



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

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

MAINSHIP 350/390 SPECIFICATIONS

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

MAINSHIP 400 SPECIFICATIONS

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



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