



Description

Moon Dance IV has been a fresh water boat since 2005, largely in Georgian Bay and the St Lawrence River. She is powered by a single diesel and has a bow and stern thruster.

The current owners completed their loop in June 2023. The boat has been well maintained by all its owners and service records are available from the current owners for the time they have had the boat. She is registered and flagged as a Canadian vessel.

The boat is currently positioned in Ottawa, Ontario.

Walk-through

Inside the spacious cabin is a lower helm station complete with full instrumentation. Visibility is good through large windows equipped with washers and wipers. The center windshield section opens, for ventilation and access. A door is located starboard next to the lower helm, adding to visibility when docking and providing extra ventilation.

The salon features warm cherry highlighted by designer fabrics and opening windows with screens. An ultra-leather couch with storage below faces a wall mounted TV and an efficient galley on the port side of the salon. The galley features a full-size refrigerator/freezer, Corian® counters, over-sized sink, induction cook top, convection

toaster oven, microwave, under-counter and overhead cabinets, and a Black & Decker coffee maker.

Forward, three steps down from the salon, there's a comfortable stateroom with queen-sized island berth. Flanking the berth are two sets of cedar-lined hanging lockers and shelves. There is additional open shelving on top of the lockers and beside the bed. Two large drawers are located at the foot of the bed, plus the foot swings up to reveal additional storage beyond the drawers. Two teak crates fit into slots under the bed. Side port lights and a 20' x 20' hatch provide ample ventilation and daytime lighting. There are also four spotlights, two reading lamps, and courtesy lighting.

To port is the second stateroom featuring a double berth, a hanging locker, under-bed storage, an opening hatch and a port light. The easy-to-clean, molded-fiberglass head is opposite the guest quarters and has a built-in vanity, electric toilet and a separate shower stall with bi-fold doors and a build-in bench.

All these rooms have an average of 6'6" of headroom with carpeting, ports, hatches, and recessed overhead lighting. All ports and hatches have screens and shades.

The flybridge is reached by wide, curving steps from the cockpit. A full handrail and Permateek treads provide additional security. On the flybridge, a center helm chair has great visibility and is equipped with full instrumentation. To each side of the helm seat is a 6 ft bench with storage beneath and behind. Between the benches is a drop-leaf table containing a removable cooler. Aft of the full enclosure is a large area for entertaining or lounging which extends well aft, completely covering the cockpit. The radar mast is hinged and rests inside the stern railings when lowered.

The cockpit is a 6-1/2 by 12-foot area shaded by the rear of the extended flybridge. The transom houses a pair of large lazarettes that drain overboard. Storage hatches under the cockpit sole provide access to batteries and the genset. A centerline transom door opens to the swim platform, which is glassed to the hull and is part of the boat's running surface. There is also a built-in swim ladder that folds up and slides inside the swim platform. Hatches in the swim platform give access to additional storage space ventilated by solar powered fans.

Forward, at each side of the cockpit, there's a short stairway that provides access to the forward deck via 13-inch wide walkways. A molded-in coaming and stainless steel hand rails make the trip forward safe and comfortable. On the foredeck, there's a bow pulpit, and a large hatch covering a divided double rode locker with over-board drainage. A Lemar windlass has foot switches to raise and lower the anchor to starboard and a fresh-water washdown hose to port.

The Mainship 390 was designed for a couple who wish to do extended, liveaboard cruising in comfort with a minimum of fuss and work. Moon Dance IV lives up to its design premises quite well. Like other trawlers, the 390 will cruise for long distances on

not much fuel. We averaged average 2.3 gallons per hour at 8 mph. Our maximum speed fully loaded was 17.1 mph.

Dimensions

LOA 39 feet
Draft 3 feet 8 inches
Beam 14 feet
Dry Weight 22,000 lbs

Propulsion

YANMAR single diesel, 6LYA-STP, 370 horse power, 6 cylinder, 3,600 hours.
2 - 150 gallon fuel tanks
SIDEPOWER bow (SP95T) and stern (SE80) thrusters

12 Volt DC System

House - 2x6 volt batteries in series
Generator starter - 12 volt battery
Main engine starter - 8D AGM
Bow thruster - 2x12 volt batteries in parallel
Stern thruster - 12 volt battery
2x100 watt SUNPOWER flexible solar panels with Victron controller

120 Volt AC System

2 - 30 amp shore power connections in both the bow and the stern.
KOHLE 8EOZ generator (8 Kilowatts), 2,175 hours.

Plumbing

2 - 60 gallon fresh water tanks
Fresh water wash downs at the bow and stern

5 gallon hot water tank
1 JABSCO electric macerator head
40 gallon black water tank
RULE shower sump

Electronics and Navigation

Upper helm:

- GARMIN 12 inch touch MFD, GPSMAP 1242xsv
- GARMIN AIS 800 transceiver
- GARMIN Radar, GMR Fantom 18
- GARMIN Autopilot, Reactor 40
- Joystick controls for bow and stern thruster
- VHS Radio
- Ram mount system for tablet or phone
- NEBO Link

Lower Helm:

- GARMIN 7 inch touch MFD, GPSMAP 742xs
- Bow and stern thruster controls
- VHS radio
- Portable VHS radio
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Ground Tackle

Rocna Vulcan 35 main anchor
170 feet of marked chain
LEWMAR V2 windlass with controls on deck and at both helms
Various 3 strand rope (100+ ft)

Dinghy

HIGHFIELD UL260 LG
MARINER 3.3 horsepower 2 stroke outboard
WEAVER davit system with WEAVER Lever winch for raising dinghy

Various

Dickinson Sea-B-Que, stainless steel with cover and cast iron grill plate.

Assorted house wares are included.

Assorted spares for boat operation.

Improvements/Upgrades

2019

- new suite of Garmin electronics including AIS (transmit and receive)
- new water heater
- mast hinged to allow for easy bridge clearance
- new dock lines, 2 x 35', 4 x 20'
- 400 watt inverter in master berth

2020

- replaced bow thruster motor, fuse block, and batteries

2021

- main engine valve settings inspected (no adjustments required)
- 6 new fenders

2022

- new custom mattress, mattress pad and sheet for main berth
- stern thruster battery
- 200W solar array
- new generator battery
- new dinghy
- running gear completely overhauled (new shaft coupler and cutlass bearing, remove and re-bed rudder post, new rudder packing, new shaft seal and spare installed)
- Visio Smart TV

2023

- new sun shades for bow and cockpit

- new windlass
- new Jabsco electric head
- new anodes on shaft, stern and thrusters
- new pencil anodes on engine
- fresh coat of bottom paint

Owners

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