

Mainship 34 Trawler

2004-2009 · single Yanmar 370 hp · semi-displacement

Beam 14'3" · Draft 3'4" · Fuel 250 gal · ~20,000 lb dry · used market ~\$150-200k

FIRST - WHICH BOAT?

Two boats are sold as a "Mainship 34"

Confusing them is the #1 buyer error, and listing sites mix them constantly. This dossier is the **modern Trawler**.

FACT Modern 34 Trawler (2004-2009): Yanmar 370 hp, semi-displacement, ~20,000 lb, ~\$150-200k. The exhaust riser is the watch item. THIS dossier.

FACT Classic 34 (1978-1988): Perkins diesel, ~14,000 lb, ~\$21-40k. Balsa deck-core rot is the defining issue. A different boat entirely.

THE CALL

GO for the Loop - a strong physical fit

She clears every hard Loop gate with real margin, and a single Yanmar makes for simple, economical cruising. The watch items are model-specific and checkable: the raw-water exhaust riser (the standout) and prop cavitation. Neither is a dealbreaker - but the riser is the first thing to confirm on any hull.

01 · REQUIREMENTS LOCK

The gates a Loop boat has to clear

GATE	THE NUMBER	WHY IT BINDS
Air draft	Under 19'6"	Fixed bridges on the Chicago route. Miss it and a third of the Loop closes.
Water draft	Under 4'6" loaded	Skinny water - the rivers, the Erie, parts of the Gulf ICW.
Range	Plan 250+ nm	Longest no-fuel stretch is debated (often the Mississippi near Hoppie's, ~200-240 mi) and shifts as marinas open and close - verify current fuel stops.

02 · CANDIDATE SCORECARD

Gate by gate

CRITERION	STATUS	THE READ
Air draft	PASS	Published 16'5"-17' (top of flybridge) - clears 19'6" with ~2.5-3 ft of margin before you drop an antenna. Sources differ slightly; get a tape on the hull, but a comfortable pass.
Water draft	PASS	3'4" - well under the skinny-water line. Confirm loaded, but plenty of room.
Range	PASS	250 gal; at trawler speed (~7 kn, ~3 gph) that's ~500+ nm - easily covers 250 nm legs. Caveat: only at displacement speed.
Diesel	PASS	Single Yanmar 6LYA-series, 370 hp. Simple single-engine ownership.

RISK 01

The raw-water exhaust riser

The one mechanical risk that defines this hull. Check it first.

PATTERN The stock exhaust riser/mixer sits low - a slug of seawater can back into the turbo. Widely reported: the riser sits only ~8" above the waterline where 12"+ is wanted; a following sea or shutdown surge can push water past it into the turbo. Documented fix: extend the riser (~16").

src: owner forums (Trawler Forum), multiple threads

QUESTION Has this hull's riser been raised, and what's the turbo history? The single most valuable question to ask on a Mainship 34 Trawler.

→ Confirm riser height · ask whether it's been extended · get the turbo's service/replacement history.

RISK 02

Prop cavitation

PATTERN Cavitation is commonly discussed - but inconsistent. Some hulls have it, some don't, some only in certain conditions. A clean bottom and fairing the deadwood sometimes help; truing the prop often doesn't.

src: owner forums (Trawler Forum)

QUESTION Does this hull cavitate at cruise? Not a given - verify on the sea trial, at cruise RPM, and check the running gear.

→ Sea-trial at cruise and listen/feel for it · inspect prop and deadwood.

RISK 03

Fuel tank & engine controls

QUESTION

Fuel-tank corrosion is contested - not established fleet-wide. One surveyor reported corrosion on a tank bottom; a long-time owner said he'd never heard of a tank problem. Don't assume either way - inspect the tank bottom rather than budget a replacement.

src: owner forums - conflicting reports

PATTERN

Aging MicroCommander controls and poorly-grounded start relays. Owners advise refreshing the electronic engine controls/cables as they age; the start relays are a known (easy) grounding nuisance.

src: owner forums (Trawler Forum)

→ Inspect the tank bottom where it sits · budget survey time for the controls and grounds.

RISK 04

Read the boat right

FACT

It's a fast trawler, not a 7-knot-only boat. Semi-displacement - the 370 Yanmar will plane her to ~19-21 mph. Good to have, but the ~500 nm range math collapses the moment you run off displacement speed. Plan fuel at trawler RPM.

src: published boat test + specs

QUESTION

"34" is the hull length - LOA runs to ~38'10" with the pulpit/platform. Doesn't change the model name, but it can change slip and haul-out fees. Confirm the billed length.

HOW TO READ THIS

Every claim wears its confidence

FACT

Verified against published specs or a documented test. Checkable.

PATTERN

Commonly reported across the fleet. True of the model - verify it on this exact hull.

QUESTION

Your to-do list before an offer. Contested or unconfirmed - go get the answer.

No owner-verified facts on this model yet - those get added as real owners confirm them, with a name and a date. This is the research-grade starting point, tagged honestly. An inference doesn't become a fact through confident phrasing; it becomes one when someone who owns the boat answers.

Can I Loop? · Sample dossier · model risk profile · caniloop.net

Findings sourced from published specs and owner forums, tagged by confidence.