

# PILOT 30 TEST REPORT

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by Monica Maldonado

## A SUNDAY DRIVE

### POWER & MOTOR YACHT

Remember your father walking into the den on a Sunday afternoon and shaking the car keys invitingly? He just wanted to get

out of the house—take an aimless drive, get some fresh air, maybe even have a decent conversation with his TV-entranced family.

When boaters get the itch, sometimes the thought of all the preparation and general fuss required to get on the water can make them change their minds. After all, if you bought the boat to fish, you probably should fish off her. But that's not what the Sunday drive—or in this case, cruise—is all about. The point is to not think about the escape, just to get aboard and go.

Not all boats suit such casualness, but Mainship's practical Pilot 30 does. A quick look and you can see she's no-nonsense; her cockpit and starboardside helm are basic, almost austere. Even below in the cabin, the 30 includes just what you need. All you have to do is untie the lines, jump aboard, and start her up.

The cockpit is divided into two levels, making it seem even bigger than its 13-foot length and 10-foot width. Forward are two facing benchseats, six feet long and able to sit three comfortably or let one person stretch out. As you'd expect, there's stowage underneath. Aft and lower, there is just enough room for an Igloo cooler and a couple of folks to sit on the gunwales. Transom door is now standard.

Touches back here that make life easier include courtesy lights under the seats, a fresh water washdown to starboard connected to a 40-gallon tank, and a large hatch in the sole near the transom where you can access the stuffing box, rudder post, and the after part of the engine. There are also big hawse pipes for easy line-handling and big scuppers for quick cockpit draining.

The captain and mate enjoy wide raised benchseats that adjust fore and aft and have backrests for added comfort. The high windshield, is of anodized aluminum welded for strength, brush-finished to prevent glare, and then bolted into place. Side sections open for ventilation, particularly useful if you choose the optional canvas package.

On the mate's side, a convenient Plexiglass chart cover makes it easy to plot that long Sunday cruise. The helm makes piloting easy, too. The starboard Morse controls are well placed, the compass is a glance away, and a recessed area on the starboard bulkhead puts the VHF in easy reach. A flip-down, footrest makes driving more comfortable.

There's something beautiful in a simple Sunday cruise, which is what makes the Mainship Pilot 30 so inviting.

In keeping with her basic nature, our test boat had minimal electronics. Still, there is room enough at the helm for an optional depth/speed log, GPS receiver, and small fishfinder, along with the standard gauges. Our test boat had a JVC stereo/cassette player connected to two speakers above deck and two in the cabin.

The Pilot 30 can be managed easily by one person if you're looking for a quiet moment alone on Sundays; wide side decks with tall rails make hurrying to the bow safe, and all cleats are big for quick tying. To make things really simple, Mainship offers only a single diesel inboard. Thus docking involves the usual single-screw challenges, although an optional Sidepower bow thruster with 110 pounds of thrust is available which should make close-quarters maneuvering a piece of cake.

Our test boat's single 230-hp Yanmar sipped fuel: With the boat at 21mph cruise (2750 rpm), it burned just six gallons per hour, which means even at WOT you could tool around for almost 400 miles. And our Pilot performed effortlessly. She planed smoothly and stayed there until I backed down to 1750 rpm. While she was on plane, I turned her hard over to starboard and port, and she banked nicely into the turns. She also tracked evenly in the no-wake zone, thanks to her long keel. Its sand shoe makes it less likely you'll ruin a perfectly nice cruise with a banged-up prop.

However, even without mechanical problems, a well-laid-out engine area is important. On this boat you access it by lifting the upper part of the cockpit sole between the benchseats (thankfully, it's on hydraulic struts, so I had no trouble raising it myself). Once below, you'll find a standard battery charger, fire extinguishing system, water heater, Racor fuel filters, three bilge pumps, and, on our boat, an optional 3.5 W genset. There's also a switch at the helm to turn on the lights here, but the area is so simple it won't take long for you to know it in the dark.

In fact, the engine room is not unlike the rest of the boat: simple and self-explanatory.

There's something beautiful in a simple Sunday cruise, which is what makes the Mainship Pilot 30 so inviting. Sure she offers possibilities, but her pared-down essence is what makes her great. Sometimes the less you have to think about something, the better.

# NEW ENGLAND-INSPIRED Elegance

by Tom Thompson

## LAKELAND BOATING

New England has a long shipbuilding heritage. The classic design of the clipper in full sail evokes a stylized image of seafaring in the 1800s. The lobster boat could well be the prototypical Down East look of the 20th century. The simple, utilitarian design gets the job done, albeit with a certain basic elegance. It's in this tradition that Mainship conceived the Pilot 30.

Before describing what the Pilot 30 is, we should say what it's not. The boat is not a floating palace, nor is it a neck-snapping fuel guzzler. This is a boat for boaters who are beyond that. The Pilot 30 is the boat to have if getting there is more important than being there. It's comfortable enough, and it's fast enough. What more do you need?

Mainship's Pilot 30 has an overall length of 32 feet, including the pulpit, with a beam measuring just over 10 feet. The upward-sloped sheer line captures the spirit of the Down East express style. It's topped off with the low protrusion of the cabin and finished by a large windshield and distinctive high bowrail. There aren't many other boats that look like this. The uniqueness is in the simplicity. That's New England's Puritan legacy coming through—if it's not needed, it's not there.

The Pilot 30 is an excellent day boat, but it has the ability to overnight as well. The cabin is laid out quite comfortably for a cruising couple. There's 6'4" of headroom. A teak and holly sole, a rich Corian-trimmed countertop and just the right touch of teak trim make it a warm, inviting space. In addition to the V-berth table, there are two settees just aft of it that face each other. The standard galley includes a two-burner stove, deep stainless steel sink with hot and cold water, and a 12-volt refrigerator and an ice chest.

An AM/FM stereo CD deck is also standard, with two speakers in the cabin and another pair in the cockpit. There's a lighted, cedar-lined hanging locker, plus plenty of storage under the seating and in the galley. An optional TV/VCP can sit under the hanging locker. For ventilation, the cabin has a total of six portholes, including one in the head, as well as an overhead hatch.

The all-fiberglass, wet head has 6'3" of standing room and features a circular mirror and a drop-down seat over the electric toilet. The Corian countertop motif is carried through this space, too. There's storage in the built-in vanity and above the sink, as well.

The Pilot 30 is available with an optional air conditioner/reverse cycle heat unit. It is 110-volt powered and can be run from the standard shore power hookup or an optional engine-mounted 3.5 kW generator. It has enough output to keep the A/C cooling even while the engine is at idle.

The cockpit of the Pilot 30 is spacious. Two extra wide seats face forward for the captain and a companion. To the rear are a pair of settees that stretch out a full 6'3" and extend under the forward seats. Depending on how the Pilot 30 is configured, these can serve as seating or sun pads, or as two additional berths. In addition to bimini and hard top options, the Pilot 30 is available with a full camper top. By closing in the cockpit with side curtains, you can convert it into a second sleeping area.

The helm is much like the rest of the boat: simple, no frills, with just enough to get things done. It has full engine instrumentation, hydraulic steering and space for add-ons such as a GPS and depthsounder. A niche to the right, just below the throttle, is an ideal spot for mounting a VHF radio. For another nice touch, the entire helm console is hinged to tilt back for easy access to the electrical wiring. A very high, substantial, all-aluminum windshield with side vents keeps what lit-

tle spray that might come over the bow away from you.

Although the Pilot 30 doesn't come factory-rigged for fishing (this is now an option), there's nothing to say that the boat won't make a good fishing platform, not to mention be terrific for diving, snorkeling or similar water activities. Available options include hardtop, rod holders, outriggers and swim platform with boarding ladder. A gunwale-mounted freshwater shower and transom door are standard.

A wide walkway provides access from the cockpit to the foredeck. The railing starts at 20 inches high and is even taller at the bow. An integrated bow pulpit is equipped with an anchor roller, and there's an overboard-draining line locker behind it with space inside for an optional windlass.

A hatch in the cockpit sole opens for engine access. Everything you'll need to reach is easily at hand. It also has a bronze sand shoe to protect the prop if you accidentally run aground.

The Pilot 30's lines give it a bow high look, and it does ride slightly more so when it comes on plane, but visibility is excellent at the helm, whether you're standing or sitting. Despite its substantial keel, the Pilot 30 cuts a reasonably short turning radius. Steering is tight and responsive at all speeds. The Pilot 30 provides a smooth, dry ride that makes it easy to relax and enjoy. One caution about driving the Mainship Pilot 30: It may take you back to a time when boating was a bit different from what it has become today. You'll be puttering along at a speed that leaves you in the wakes of others, but you won't get beat up. Boats like this have perseverance. Go-fasters may come and go fast, but like the rocky, windswept shores of New England, the Pilot 30 style will stay the course.



# BACK TO Basics

by John Clemans

## MOTORBOATING & SAILING

If there's a single saying that sums up Mainship's new Pilot 30, it's "back to basics". And, in one respect, the Pilot 30 is a throwback, because, having once existed as the Luhrs Alura 30, it's a boat that's been reborn. Between 1988 and 1991, over 300 Aluras were sold—both as weekenders and as economical cruisers—to people who appreciated the boat's purity, simplicity, economy and ease of maintenance. In its reincarnation as the Pilot 30, and under the Mainship (Luhrs' sister company) banner, it still epitomizes those same timeless virtues.

The reappearance of this classic cruiser involved a good deal more than bringing a mold out of mothballs. The Pilot 30 is the Alura 30 in spirit, but in fact it's the product of an entirely new mold and possesses a better running hull and more deck space. And, while it retains the Spartan aura of its forebear, the '98 version provides a good many more creature comforts, such as a shower in the cockpit and standard transom door.

Speaking of cockpits, the Pilot 30, for all its downeast "picnic boat" appearance, is actually an admirable fishing platform. Many Aluras, in fact, were purchased by fishermen. The boat's maximum-use/minimum-maintenance character makes it ideal for fishing—as do its more than ample cockpit, its perfect gunwale height, its stability (due to its keel and low center of gravity) and its troll-all-day economical diesel power. Add optional rod holders and outriggers, and you can join the hunt for anything that swims.

Ideal for a cruising couple, it's

surprisingly well suited to a family with two kids. This may not make sense at first glance, since the cabin's sleeping section consists solely of a V-berth with filler. But look again. See those two long benches behind the helm and companion seats? See the canvas packages on the options list? They enable you to enclose the entire molded hardtop. Mom and Dad can sleep inside, and the kids can each have their own separate berth on deck—and still be protected from the elements. This arrangement is actually more comfortable, more fun and affords more privacy than the sleeping setups on boats with convertible dinettes or mid-cabins!

The allure of the Alura was its utilitarian persona. Simplicity was its strong point. And so it is with the new Pilot. Whatever you want to do, the Pilot is ready to go with a minimum of attention. Your activities, whether they be fishing, diving or exploring, are not subordinate to time and effort demanded by the boat. The Alura offered twin power, but the Pilot has simplified things even further—it comes only with a single diesel. Single-screw inboards can make docking an adventure in a breeze or a flowing

tide. But a bow thruster, a popular option, adds maneuverability, and is highly recommended.

The Pilot comes with a single Yanmar 230 diesel, but a Cummins 220 will also be available for '99. Cruising speed is 18-20 mph at 2500 rpm. Hull color can be any Awlgrip paint shade you choose. A second Pilot configuration is available in a sedan version. The Pilot Sedan has fixed windows or eisen-glass on the sides, a hardtop, and three fixed forward windows with port lights above them that can be opened for ventilation.

Optional hatches in the hardtop will admit light and air.

A fairly plumb stem, deep forefoot and full keel, with bronze sandshoe to protect the prop and rudder, define the bottom. The running gear protection makes the Pilot perfect for exploring the back bays along the ICW, or for anchoring in four feet of water off Club Med's white sand beach. Aluras were—and still are—popular in a variety of settings, from Long Island to New England to the Chesapeake to the Great Lakes, where they can be seen pulling baits from downriggers (for which they're particularly well suited). The new Pilot is basically four pieces: hull, deck, inner liner and bottom liner. This modern modular construction makes it a snap to take care of. Just give it a coat of wax twice a year.

A swim platform is an option



# LET IT Rain

(see, it is a great fishing boat) - not a take-it-or-leave-it feature. Enclosure options include a Bimini, plus front, side and aft curtains, a camper package that encloses the entire cockpit and a hardtop with curtains. They all offer sun and rain protection that make the Pilot 30 an accommodating day cruiser for a group of friends in any weather.

The back-to-basics philosophy behind the Pilot 30's design is reflected in such features as the wide scuppers with flapper valves; a big aft storage compartment for fenders, lines, fishing rods, water skis, etc.; easy engine access (hydraulic struts support the hatch), and a practical engine-room layout with immediate access to supply and return lines, water intake, battery, hot water heater and the optional 3.5 kW generator supplies enough to power everything on the boat.

Both benches have storage space beneath them that's even wider than the berths themselves. Helm and companion seats are both double-width. The hinge-down helm console facilitates mounting electronics and checking wiring; a side recess is provided for a VHF. Standard features include interior & exterior speakers for the stereo, individual breakers for all electronics, cockpit and bridge-deck courtesy lights, a clear acrylic chart cover made to fit Chart-Kit books, side vent windows, windshield wiper, transom door, bow pulpit, windlass provision and excellent non-skid everywhere it should be.

Belowdecks, there's 6'4" head-room and lots of teak, including a teak-and-holly sole, and touches of Corian. Instead of the Alura's shallow sink, the Pilot has a deep stainless sink with cutting board flanked by a Princess stove, optional

microwave oven, fridge with ice tray, ice chest, storage cabinets and room for a coffee maker. The hanging locker is lighted and cedar-lined. The huge V-berth has a filler that rises up on a pedestal to become a table. The berth itself becomes dinette seating for four. Five opening screened ports (plus another in the head) and an overhead hatch provide outside light and fresh air.

Simplicity of design doesn't

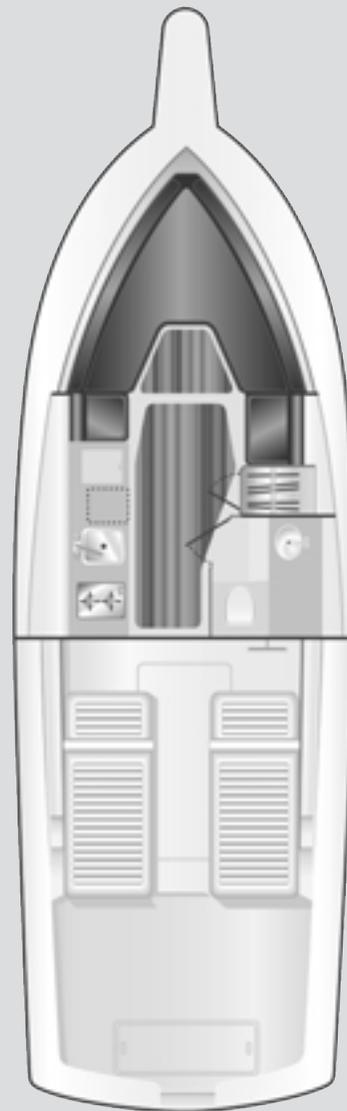
## WISE USE OF Space

dictate a lack of sophistication in either ergonomics or functionality. The Pilot 30's head has good stand-up headroom at the Corian vanity. You can stand there to shower, or sit on the bench over the marine head. There's a mirrored storage cabinet over the sink, and a big, round shaving mirror - a real winner - on the forward bulkhead.

If you're looking for a low-key, no-pressure cruiser that asks little and delivers a lot at a price that makes it even more attractive than its timeless lines and economical operating cost, head for your Mainship dealer and the Pilot 30.



# MAINSHIP PILOT 30



LOA (w/o pulpit and platform)	. . . . .30'
Beam	. . . . .10'3"
Draft	. . . . .2'11"
Disp.	. . . . .8,500 lbs
Water	. . . . .40 gals.
Fuel	. . . . .175 gals.
Power	. . . . .(1) 230-hp Yanmar diesel
	. . . . .(1) 220-hp Cummins Diesel

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# ROCKIN' LOBSTER

Sea  
MAGAZINE

by Eston Ellis

Mainship is now building what it calls "the next generation" variation on a lobster boat design: the Pilot 30. This sportier, more stylish vessel is designed purely for pleasure, but it offers the same exceptional seaworthiness and range of the workboats that were its inspiration.

"Mainship's goal was to build a simple boat- and to make it affordable," explained Andrew Macdonald of Voyager Yachts in San Diego, who provided our test boat. "With the Pilot 30, you're getting a 30 foot boat with an inboard diesel for a great price - and yet because of the way it's built, you'd feel comfortable taking it just about anywhere."

The target buyers for the Pilot 30 are day cruisers who also occasionally enjoy sportfishing. But since the boat comes equipped with a roomy cabin that has a galley console, hot and cold pressurized water, a head compartment and sleeping accommodations for up to four adults, the Pilot 30 is also comfortable enough to enjoy overnight and weekend adventures.

"We're seeing the market swing back toward more traditional boats, so trawlers are definitely making a comeback," Macdonald said. "Buyers are looking for more comfortable cruising boats-and speed doesn't seem to be what most people are looking for."

Indeed, the speed demons need not apply for membership in the Pilot 30 owners' club. But those willing to trade a little top-end speed for the ability to cruise (at about 8 knots) all the way from San Diego to Cabo San Lucas on 175 gallons of diesel will appreciate this midsize cruiser- which, by the way, is capable of top speeds that are more than double those of yesterday's trawlers.

While the Pilot 30's classic styling appeals to a wide range of boaters, this particular boat is ideal for an older couple who still enjoys an active boating lifestyle, Macdonald said. "It's easy to handle, but its nice, comfortable ride is the main thing that will impress people."

## WHAT SWELL?

We tested the Pilot 30 off San Diego on a sunny spring day. Inside the bay, the water was glassy and almost flat calm.

But soon after we left the harbor and took off into open water, we watched a runabout bobbing wildly-and off in the distance we even saw a large sportfisher ride a rollercoaster of swells.

We didn't feel anything at first, until we cut through the wake of a 75-foot-plus mega-yacht that was returning to San Diego. Even that didn't send us bouncing though. And when we reduced our speed to the bare minimum to see what would happen, we rode the swells comfortably instead of being pounded or rocked.

## FROM COCKPIT TO CABIN

The wide-open cockpit offers a pair of bench seats to port and starboard, with under-seat storage. Diamond-pattern skid-resistant surfaces are built into all key areas of the deck and walk-around.

Aft, a lazarette offers even more storage, and a convenient washdown shower is built in at the transom with a standard transom door.

Walk-around decks to port and starboard provide secure access to the bow and are protected by high aluminum rails. A fiberglass anchor pulpit with roller is built in at the bow, and a windlass is available as an option.

Mainship Pilot 30 blends trawler tradition with express cruiser versatility

## TOP FEATURES

- Comfortable accommodations for sportfishing, day or weekend cruising
- Unique hull design and full keel provide a stable and comfortable ride
- Low-maintenance, all-fiberglass exterior and fully equipped interior
- Low price; five-year limited, transferable warranty
- Extensive cruising range

Access to the cabin is through a sliding door, positioned beneath the windshield's center section. Inside, there's a roomy area for relaxing-and lots of head room. Pleasing upholstery fabrics and a teak and holly sole give the cabin an upscale look.

Forward, the convertible V-berth/dinette is roomy and comfortable. Three separate storage areas are provided.

An opening overhead Bowmar hatch and six opening port lights brighten up the interior considerably. An AM/FM CD stereo system comes standard, but it can be replaced with an optional multi-disc CD sound system.

The galley console is aft, to port. It includes an oversized sink with a cutting board and hot/cold pressurized water, a two-burner electric range, an optional microwave oven, a DC refrigerator/freezer, a laminate counter, ice chest and abundant storage compartments. A cedar-lined hanging locker is opposite the galley, adjacent to an enclosed head compartment. The head is compact yet convenient-with an all-molded fiberglass interior, a marine toilet (with a fold-down fiberglass cover/seat that conceals it when not in use), a built in vanity and hot/cold shower.

Vents are provided adjacent to the galley for an optional air conditioning system, and well-labeled electrical panels are conveniently located here. Underneath the steps at the cabin doorway, there is ready access to the bilge pump.

## WHAT'S NEW

Since the Mainship Pilot 30 is an all-new boat (we tested Hull No. 4), some options are just becoming available.

The transom door is standard. An option that is sure to become popular in the Northwest is a hardtop pilothouse sedan configuration. That option will offer a molded fiberglass top and sides, for all-weather protection.

Whatever options are chosen, the Pilot 30 is an extremely versatile boat with low maintenance, all fiberglass exterior and a fully equipped yet simple interior. The boat's simplicity keeps the price low, but there is no skimping on the construction quality. The hull bottom is solid fiberglass, the sides are Baltec-cored and the deck is molded in one piece, for added integrity.

Mainship offers a five-year, limited warranty on the hull, and it is transferable to a second owner.

If you're looking for an offshore speedster, this isn't it. But if you're searching for a fuel-efficient boat that can handle everything from a long-range cruise to an afternoon fishing trip, the Pilot 30 is definitely worth considering.



MAINSHIP

# Pilot 30

by Eric Sorenson

Fish in style or just cruise in comfort on this solid, affordable 30-footer



Mainship offers great value, solid engineering and construction and user-friendly, practical layouts. The more time I spent on the company's nifty 30-footer, the more enthusiastic I got about it. It has great traditional looks, a seaworthy, semi-planing hull for comfortable 17 to 18-knot cruising, a terrific layout for day trips or weekending and an attractive price, made possible by efficient, no-frills production lines and the massive buying power of the Mainship-Silverton-Luhrs-Hunter conglomerate.

**COCKPIT** - The roomy cockpit (8 feet 4 inches) is a comfortable 27 inches deep, and water on the deck will drain quickly through recessed scuppers and aft gutters. Mainship also will be offering a standard transom door; that's a good feature for easier boarding from the optional swim platform.



Mainship may not charge a high price of admission, but a tour of the lazarette proved the company doesn't skimp when it comes to hull scantlings. The structural member that supports the rudder post inside the hull is heavy and strongly fiberglassed to the transom and hull stringers to hold the top of the stock firmly in case of a hard underwater jolt.

**HELM STATION** - Two comfortable, 33-inch-high helm and companion seats afford a good view through the no-nonsense, aluminum-framed windshield. The straight-forward helm layout puts the wheel at the correct 30 degree-from-vertical angle, and the single-lever engine control falls easily under the right hand when the driver is seated. There's a small flat for electronics to starboard of the wheel and room for more glittering goodies atop the dash ahead, but the compass should be mounted higher. The tilted-back helm console allows easy access to the wiring and backs of the gauges and switches; it's cleverly designed and well executed with neat wiring harnesses and plenty of chafe protection.

**PERFORMANCE TEST** - We had a great mid-September day for our sea trial off Newport, R.I. With the Yanmar purring away at idle speed, we recorded some amazingly low sound level readings - just 67 decibels at the helm and 71 decibels in the cockpit.

At higher speeds, propeller-induced rumbling noises covered any sounds the engine itself might have been making. Imagine trolling at 1,000 rpm and being able to talk in conversational tones from the cockpit with someone in the cabin. Pretty neat. The boat managed an easy 17-knot cruise at 3000 rpm and topped out at just over 20.5 knots at 3500 rpm. (It came up on plane at 2200 rpm.) That's not bad at all, especially considering the miserly fuel consumption.

This boat simply will not pound going into a head sea, as the entry

## PERFORMANCE NUMBERS

We tested the boat with three passengers, full fuel tank, half-full water and light gear in over 60 feet of water in a 1-foot chop. Range is calculated based on 90 percent of fuel capacity

RPM	KNOTS	GPH	NMPG	RANGE	dBA(sound)	TRIM
1000	5.2	0.4	13	2041	67	1
1500	7.7	1.81	4.3	668	69	2
2000	8.7	3.42	2.5	399	71	3
2200	9.5	4.16	2.3	359	73	3
2600	13.1	5.69	2.3	361	81	4
3000	16.8	7.82	2.1	337	83	4
3400	19.4	10.57	1.8	288	84	4
3500	20.5	11.58	1.8	278	85	4

is sharp and deep, almost like a destroyer. The big barn door rudder should give reasonably good control in a quartering sea when the bow might otherwise want to steer itself, but conditions were smooth for our test ride.

**CONSTRUCTION** - One way Mainship keeps costs low is by keeping construction simple, with a solid fiberglass hull of woven roving and mat. Mainship uses an ISO-NPG gelcoat to help prevent osmotic blistering, DCPD blend resin used throughout the laminate. Fiberglass-encapsulated marine plywood stringers and bulkheads strengthen the hull and reduce hull skin panel sizes. The hull-to-deck joint consists of two flanges bonded together with self-tapping screws and 3M 5200 polyurethane adhesive. Limber holes are sealed with flexible gelcoat, which Mainship says doesn't crack and won't allow water to penetrate the wood. Decks fore and aft are cored with balsa for stiffness and light weight. and a fiberglass internal pan assembly forms the cabin sole and liner forward. This should prove to be a long-lived, trouble-free structure.

**DESIGN** - The Mainship 30 Pilot is based on Luhrs' earlier Alura, with its semi-planing (or semi-displacement) hull form, very sharp, deep entry, round bilges and soft sections that flatten out aft. Small chine flats have been added to the round bilges and the keel has been lengthened for full grounding protection. The chines will add some lift at planing speeds, increasing form stability and making a slightly stiffer roll. The boat has a full hollow keel for an added measure of directional stability and prop protection. The hollow keel also serves as a handy collector of bilge water - you just need a bilge pump that's small enough to fit inside, along with larger capacity pumps mounted higher up. In a quartering sea, this underbody can make a moderate-speed boat more susceptible to passing wave energy.

**CONCLUSIONS** - The Mainship 30 Pilot is offered with a single Cummins 220-hp diesel, or with a 230-hp Yanmar diesel. The boat is solidly constructed and as attractively priced as it is timelessly styled.

The Pilot will also make an excellent fishing boat; just add rod holders and outriggers. Don't plan on adding a tower, since the boat is tender compared to some of the popular 30-foot barges. The Pilot, on the other hand, gets the beam-to-length ratio right for efficiency and a good ride offshore.



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