

## Mainship 34

BY PIERCE HOOVER

**T**he Mainship 34 is a new take on a well-proven concept. The company sold more than 1,000 of its original 34-foot trawlers, a model that was introduced in the late '70s and has since achieved the status of a classic. It was a compact, cost-effective cruiser that could accommodate a live-aboard couple comfortably if not commodiously. Today, it's not uncommon for a 20-year-old model to fetch more than its original selling price.

When the Mainship design team set out to create a brand-new 34-foot trawler a couple of years ago, they made extensive use of focus groups and owner surveys. This process, combined with the company's longstanding status as the industry's No. 1 trawler builder, produced a highly refined new product that should prove well-suited to its intended market niche.

The primary audience for the 34 remains couples looking to cruise seasonally or even live aboard, with provisional accommodations for guests in the salon but a primary emphasis on livability for two. This thinking results in sleeping quarters, storage areas and bathroom facilities proportionally larger than would typically be found on a



similar-sized boat intended to house larger parties for shorter periods of time.

The new 34 rides on a hull that is more than 2 feet wider than that of its predecessor, and divides this extra real estate nicely between the exterior and interior. Inside, there is at least 6-foot-3 headroom throughout the open floor plan, with upscale yet practical furnishings and attractive joinery that incorporates solid cherrywood cabinetry.

Compared with the original 34, the new version offers a centerline queen berth rather than a side-mounted double in the master; both the galley and head areas are enlarged slightly; and the salon offers larger windows with bright 360-degree views and excellent cross-ventilation options. The interior helm station is now an optional feature, and brokers report that many current buyers are forgoing this configuration in favor of a bulkhead-mounted entertainment console.

The cleanly styled, low-maintenance exterior is free of wood trim and brightwork; the aluminum-framed salon windows and starboard-side door are finished in an attractive powder coat, and exterior care should be as easy as an occasional washdown and polish.

Side decks are sufficiently wide for easy transit, and are protected by a knee- to thigh-height coaming and beefy 1.25-inch stainless-steel rails. Cleats, chocks and the Samson post all have a feel of substantial permanence.

The sheltered rear cockpit is of modest size but good design. The molded stairway leading to the top deck hinges back to reveal a hatchway into the engine room. Given the size and nature of the boat, access to the centerline engine is



**A classic is reborn — and updated. Mainship's new 34 trawler is a faster, more spacious version of the original, with live-aboard capabilities for two, plus the occasional guests.**

quite acceptable as there are unobstructed crawlways to either side of the engine mounts. The boat is also available with twin engines, which would make conditions below somewhat tighter.

The flying bridge is fitted with three helm chairs, and flairs amidships to allow for bench seating for five and a centerline fold-down table. The remainder of the railing-enclosed hardtop is load-bearing and could be used for tender storage or simply additional entertaining space. The hinging radar mast is light enough to be dropped or



raised by one reasonably robust person.

Engine options include single 240 to twin 240 Yanmars, though the single 370-hp upgrade seems to be the most popular choice. With this engine, owners can expect cruise speeds in the 12- to 13-knot range and top speeds

### SPECIFICATIONS

LOA: 38' 10"

Beam: 14' 3"

Draft: 3' 3"

Fuel Capacity: 250 gal.

Power: Single 240- to 370-hp,

Twin 240-hp

Price Range: \$187,000 to \$310,000

Information: 912-884-9595

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approaching 16 knots. Noise levels are relatively low at operating speeds, thanks to the one-piece molded liner that extends from the forward stateroom to the aft bulkhead, leaving no noise-transmitting voids in the salon area.

At an easy 2,000-rpm cruise, we measured a sound level of 70 dbA in the salon, and the meter registered just 77 dbA at a wide-open 2,800 rpm. At an optimum fast cruise in the 12- to 13-knot range, the boat will achieve just less than 1 nautical mile per gallon, while a speed reduction to 10 knots would stretch the realistic operating range to better than 300 miles — ample to cover even the longest distances between fuel docks on the Loop cruise or the Intracoastal Waterway.

Whether the plan is a weekend away with the kids or friends on a salon fold-out or a season afloat with just the two of you, the new 34 is up to the task. It will undoubtedly earn its own following in years to come. ❁