

Other items of hardware are plated and should be washed on occasion using soap and water. Then apply a light coat of boat or auto wax. This application will go far in maintaining the plating on these items, especially if you boat in salt water.

The window frames on your boat are fabricated from a high quality coated aluminum extrusion and welded for strength at the joints. The frames need nothing more than to be cleaned with soap and water. Do not use abrasives or strong chemicals. To do so may damage the finish and allow corrosion to begin. The glass in the frames is tempered safety glass for your protection. All that is required is normal cleaning as with any glass window.

The Venturi windshield used on flybridge models is manufactured from acrylic plastic that should have particular care. Wash with mild soap and water using a clean, soft cloth or sponge and allow to dry. Do not wipe dry or use a dirty cloth to wipe, as this will impart minute scratches in the surface and cause eventual discoloration.

Some of the modern materials used in making some of the accessories can be harmed by the use of harsh cleaners. Be sure to follow directions as to the cleaning of these items. Misuse is not covered under the warranty. If you contact your dealer, he will be pleased to answer any other questions regarding maintenance of your Motor Yacht.

Teak trim, when new, has a warm pleasing color and texture. However, exposure to weather will bleach out the oils and change the color to ash gray. There are two ways to maintain the trim. One is to wash the teak with cleaners, such as "Ajax®" or similar material to reach an even ash white color, or to sand lightly and to apply some teak dressing such as "Wolco®" or a plain furniture oil. The choice is yours. Discoloration is a normal part of weathering of teak and is not warranted.

Fuel System

Your Mainship is fitted with corrosion-resistant fuel tanks of a capacity depending upon the model. Installation is in keeping with common boat-building practices, and tanks have been tested before and after installation.

A primary separator is installed between the fuel tank and lift pump on your engine. It is designed to separate dirt or water that may have been introduced into the system. This unit should be drained on occasion to remove contaminants. The fuel system should be bled after draining to prevent air being introduced into the injector system. Check carefully for evidence of leaking.

On some engine installations there is a secondary filter in the line from the primary pump to the injection pump. Engine manufacturers guide and recommendations should be followed in servicing this unit.

Application of some vasoline-type lubricant to the threads on the fuel fill cap will help prevent entrance of wash down, or spray water into the tank. The fill is the only way water can get into the fuel tank in large quantities — protect it.