

CHAPTER 20

A Quick Look At...

MAINSHIP



s revised in 1988
off-white mica
Fishing acces-

the cockpit include fresh and salt-
washdowns, an in-deck fish box,
t launchers, and flush rod holders.
alf tower is a standard feature of the
nament 400, and the flybridge is
y large compared to other convert-
ner size. With 454 cid Crusader gas
es, she'll cruise at 17-18 knots
nd 27 knots top). Optional 375-hp
ruise the Tournament 400 around 22
and reach 28 wide open. □

Brief History

The Mainship Corporation is a spin-off of the original Mainship series of trawlers introduced by Silverton Marine in 1978. During most of the 1980s, Mainship was known for its efficient trawler-style family cruisers. In 1988 the company surprised the industry with the unveiling of the radical European-inspired Mediterranean 35 Cockpit. Since then, the company has introduced additional Mediterranean models, and Mainship is now among the leaders in innovative styling.

Manufacturing Facilities

Marlboro, NJ

Current Models

- | | |
|------------|-----------------|
| 35 Open | 41 Double Cabin |
| 35 Cockpit | 41 Cockpit |
| 39 Open | 41 Grand Salon |

47 Motor Yacht

Primary Market

Motor yachts; sport cruisers

Main Office

Mainship Corp., 12 Timber Lane, Marlboro, NJ 07746 201/462-7100
President: George Gilmour

SPECIFICATIONS

- Length.....40'0"
- Beam.....14'0"
- Draft.....3'2"
- Weight.....25,500#
- Clearance.....14'0"
- Water.....100 Gals.
- Fuel.....400 Gals.
- Cockpit.....NA
- Hull Type...Modified-V
- Designer.....Bob Rioux

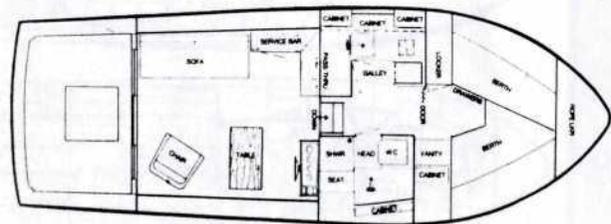
Production
1987-Current

MAINSHIP 34 SEDAN



The Mainship 34 Sedan is one of the most popular small cruisers ever built in the U.S. She was constructed on a solid fiberglass semi-displacement hull design with a fine bow entry and a full-length keel below. First of the Mainship series, the appeal of the 34 Sedan had much to do with her trawler-style profile and affordable price tag, but her greatest attraction remains her superb economy. With a single 160-hp Perkins 6-cylinder diesel, the Mainship's easily driven hull will cruise at 11-12 knots while burning only 6 gph. At a more relaxed 7-knot

speed, the fuel consumption drops to a remarkable 2 gph. Besides her economy, the Mainship 34 also features a practical single-stateroom floorplan well suited to the needs of a cruising couple. A lower helm was standard in the salon; the galley is large enough for serious food preparation and a stall shower is included in the head. Outside, the flybridge extends aft to provide weather protection for the cockpit. Considered a low-maintenance boat, the Mainship 34 Sedan continues to enjoy great popularity in most markets. □



SPECIFICATIONS

Length34'0"
 Length WL.....NA
 Beam.....11'11"
 Draft2'10"
 Weight14,000#
 Clearance.....13'6"
 Water50 Gals.
 Fuel220 Gals.
 Cockpit.....80 Sq. Ft.
 Hull Type....Semi-Disp.
 Designer....J. Cherubini

Production

1978-82

MAINSHIP 34 III



The Mainship 34 III is a refined and more stylish version of the original Mainship 34 Sedan. (There was also a fishing version called the Mainship 34 II, which met with only limited success.) In the 34 III, the salon has been lengthened by some 9" to add interior space, and the extended hardtop of the original 34 Sedan has been eliminated. The same basic interior (updated from teak to light oak trimwork in 1985) was retained with a slightly larger galley and bigger salon windows. While the cockpit of the 34 III is somewhat smaller

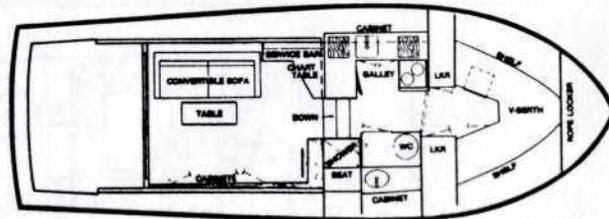
than the earlier Mainship 34, a transom door and swim platform were made standard. Every Mainship 34 is powered with a single diesel engine (usually a 165-hp or 200-hp Perkins) capable of cruising at 7 knots at 2 gph, or 13-14 knots at only 6-7 gph. The fuel efficiency of this coastal cruiser is truly impressive and used Mainship 34 IIIs are always in demand. In all, over 900 Mainship 34s were built including the original Sedan and 34 II models, and these boats remain a benchmark in owner popularity. □

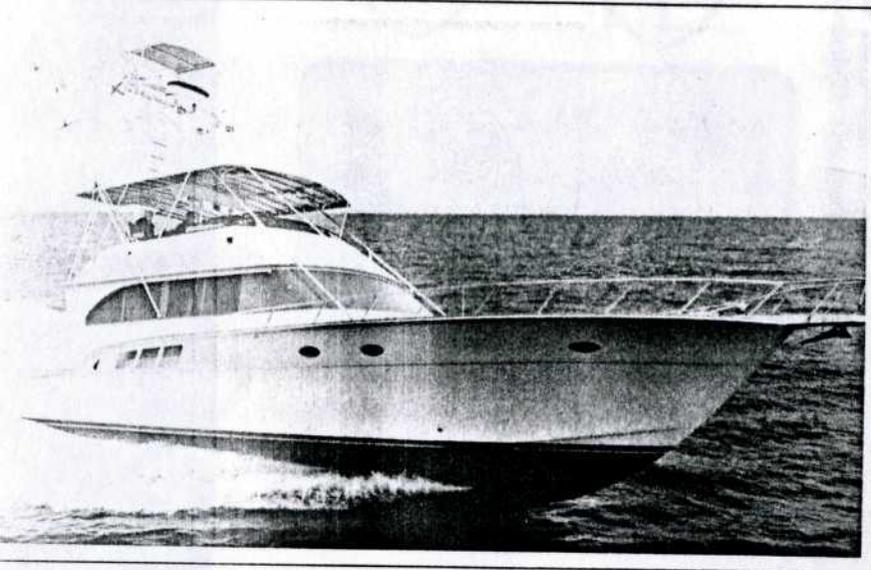
SPECIFICATIONS

Length34'0"
 Length WL.....NA
 Beam.....11'11"
 Draft3'6"
 Weight14,000#
 Clearance.....13'6"
 Water40 Gals.
 Fuel190 Gals.
 CockpitNA
 Hull Type....Semi-Disp.
 Designer....J. Cherubini

Production

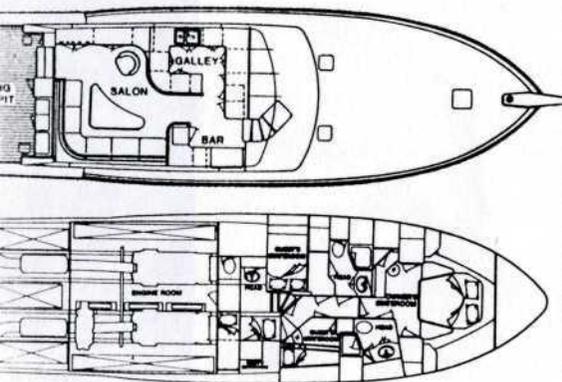
1983-88





rently built on a semi-custom basis Roscioli International, the Donzi truly magnificent display of big- sportfishing elegance. The beauty is man skin deep: construction of the 65 is state of the art with Diviny-ll coring and a long list of exotic ls used to create a strong and rela- lightweight structure. The hull is a d-V design with a sharp entry for- nd 12° of deadrise at the transom. he Donzi 65's cockpit is huge, her th flybridge is massive with room ozen people. Several layouts are

available, but the four-stateroom floorplan with the master suite forward is the most popular. Beneath the salon sole is an extravagant stand-up engine room that runs about a third of the boat's LOA. Access is via the cockpit or through a bulkhead door next to the crew quarters. The teak interior woodwork and decor appointments are all opulent in the extreme. GM 12V92TAs are standard, but the engines of choice are the massive 1440-hp 16V92TIBs which will cruise the Donzi 65 at a fast 31 knots and reach 36 knots wide open. □



SPECIFICATIONS

Length65'0"
 Beam18'8"
 Draft5'2"
 Weight72,000#
 Clearance.....14'4"
 Water350 Gals.
 Fuel2000 Gals.
 CockpitNA
 Hull Type...Modified-V
 DesignerJ. Garland

Production
 1987-Current



Designed with a greater emphasis on speed than most other Downeast-style boats, the Duffy 35 is a well-built semi-custom cruiser with tremendous eye appeal. She's constructed on a solid fiberglass, modified-V hull with a fine entry, hard chines aft and a full-length keel which provides protection for the underwater gear. Like most of the true Downeast designs, a fully equipped Duffy 35 is priced at the higher end of the market for boats in her size range. Aside from her obvious good looks, her great attraction is superb craftsmanship

and lasting value. The Duffy is also a versatile boat with a cockpit large enough for serious fishing and an efficient interior layout well suited for cruising. Features include a salon galley, complete lower helm station, a large stall shower and excellent access to the engine. A single Caterpillar 375-hp diesel will produce a surprisingly fast cruising speed of 25 knots and a top speed of nearly 30. Fast, seaworthy and stable, the Duffy 35 is built on a limited production basis in Brooklin, Maine. □

SPECIFICATIONS

Length35'1"
 Length WL.....33'4"
 Beam11'11"
 Draft3'3"
 Weight12,000#
 Water50 Gals.
 Fuel, Std100 Gals.
 Fuel, Opt200 Gals.
 CockpitNA
 Hull Type...Modified-V
 Designer.....S. Lincoln

Production
 1983-Current

