



# MAINSHIP

## BOAT TOUR AT A GLANCE™ 400

*Rather than simply touring the new Mainship 400, it's perhaps more useful to explain it in terms of the differences from the latest Mainship 390. The details of this comparison make for an interesting walk-through, especially if one can get aboard a new boat with list in hand.*

*We've designed BOAT TOUR AT A GLANCE™ to assist you at the next boat show or when you visit a dealer. Bring it with you when you step aboard the 400 to see what's new and why.*

MAINSHIP 400	MAINSHIP 350/390	MAINSHIP 400	MAINSHIP 350/390
<b>HULL/TRANSOM</b>		<b>AFT COCKPIT (cont.)</b>	
Hull extended 36 inches, with traditional fiberglass swim platform; lighter transom door moved to starboard side. Deep transom storage lockers remain; protected aft shorepower connections	Swim platform bustle added to hull for improved performance; centerline transom door; good storage in transom lockers	One large lazarette hatch for easy access to genset (now allows sound shield); good access to steering gear and storage spaces	Two small hatches into lazarette spaces
Recessed stainless steel vents in side of hull	Perko vents in hull stand proud, are vulnerable	<b>FOREDECK</b>	
Fuel fills located on top of caprail	Fuel fills on side of hull	Outstanding design feature, with stainless steel Sampson post, dual anchor rollers; covered self-draining anchor chain/windlass channel; opening chain lockers; protected forward shorepower access	Stainless steel Sampson post added to latest 390 boats
<b>SIDE DECKS</b>		<b>FLYBRIDGE/BOAT DECK</b>	
Flat side decks are 12 inches wide; cleats off the deck for safe movement around boat	Side decks are multi-level due to fuel tank placement, with depression required for helm door	Boat deck extended 3 feet; more usable space; side deck overhead creates space for kayak storage	Curved stairway and railing use much of boat deck; minimal storage possibilities
316 stainless steel handrails and bow rail	Aluminum railings	Helm chair now flanked by two forward-facing molded seats; additional settees have angled backs for comfort; seating for 8 plus	Helm seating flanked by settees, awkward seating for crew looking forward
Diamond-shaped molded nonskid	Rolled on nonskid	“Summer Kitchen” option has electric Jenn-Air grill, refrigerator, sink, storage	
Wide overhead protection from enlarged boat deck; integral overhead lighting	Side decks lack overhead protection		
<b>AFT COCKPIT</b>			
Fiberglass stairs on aft cockpit are now straight, for great access from cockpit to flybridge, with good handrail; storage inside for mop, bucket and gear	Fiberglass curved stairway up to flybridge from aft cockpit		

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<b>SALOON/GALLEY</b>	
<p>Aluminum Bomar tri-fold door opens up full width of saloon to join covered aft cockpit</p> <p>Dedicated eating dinette with movable chairs for flexible seating options; 360-degree visibility from raised dinette seating</p> <p>Twice the storage space of old design; galley moved and reconfigured for better ergonomics; much improved visibility and opening window; Corian counters</p> <p>Lighting a design priority; many lights in overhead and elsewhere</p> <p>Soft "whisper wall" headliner is removable, offers sound deadening</p> <p>Polished windows and hatches used throughout; all are safety glass</p> <p>Matte cherry finish and bright interior</p> <p>Flat-screen TV standard</p>	<p>Single sliding door from aft cockpit</p> <p>Free-standing, high/low table at settee serves many purposes</p> <p>Port-side galley design impacts visibility on port side; window size and shape limited by cabinetry; workable galley but needs more provision and utensil storage</p> <p>Small round lights offer minimal lighting at night, additional lights required</p> <p>Solid overhead with "fuzzy" covering</p> <p>Powder-coated aluminum windows and hatches</p> <p>Teak finish</p>
<b>ENGINE ROOM</b>	
<p>Sole raised 6 inches for improved engine room space and equipment access</p> <p>Two hinged engine room hatches</p> <p>Wide steps installed into engine space</p>	<p>Four individual hatches in saloon sole into engine room space</p>
<b>HELM</b>	
<p>Compass moved closer to helm; hinged access to wiring and steering; opening helm door; upgraded Faria instrumentation; wipers with integral washers</p> <p>Hatch under helm is access into separate machinery space</p> <p>Hinged stairs down to staterooms reveal Splendide 2000 combo washer/dryer</p>	<p>Compass too far away from helm; good helm design; VDO gauges</p>

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<b>MASTER STATEROOM/HEAD</b>	
<p>Overhead deck shape changed for increased headroom in berth; cedar-lined lockers; better lighting; sliding Oceanair hatch cover</p> <p>Shower design changed to include tub; VacuFlush toilet system; low-maintenance finish</p>	<p>Good basic design; overhead hatch with snap-on cover</p> <p>Low-maintenance head with separate shower</p>
<b>GUEST STATEROOM</b>	
<p>Increased room due to raised cabin sole; fold-down desk for office use</p>	<p>Infrequent guest use becomes storage room</p>

<b>MAINSHIP 350/390 SPECIFICATIONS</b>	
<b>LOA</b>	39' 9"
<b>Length On Deck</b>	34' 9"
<b>Beam</b>	14' 2"
<b>Draft</b>	3' 8"
<b>Displacement</b>	22,000 lb.
<b>Headroom</b>	6' 6"
<b>Fuel</b>	300 U.S. gallons
<b>Water</b>	130 U.S. gallons
<b>Holding</b>	30 U.S. gallons

<b>MAINSHIP 400 SPECIFICATIONS</b>	
<b>LOA</b>	41' 4"
<b>Length On Deck</b>	36' 9"
<b>Beam</b>	14' 2"
<b>Draft</b>	3' 8"
<b>Displacement</b>	24,000 lb.
<b>Headroom</b>	6' 6"
<b>Fuel</b>	300 U.S. gallons
<b>Water</b>	130 U.S. gallons
<b>Holding</b>	47 U.S. gallons



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