

Mainship has installed adequate controls for both throttle and clutch. All that is required is to examine for corrosion and to lubricate the moving portions occasionally. Be careful not to step on or to bend the cables in any way. To do so may cause them to bind. Very little adjustment or service is required after they have been adjusted properly by your dealer. At the first sign of difficult or stiff operation, examine the cable for distortion through their length and/or misalignment at the terminals, at the control head or at the engine end. Consult your dealer if you cannot correct the stiffness. **HARD OPERATION IS NOT NORMAL.** If you cannot obtain smooth operation of the controls, enlist the services of a competent mechanic. Maintenance is not a warranted item.

The engine cooling water system consists of a high speed intake scoop and a gate valve at the hull to allow the internal system to be closed off for service if necessary. There are some operating conditions that may require the use of an internal sea water filter. If you need information on the conditions in your area, consult your dealer. An internal strainer assembly is available as an option. Follow the engine manufacturers instructions to winterize engines. If your boat is equipped with a fresh water cooling system, consult your engine manual for information. Some dealers may install an add-on-type fresh water cooling system. For service information on this type of system, consult your dealer.

Engine alignment with the propeller shaft is critical for smooth operation of the boat. Your dealer has checked and made adjustments as required by the Mainship Pre-Customer Check-Out list but sometimes shaft alignment will change slightly after the boat is in use. Therefore, occasional re-checking by a competent mechanic will assure long trouble free life for the packing gland and bearing. A drumming sound and/or vibration usually accompanies a misalignment situation. If and when this arises, inspecting and rechecking will usually indicate the cause. Use the printed alignment procedure sheet supplied with your boat.

Propeller and shaft damage will create a more noticeable vibration and should be corrected as promptly as possible to prevent stern bearing damage or loosening of the hanger bolts and the resulting leaks.

Propellers supplied with Mainship Motor Yachts have been selected as the best suitable under average loading conditions. Changes in propeller sizes to suit other conditions are the prerogative of the owner and Mainship assumes no liability for changes.

After several hours of operation, you should experiment with throttle settings to discover the setting that will be the most comfortable and economical range for your particular loading conditions. Some attention to making a speed/R.P.M. chart will return large dividends at a later date and will guarantee you the most economical operation possible.

The Mainship is equipped with a modern hydraulic steering unit at both stations. The only maintenance required is to examine the helm unit and connections for evidence of leaks and to follow the directions supplied by the respective manufacturer if and when bleeding