

MAINTENANCE SCHEDULES/ FUEL SYSTEMS.

Trouble-free cruising demands regular maintenance. No IFs... no BUTs!

If your boat or equipment was purchased new, you will have total control over maintenance from “day one”... until you finally “part company”. The manuals provided explain operating procedures and upkeep, and the equipment is warranted for a limited time. **Under these circumstances maintenance can be scheduled and carried out on a regular basis, and recorded accordingly.**

Throughout its life, the vessel and equipment should give satisfactory trouble-free service. **Teething problems can occur, not always from the equipment itself, but often from lack of “attention to detail” during installation,... or failure to read the operation manual.**

With the purchase of a used vessel it would be hoped that a service record of all onboard equipment is available. Sadly, this is not always the case. Although the condition of equipment should have been assessed during the survey, it will be necessary to **“start from scratch” with the maintenance record.**

Am I right?, you were told the oil and filter had **“just”** been changed, oh dear! people have such **short memories**, that could mean six months ago, or more. **If it's NOT recorded, forget it and start afresh with a MAJOR service**, while keeping records and dates for future reference.

WHAT TO DO... AND HOW TO DO IT.

Get a NEW notebook and label it with the BOATNAME. Write down your engine details, **Make/Type,... 1 or 2 engines, serial numbers and hours run.** If the hourmeter doesn't work, find out why or replace it, it's important. **Two engines need TWO hourmeters.**

All entries in your book must be DATED and contain details of each operation performed; e.g, make/viscosity and quantity of oil used, **Oil/fuel filter part numbers etc.**

1/ ENGINE OIL CHANGE.

Marine engines work harder than their landbased cousins and need more “Tender Loving Care” for continued trouble-free operation. Make sure they ARE well loved, because when you are “OUT THERE”, there is no-where to GO!