

BOAT TEST: MAINSHIP 34 TRAWLER

The Best Part Is Getting There.

by Tom Thompson

There are days when I really enjoy doing this job. I had one of them recently when I tested the new Mainship 34 Trawler. It was picture perfect along the Georgia coast near Midway, the small town south of Savannah where Mainships are built. The sun was shining brightly in an almost cloudless sky. The air was a bit cool due to a brisk breeze off the Atlantic Ocean. The trip was to take us out to St. Catherine's Sound, which empties into the ocean, then back. Our starting point was a marina about six miles inland as the crow flies. Following the winding river through the tidal flats, the actual distance would be about three times that.

The coastal conditions this day would be a perfect test for the 34 Trawler. It would take some doing to keep any boat on course in this breeze, but the large rudder and power assist steering on the 34 were up to the task. The full keel was a big help in keeping the boat tracking straight. I took comfort in knowing there was a substantial skeg to protect the running gear. The channel was winding and narrow, with a hazard lurking around nearly every bend.

A trawler isn't for everyone. It won't break any speed records. The idea is to make a leisurely passage and enjoy getting there as much as being there. This 34 Trawler was powered by a single 370 horsepower Yanmar Diesel engine. At a thrifty 13-knot cruising range, it could run for 15 hours or 225 nautical miles before using 90 percent of the fuel in the tank. We poked along at around eight to ten knots, not so much because we were wary of conditions, but because it seemed to be just the right speed at which to delight in our surroundings. The 34 will top out at about 16 to 17, but why would we want to do that today?

When we reached the broad expanse of St. Catherine's Sound, the ocean breeze was stirring up an outgoing tide. This would be a fine test of the 34 Trawler's seaworthiness. It pushed through the chop at a steady pace. The ride was dry and comfortable. The boat's low center of gravity minimized the effects pitch and roll, even though we were high above the waterline on the flybridge. We made a few turns and

other maneuvers. The 34 Trawler handled very well in the rough waters. Then we steered around for the long ride back. Is this a great way to spend a day?

The 34 Trawler's flybridge is very spacious and ideal place for watching the miles go by or just watching the sun go down. It has three swivel bucket seats across the helm and an L-shaped lounge aft to port. There's a foldaway table on which to serve meals and an optional Magma propane barbecue grill is available. The nearly full beam helm console has enough room to hold all the electronics you care to put on the boat. One nice feature I liked was the netting attached underneath it to hold all those loose odds and ends you usually carry on the bridge from flying away.

Mainship has an optional Bimini top as well as a four-sided enclosure available. A fold-down radar arch is standard. When it and the canvas are lowered, the highest point on the flybridge is the top of the steering wheel.

The main deck is covered along the sides and cockpit. The wide walkways have high gunwales topped with a railing, giving you a secure way to move around the boat. There's a watertight door on the starboard side salon from the salon where the lower helm station is positioned. A transom door is standard; a swim platform is an option.

The 34 Trawler is an ideal boat for a cruising couple. Inside, it has just the right amount of room and amenities for two, whether just for a weekend or an extended cruise, yet it can easily accommodate an overnight guest or two. The main salon has a sofa along the port side that's available optionally as a sleeper. There's an adjustable height table in front of it for dining. You can order a pair of optional rattan lounge chairs and increase the seating to four around the table.

One of the nicest things about the 34 Trawler's salon is how much natural light comes through the large side windows, a broad windshield, plus the glass in the double doors aft. You have a great view of the outdoors no matter where you sit.

The main electrical panel is located on the aft starboard bulkhead, just inside the doors to the cockpit. A fold up desktop is mounted just below it – an ideal place to put a laptop as there's a 110-volt AC outlet and a phone jack nearby. If you don't choose the optional lower helm station, the pedestal in the forward starboard corner of the salon can

be used as a base for the standard flat screen TV/DVD/CD and stereo system. If you do install a lower helm, the entertainment gear is placed near the electrical panel.

The 34 Trawler's galley is a compact yet efficient space for preparing anything from simple snacks to full-course feasts. It's two steps down from the salon floor, yet has a countertop with two stools along the aft side on the salon level. A U-shaped Corian® countertop and solid cherry wood cabinetry house a standard two-burner electric stove, coffee maker and dual-voltage refrigerator freezer, along with generous storage space. You'll find additional storage when you lift up the steps from the salon, or you can opt to put a central vacuum system here.

The 34 Trawler's lower deck holds a single stateroom and a full head. A queen-size pedestal berth is accessible from three sides. The mattress lifts to access a storage compartment. There's a floor-to-ceiling hanging locker to port along with drawer and cabinet storage. An optional TV and sound system can be placed in a cabinet on the starboard side. There are two entrances to the head compartment, one from the stateroom and the other from the companionway. It has a separate shower stall with a bench seat, and a vanity sink with a Corian® countertop.

Mainship offers a choice of seven engine options for the 34 Trawler. There are six single Diesels ranging in horsepower from 240 to 370, plus a twin configuration of the 240 horsepower blocks. The engine compartment is accessed by lifting the lower half of the flybridge staircase. Although getting down into it is a bit tight, once inside, there's a surprising amount of side-to-side room. Mainship thoughtfully provides a machinist's vice, a 110-volt electrical outlet, freshwater spigot, and plenty of light to work by.

SPECIFICATIONS

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

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

Mainship Corporation
548 Industrial Boulevard
Midway, GA 31320
912-884-9595
800-578-0852
www.mainship.com

###