



Owner's Manual

MAINSHIP (A division of Silverton Marine Corporation)
120 Kettle Creek Road, Toms River, N. J. 08753

Introduction

Welcome to the growing group of men and women who have graduated to a motor yacht, and who recognize the value and quality designed and built into each Mainship. The knowledge and skills of experts have been assembled to bring you a strong, safe, attractive yacht that will maintain its value for many pleasure-filled years.

This manual and other printed matter supplied with your yacht are provided to aid you in maintaining your yacht in good operating condition. The following pages also contain information and suggestions aimed at helping you protect your investment, and maintain the appearance, safety, and efficiency built into your Mainship.

All Mainship yachts are built in total compliance with all United States Coast Guard regulations and recommendations and all industry standards in effect at the time of manufacture.

The Hull Identification Number is located on the outside of the transom, on the starboard side, upper corner. This number must be given in any and all communications that may become necessary.

Mainship strongly supports the work of the United States Coast Guard Auxiliary and the United States Power Squadrons. We urge boat owners who are new to boating to avail themselves of the opportunity to attend the instruction classes sponsored by these fine organizations.

The management and employees at Mainship would like you to accept our sincere good wishes for a long, happy and enjoyable ownership of your fine yacht.

Recommended reading and some boating references

Piloting, Seamanship and Small Boat Handling. (Chapman)
Motor Boating and Sailing
Post Office Box 2319—F.D.R. Station
New York, New York 10022

Boatman's Handbook by Tom Bottomly
Motor Boating and Sailing
Post Office Box 2319—F.D.R. Station
New York, New York 10022

The Complete Book of Maintenance and Repair
Dave Kendall
Doubleday & Co.

Forms and Registration

All Mainship's Motor Yachts are shipped to authorized dealers with various forms and instructions to be completed prior to delivery to the purchaser. They are as follows:

- A. A Record of Marine Equipment Owner ("ROMEO") Registration Card to be returned so as to comply with United States Coast Guard requirements.
- B. A warranty card that must be completed and returned to Mainship within ten days of delivery. Failure to do so may void the warranty.
- C. A check-off list to be performed by your Mainship dealer and completed before delivery to you. It is the dealer's obligation to both you and to Mainship to give your boat a final inspection to assure proper adjustment and operation of the entire vessel.
- D. An engine manufacturer warranty card and engine operator's manual with instructions to register your engine warranty with the manufacturer.
- E. Various cards and information pertaining to other equipment installed on your boat.

Returning all warranty registration cards is important to receiving proper service should any become necessary at a later date.

Protecting your Mainship's fine appearance

Your Mainship Motor Yacht's exterior surfaces are finished with polyester gelcoat, an excellent long lasting finish. Although polyester gelcoat has a hard, smooth surface, it does contain microscopic pores that will allow surface discoloration if not kept clean. The best way to prevent such discoloration is to wash with water and mild detergent. Also, at least once a season, apply a good clear wax finish and buff to a luster. The wax film on the surface will fill the pores and the surface will stay cleaner.

The decks and some other surfaces of your new Mainship are finished in paint. All such surfaces require some periodic maintenance. To keep that factory new appearance, washing with mild soap and water will aid greatly in minimizing discoloration. All scuffs and dents should be touched up promptly. Your dealer can help by supplying materials identical with those used in the construction of your boat. All normal good painting practices should be used.

Although Mainship utilizes an expensive, time consuming system in applying anti-fouling paint to hull bottoms, some owners may experience paint failure due to deeper than normal penetration of the parting compound used in molding the hull. This is a condition that is unpredictable and is not warranted. It may occur occasionally in any molded Fiberglass hull. Usually cleaning and a light sanding is

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 manufactures guide

After accepting delivery, you should periodically examine and inspect all fuel line connections for any signs of leakage. If you detect odor of fuel, have a competent mechanic inspect and correct, if necessary.

Normal safety practices should be exercised at all times when filling your fuel tanks. When filling the tank for the first time, difficulty in venting is sometimes encountered with the first few gallons of fuel put into the tank. This will be overcome if care is taken in controlling the speed with which fuel is allowed to enter the tank. The fuel tank vent system is installed so that water cannot enter through the hull fitting. Care should be exercised in not over-filling the tank, as some fuel could remain in the vent line and restrict the flow of air at the time of the next filling.

Electrical Systems

The 12 V.D.C. electrical system installed by Mainship is in keeping with regular good boating practices and has been tested before delivery to the dealer. The system is color-coded and properly secured to prevent accidental damage. If you wish to add some additional 12 volt equipment, there is a 10 gauge orange wire for accessories behind the panel at the lower station. This can be used as (+) supply for compass lights, etc., and should be properly fused. CAUTION: any accessory needing more than 10 amps supply must be fused properly and wired separately to the boat batteries.

Engine wiring and bridge wiring are contained in a harness and are color coded.

The 120 V.A.C. system is a three wire grounded neutral system, the ground being carried ashore. The system is protected by circuit breakers at the supply panel on your boat. CAUTION: Alterations and/or extensions should be made only by competent electricians.

Some Mainship models are equipped with a 12 volt D.C./120 volt A.C. automatic refrigerator. Detailed instructions are supplied by the manufacturer. Low D.C. voltage will trip the circuit breaker to prevent damage. The manufacturers instructions should be followed to re-set the circuit breaker. Follow the instructions contained in the literature concerning the refrigerator to obtain maximum service. With the exception of cleaners, care for it in the same way as a household refrigerator.

Engines and Instruments

Instrument panels are equipped with adequate gauges and alarms to monitor the operation of your engines and other related equipment. They are installed to promote proper use, and aid in engine maintenance. If there is any doubt as to proper operation, consult your dealer.

Your engine is warranted by the manufacturer. If service is necessary, follow the instructions of the engine manufacturer as stated in your

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.

becomes necessary. After the initial adjustment by your Mainship dealer very little is required to obtain long satisfactory operation.

Mainship and your dealer are very much interested in your continued satisfaction with your Mainship. Therefore, allow us to explain a few points regarding the operation of your new boat.

1. Always check the bilge areas for fuel vapors before use. Your nose is the best instrument known to detect fuel odors. Use it. Have a competent mechanic check the bilge if you are in doubt.
2. Follow the guide in starting your engines as given in the Engine Manual. Remember that there is a neutral safety switch installed to prevent starting in gear. If the engine doesn't respond to the starter switch, move the clutch lever slightly forward and reverse to allow the safety switch to engage. If there is difficulty, consult your dealer.
3. Do not race the engine when cold.
4. And to allow your engine to reach operating temperature before leaving the dock could prevent an embarrassing, or perhaps dangerous situation.
5. Always shift while engine is idling or turning below 1000 R.P.M. Close the throttle before shifting to neutral.

Potable Water System

The potable fresh water system consists of a plastic supply tank, a pressure pump and various hoses that are quite simple to follow. Information on the pressure pump is supplied by the manufacturer.

The water heater operates on 120 volts A.C. **CAUTION: Do not turn on the heater until you are sure the tank is filled with water.** To do so will destroy the heating element. This would not be covered by your warranty.

Intermittent operation of the fresh water pressure pump, while all faucets are closed, usually indicates a leak in the water system lines somewhere. Trace the lines to locate the leak and correct it. This will stop the pump from running continuously.

There are two methods available to winterize the water system. One is to open the faucet and allow the pump to empty the tank. Then add approximately 2 gallons of non-toxic anti-freeze solution, such as "Winterize®" to the tank, and repeat as above.

The second method is to disconnect the hoses at the pump and allow them to drain. Find the lowest point in the system and disconnect the fitting. Open all faucets to allow the lines to drain. If possible, use a short piece of hose on the faucet so as to blow through the lines to clear all water.

Winter Storage

Winter storage should be on the cradle supplied with the boat. The cradle should be blocked level and square to prevent twisting the boat. Twisting can develop many problems including engine misalignment. Damage to your boat from this source is not covered by warranty.

Mainship strongly suggests you obtain a boat cover to protect your investment through the lay-up period. The cost will be repaid many times over through preventing damage to the finish and will help protect your investment.

Warranty Policy

A Warranty Card is sent with each new boat. This card must be completely filled in and returned to Mainship upon delivery of the boat to the customer. Failure to comply may void the warranty.

When warranty service is required, do the following:

1. All customer warranty problems must be handled through the selling dealer.
 - A. Boat must be returned to the selling dealer for repairs.
 - B. Dealer will contact Mainship and give a short description of the problem and an estimate of time and cost to correct the problem. (This must include the hull and engine numbers.)
 - C. All warranty involving associated equipment (engines, bilge pumps, stoves, blowers, pressure water pumps, instruments, panels and wipers, etc.) will be handled directly with the manufacturer of said equipment on an exchange basis.
2. In the event that the dealer cannot correct a problem, the dealer will contact Mainship (MS) which will take corrective measures promptly. The repairs may be of such a nature that the customer will have to return the boat to MS at his own cost.
3. Mainship will not pay warranty for items that should have been covered in a Pre-Customer Delivery Check. (See Pre-Customer Delivery Check List.)
4. Mainship will not be responsible for inconveniences incidental to defect and MS will not be responsible for losses incurred on board, for any reasons whatsoever. MS will not be responsible for problems incurred as result of a possible defect. MS will take measures to correct only the defect.
5. MS will apply an hourly labor rate, set by Mainship, on warranty repairs and an allowance set by MS for hauling.
6. Mainship will not assume any responsibility or liability for parts replaced or any work done by others, without written authorization from Mainship, except as stated below in "7".
7. Warranty work under \$100.00 can be done without prior authorization by the selling dealer. Any work estimated at more than one hundred dollars (\$100.00) must have prior authorization.
8. Warranty invoices must be sent to MS in duplicate and must contain the hull number and a brief description of work performed. Invoices for warranty must be sent to Mainship not more than thirty (30) days after completion of work. Warranty invoices over thirty (30) days old may not be honored.

LIMITED WARRANTY

According to U.S. Public Law No. 93-637. Effective July 4, 1975.

MAINSHIP warrants to the first use purchaser for a period of twelve (12) months from the date of sale, any part manufactured by MAINSHIP to be free of defects caused by faulty workmanship or materials under normal use and service.

All warranty problems must be handled through the selling dealer, and the boat must be returned to the selling dealer. During this period, MAINSHIP will repair or replace any part judged to be defective by MAINSHIP, free of charge at its plant, or at the option of MAINSHIP, by an authorized MAINSHIP dealer. If the repairs are of such a nature that the warranty work must be performed at the MAINSHIP plant, transportation costs to and from the MAINSHIP PLANT are the responsibility of the purchaser. The labor cost reimbursement will be based on a Labor Allowance Schedule established by MAINSHIP and where not applicable, on a reasonable number of hours as determined by MAINSHIP. All repairs and replacements must be approved in advance by an authorized MAINSHIP representative.

This Warranty does not cover:

- (1) Paint, window glass, gelcoat, upholstery damage, Plastic finishes, engines, engine parts, bilgepumps, stoves, blowers, pressure water pumps, propellers, shafts, rudders, controls, instruments and equipment not manufactured by MAINSHIP. Any warranty made by the manufacturer of such items will be, if possible, passed on to the first use purchaser.
- (2) Boats or parts which have been altered or subjected to negligence or misuse.
- (3) Commercially used boats.
- (4) Items that should have been covered in a Pre-Customer-Delivery-Check-Out-List.

THIS WARRANTY IS EXPRESSLY IN LIEU OF ANY AND ALL OTHER REMEDIES AND WARRANTIES EXPRESS AND IMPLIED INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS. SOME STATES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS, SO THE ABOVE LIMITATION MAY NOT APPLY TO YOU. THE BUYER ACKNOWLEDGES THAT NO OTHER REPRESENTATIONS WERE MADE TO HIM WITH RESPECT TO THE QUALITY AND FUNCTION OF THE BOAT. ANY CONSEQUENTIAL DAMAGES WHICH MAY BE INCURRED ARE EXCLUDED. SOME STATES DO NOT ALLOW THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES SO THE ABOVE LIMITATION OR EXCLUSION MAY NOT APPLY TO YOU.

This Warranty shall not be effective unless the MAINSHIP Warranty Card and Pre-Customer-Delivery-Check-Out-List are correctly completed and returned to MAINSHIP within ten (10) days after the



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