; **Water capacity:** 70 gal; **Test engine:** 1/300-hp Yanmar 6LP-STE diesel inboard; **Transmission:** IRM 220-LP; **Ratio:** 3.0:1; **Props:** 24x26 four-blade; **Steering:** Teleflex Sea Star I hydraulic; **Controls:** Morse single-lever mechanical; **Trim tabs:** Bennett; **Optional equipment on test boat:** bimini top; 5-kW New Generation genset; oil-change system; central vacuum; dripless shaft logs; Sidepower bow thruster.

# Join the Family

*Mainship Pilot™ 34 borrows from many disciplines to create a livable, workable boat any family can love.*

*Story by ROY ATTAWAY*

I have maintained for years that the only way to test a boat truly is to use it for a season. The rest is all conjecture based on whatever experiences you've had on the water. In that light, I believe that the Mainship Pilot 34 may come pretty close to the close to the conjectural.

On a recent bright and windless morning, Chip Shea, the marketing director for Mainship, Silverton, et al., and I ran the new Pilot 34 out of Miami's Government cut, hoping for a big wake to cross if nothing else. The containership *Hansa Commodore* loomed over the sea buoy. Ah, ha! Nothing. Her big, slow-turning screw churned up less wake than a PWC.

I did notice in cranking the wheel over that there was an increasingly loud rumble, a noise that began at 2600 rpm. Chip had already explained the problem: Our one single screw was four-bladed, meaning that with every revolution of the shaft two of the blades aligned briefly with the skeg. Twice every revolution, that is.

Despite this, the boat cruised contentedly at about 15 knots with the single Yanmar diesel.

We turned back, a little frustrated at a lack of anything approaching a seaway to see how her beamy hull would do. Chip had brought her out of Miami Beach Marina, during which he had demonstrated the value (as if it needed demonstration) of the bow thruster. This little (standard, mind you) addition will help demystify single-screw handling for anybody.

But, if Miami's damnably decent weather obviated any kind of test (see first paragraph again), it provided an opportunity to appreciate the accommodation of the shippy addition to the Mainship line. In one

sense, she is plain Jane, yet it is an amalgam of styles that does seem to work, both esthetically and practically. Her primogenitor is the Maine lobster boat, which itself borrowed a lot from the old sailing smacks. Onto this, Mainship has grafted the appealing aspects of the express cruiser.

Let us begin where we were at at that moment; topside, in the expansive cockpit. The forward portion of this area, ostensibly the "bridge," can be enclosed by a Bimini and camper cover, converting it into another livable area in any weather (both heat and air conditioning can be pumped here as well as below).

Perhaps, before going any further I should explain that this is a boat that makes the opposition's jaws drop when they hear the base price, but the sticker is loaded with options. This hull even had a integral vacuum system, which I don't think you'd want to include. You just don't need it.

Anyway, topside she is pure modern express cruiser. The helm station is to starboard, a two-person bench with a flip-down footrest. Mainship has opted for the single Morse control, which works very well. Rocker switches and VDO gauges are at

hand. There are three electronics packages offered. This was plan B, which included Raytheon's 210 VHF, Plotter-GPS, and Raydata. An electric winch was another option we enjoyed. But, as noted, the bow thruster is part of the basic package.

The entire helm console lifts on hydraulic rams for easy access for every bit of wiring.

To port, the companion seat is a duplicate of the helm. Forward of this is an acrylic chart holder. Under the seat is an icemaker (an option).

Just abaft the helm and companion seats, Mainship has included a neat bit of planning: There are two long benches, one five feet, the other six. The forward cushions of these seats unsnap and give access to more footroom. In other words, they convert to two small pipe berths. Great for kids, especially with the camper cover option.

At the after end of the cockpit was another bench seat, but if you plan to use the boat for fishing, skip it. There is a deep draining and insulated locker that doubles as a drinks cooler or a fish box.

Fresh- and saltwater washdown faucets are located to port, shore power connection to starboard. The transom door is wide enough

to boat a big yellowfin or let large persons clamber in from the (optional) swim platform.

Engine room access is terrific. The entire center panel of the cockpit is a hatch on hydraulic rams. You step down and around the engine. Access to all sides of the engine is good and battery switches are on the after bulkhead, ergo easy to reach.

There is good nonskid everywhere and the side decks are almost wide enough for my Brobdignagian feet.

Below, you see instantly



(above) Helm station gives you plenty of room for extra electronics



(above) The V-berth becomes a private stateroom by closing lowered doors.

that her sailboat heritage has come to the fore, and it isn't just the teak and holly sole. Use of space is admirable.

The one true stateroom is forward, embracing a very large V-berth with wide shelves encircling it. There are two filler cushions, one increasing intimacy a bit, the other turning it into a passion pit. The stateroom may be closed off entirely, or you may fold back two sets of bifold, louvered "doors" (for want of a better word; they're small-ish) and open it to the salon. And herein lies another piece of ingenious design: The TV is mounted to port on the inside of the stateroom, but if you open the louvers and swivel it around, it serves the salon/galley.

There are two small but functional hanging lockers, about enough room for foul weather gear and a blazer for those moments when you take the family to dinner at the yacht club.

### Good nonskid

There is one cabinet for stowage and two drawers. Not an exorbitant amount of space, but don't forget there is more under the berths and under the settee. Light, air and emergency egress are assured through a large hatch.

The salon is amazingly spacious for such a relatively small boat. The starboard-side dinette, for instance, seats four adults in comfort, five if you don't mind banging elbows. This means, of course, that it converts to a large double berth. The table's pedestal comes out, in goes

the filler cushion, et voila! The table itself has nice fiddles to keep your duck-and-sausage gumbo from sliding into your lap. Under the base of the dinette is a wide chart drawer, something you don't often find, even on large yachts.

Air and light are provided here by two overhead hatches (with screens) and three portlights (also with screens).

Across the way is the tidy galley with its two-burner stove, fridge/freezer, deep stainless steel sink, and standard microwave and coffeemaker. Sailboat-style stowage bins flank the appliances and there is under-counter stowage.

Headroom is more than ample for those save the NBA, perhaps. The electrics panel is on the after starboard bulkhead, and Mainship has taken another page from sailboats and fashioned a deep trash receptacle under the top step.

My only gripe with this boat is in the head. Specifically, the MSD is between the after starboard bulkhead and the sink. I can just barely wedge my shoulders in that space, rendering my arms useless. Other than that, it's well thought-out with a shower curtain that comes all the way around, and a smaller curtain for protection of the towel locker.

I guess if all you can grumble about is the location of the crapper, things can't be all bad. In fact, this may be your ideal family boat. And it's affordable.

# Mainship Pilot™ 34



**Basic elegance,  
expanded.**

By Tom Thompson

**H**ow do you make a good thing better? Start by adding a few feet. Well, it's not quite that simple, but that's what Mainship has done with its new Pilot 34. The boat is essentially an expanded version of the Pilot 30 introduced last year. The Pilot 34, like its precursor, is steeped in New England boat-building style. The look is traditional

Down East, with the sharply upswept sheerline, the low-profile trunk cabin and sparse details.

When the Pilot 30 came out, its popularity was due, in part, to its elegant simplicity. The Pilot 34 adds a few more basics to the package, making what is essentially a day boat into one that will be a comfortable long-range cruiser. All the same elements

are there; you just have a bit more room and a few more amenities. The Pilot 34 is an ideal boat for a cruising couple.

The biggest difference between the 30 and the 34 is the cabin. The Pilot 34 separates the forward berth area from the rest of the interior space with a bulkhead for privacy. It isn't intended to isolate, however. A

set of bi-fold, louvered panels on each side open to bring the two cabins together. If you have overnight guests bunking in the convertible seating area of the main cabin, everybody can have their own space.

The addition of four feet to the centerline makes all the difference in the amount of cabin room for seating and sleeping. The forward V-berth can handle six-footers with room left over. It can also be used with or without its center insert. The settee/dining area can seat four very comfortably. When converted to a berth, it becomes a bona fide double bed. Besides being roomy side-to-side, the Pilot 34's cabin has ample headroom. There's 6'5" of walkaround clearance throughout most of it, including the head.

The cabin appointments of the Pilot 34 go along with the boat's concept of basic elegance. Bulkheads and trim are done in classic teak, richly finished to create a warm, cozy feeling. A teak and holly sole is standard. There are two, large cedar-lined hanging lockers in the forward cabin. The galley is complete with all the essential appliances, and practically laid out with storage bins, cabinets and lockers that maximize the use of every available nook and cranny. Typical of yankee ingenuity on the Pilot 34 is the location of the trash can, under the top step of the cabin entrance. Standard items include an electric two-burner range, AC/DC refrigerator/freezer, micro-wave oven and coffeemaker. A propane stove is an option.

For entertainment, the boat comes with a 13-inch TV/VCR combo and an AM/FM single-CD player with speaker in the cabin and cockpit. A



(above) The settee/dinette area seats four comfortably and converts to a double berth.



(above) The optional cockpit bench seat makes a great sunpad.



*(above) The 34 is also available with this optional hardtop enclosure.*

second audio system is available as an option for above-decks, as is a CD changer. The TV is mounted on a swivel platform in the forward cabin, just inside one of the louvered bulkhead openings, so it can be viewed from anywhere below.

A molded fiberglass head makes for durability and easy cleaning. There's a built-in vanity with a Corian® counter. A VacuFlush toilet is standard, as is a power ventilator. The boat's water heater has an engine heat exchanger for added efficiency.

The cockpit of the Pilot 34 has ample room for any activity from fishing to diving to sunbathing to just watching the world go by. A pair of extra-wide seats face forward, and there are sideways benches just behind them. A bench seat across the transom is an option. Another bit of Yankee ingenuity is in how the side benches convert to berths by extending under the

forward seats. If you opt for a side curtain enclosure or a hardtop on the Pilot 34, the cockpit becomes another sleeping area. Of course, nothing says you can't just sleep under the stars, either.

A standard transom door opens to an optional swim platform. The cockpit sole is on two levels. Moving forward, one step up takes you to the helm and seating area. Some of the features include a standard freshwater and optional saltwater washdown as well as a large insulated storage compartment behind the port bench seat that can be used as a cooler or bait well. You can also install an optional icemaker.

The helm features a destroyer-type wheel and single-lever Morse engine control. Gauge clusters to either side of the wheel cover all the engine basics. There's room for a good array of electronics options. To get to them for installation and service, the entire helm

console is hinged to lift up. One piece of equipment that's all too often an option on other boats is standard on the Pilot 34—a bow thruster. It makes docking and maneuvering with a single engine appreciably easier.

Access to the foredeck is via wide walkways bordered by high railings. An anchor locker blends unobtrusively with the bow. An optional low-profile windlass is available. One of the notable exterior features of the Pilot 34 is the windshield. It's high across the front and holds that dimension most of the way around the sides, providing good protection from spray.

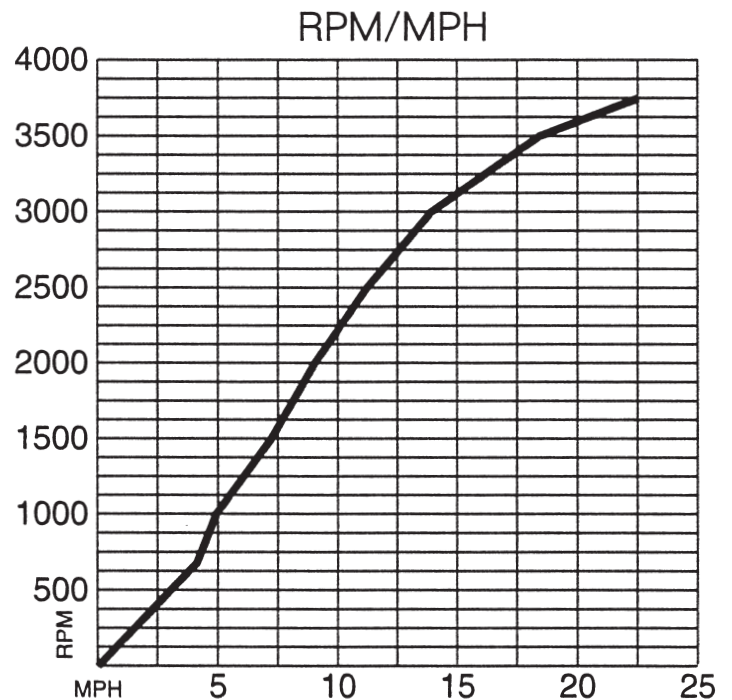
Access to the engine compartment is through a hydraulically assisted hatch in the center of the upper part of the cockpit. Twin fuel tanks, totalling 250 gallons, along with the generator, hot water heater, oil exchanger and battery banks share space with the engine here, but it hardly seems cramped. There's room to get down in the compartment and stand to touch the outer reaches.

The Pilot 34's hull has a sharp entry to cut through head seas, but it rounds off amidships, then flattens aft to provide roll stability. It is very well-mannered, handling chop smoothly. There is a full keel to provide the running gear with grounding protection. Our test boat was powered by a single Yanmar 6LP-STE Diesel rated at 300 horsepower. This is a base engine, yet it seemed to have plenty of power to move the Pilot 34 along quite nicely.

The Pilot 34 has a slow cruise speed of about eight-mph while turning 1500 rpm and a fast cruise of 15-mph at 3000 rpm. At fast cruise, the hull is on plane and fuel burn is just under 10 gallons per hour. Slow cruise coaxes a miserly 1.7 gallons per hour out of the engine. At that rate, you could travel over 1,100 mile on a single tank of fuel. Top-end rpm of the Yanmar diesel is 3750 and will get you going around 22-mph. These performance figures are based on two people on board and full fuel and water.

The Pilot 34 is the kind of boat to sail off into the sunset on. It has all the creature comforts you need to enjoy your time on the water at a very leisurely pace. If you're looking for something that lets you enjoy getting there as much as being there, then look at the Mainship Pilot 34. Its best feature just may be that it lets you take your time

## PERFORMANCE



LB TEST DATA. WITH YANMAR 6LP STE. YOUR BOAT'S PERFORMANCE MAY VARY.

## STANDARD EQUIPMENT INCLUDES:

bow thruster • teak and holly flooring • 13" TV/VCR combo • AM/FM stereo CD w/4 speakers  
 VacuFlush toilet • water heater • automatic fire extinguisher system • bronze rudder and propeller with sand shoe • trim tabs

## OPTIONAL EQUIPMENT INCLUDES:

windlass • air conditioning w/reverse-cycle heat • generator • hard tops & canvas enclosure packages  
 bimini top • X-Change-R oil change system • swim platform • icemaker • central vacuum system

## BOAT SPECIFICATIONS

Length .....36'1"  
 Beam .....12'3"  
 Draft .....3'3"  
 Weight .....15,000 lbs.  
 Fuel Capacity .....250 gals.  
 Base price . . . .Go to <http://www.mainship.com>

# Mainship Pilot™ 34

## YANMAR 6LP-STE



(above) Engine room access

The Yanmar 6LP-STE six-cylinder diesel engine produces 300 crankshaft horsepower at 3800 rpm. The engine is wastegated, giving it improved acceleration by allowing the turbo to pressurize sooner. By using less horsepower to pull its own weight, the 1,139 lb. package delivers additional acceleration and greater speed. And to reduce embarrassing black smoke when pushing the throttle to the firewall, the 6LP has a boost-compensated distributor-type fuel pump.

At 254-cid, with a 3.7" bore and 3.9" stroke, the engine is narrower and more compact than other diesels in its class. Yanmar's advanced design, including two stage springs in fuel injectors, has eliminated excessive engine noise. The overhead cam greatly reduces timing gear noise while the 12 balance-weight crankshaft and rubber engine mounts soak up much of the usual diesel vibration.

The STE is touted as a performance package, which includes a bigger oil cooler, gallery cooled pistons and a big-breathing four-valve head.

For more information, contact Yanmar Diesel America Corp. at 951 Corporate Grove Dr., Buffalo Grove, IL 60089 or call 847-541-1900.

## MAINSHIP PILOT 34 WITH YANMAR 350

Mainship has reacted to consumer demand and has engineered an additional engine application, the Yanmar 350. This engine and gear combination will allow for a bit more speed. Although neither Mainship Corporation, nor any magazine has yet to measure the performance, our Yanmar distributor, Mastry Engine Center of St. Petersburg, Florida, has performed their own analysis, which is at the right.

### MAINSHIP PILOT 34 WITH SINGLE YANMAR 350\* HP DIESEL

	RPM	MPH	GPH	MPG	APPROX. RANGE USEABLE
	800	5.0	0.4	12.50	2962
	1000	6.0	0.7	8.57	2031
	1600	10.0	4.0	2.50	592
	1800	11.0	5.0	2.20	521
	2000	12.0	6.0	2.00	474
	2200	14.8	7.0	2.11	500
	2600	19.0	10.0	1.90	450
cruise range	2800	21.5	12.0	1.79	424
	2900	22.5	14.0	1.60	374
	3100	24.2	19.5	1.36	381
WOT	3450	26.6	19.5	1.36	322

\*NO magazine tests have been conducted on the new Yanmar 350 HP Diesel. These numbers were provided by Mastry Engine Center, our Yanmar distributor.

MAINSHIP did not conduct the performance data test(s) published in the enclosed article(s). Therefore MAINSHIP cannot guaranty or be liable for the accuracy of test report(s). MAINSHIP does not guaranty the speed or range of its products and makes no representations other than are provided in its written Limited Warranty. Many factors may affect actual performances obtained on this boat or on similar boats, these include, but are not limited to, installation of certain options such as tuna towers, hard tops, vessel loading and trim, weather and sea conditions, engine and boat condition, propeller condition, water temperature, altitude, manufacturing tolerances, etc. MAINSHIP Corporation makes no guarantee whatsoever that this performance will be repeated on this boat at a later date or at any time on a similarly equipped boat.

**Mainship**<sup>®</sup>  
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AN EMPLOYEE OWNERSHIP COMPANY

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