



November 12, 2007

Dear Mainship Owner:

Mainship needs your assistance. We have recently started a preliminary review and metallurgical analysis of Marine Hardware supplied ball valves, which were installed by us as early as the year 2001 through the year 2007. If your hull number indicates that your boat was constructed in any of these years and if your hull is out of the water for the season or when it is removed from the water for periodic maintenance, we are asking for you to examine each of the several ball valves that were installed in your boat. We are asking for this examination to be conducted as soon as practicable, even if you have been following our recommendations described in the Spring Tuneup Newsletters, Chapman's Manual or other standard maintenance publications.

Model and hull numbers involved are as follows

30 PILOT (I) - MPTCD101L103 through MPTCD328D707  
30 PILOT (II) – MPTC196A101 through MPTC336K102  
34 PILOT – MPTGE158E001 through MPTGE502F708  
34 TRAWLER (I) – MPTGM101L304 through MPTGM233F708  
34 TRAWLER (II) – MPTGH104I607 through MPTGH109A707  
35 PILOT – MPTHB235F001 through MPTHB409D404  
40 TRAWLER – MPTND101H203 through MPTND297C707  
43 PILOT - MPTSH102F607 through MPTSH110L608  
43 TRAWLER (I) – MPTSM032A001 through MPTS119G506  
43 TRAWLER (II) – MPTST102I506 through MPTST116E607

Our preliminary information is that corrosion may affect the stem or handle of the ball valve, which handle may turn without the handle actually opening and closing the ball valve as intended in the event of maintenance or an emergency.

As of this date, we understand from the ball valve supplier that it is its opinion that corrosion may not be occurring to the ball valve's assembly because it is cathodically protected, as it should be in your boat. Nonetheless, we are not sure that cathodic protection will provide an adequate defense, which could leave the handle or stem unable to close the internal ball of the valve. Because cathodic protection or the bonding system may indeed be a factor, please also check to verify that your bonding system or cathodic protection system is working, clean and connected to all the ball valves examined. In the event you choose to replace the ball valves, please assure that the internal bonding (cathodic protection) system remains effective for any parts replaced.

To conduct this examination safely and appropriately, the boat must be out of the water for the examination, because the ball in the valve has to be seen opening and closing with the stem's and

handles operation. Once out of the water the movement of the ball can be seen through the external thru hull(s) or (on some models) by removing the hose attached to the inlet side of the ball valve. According to your boat model this will allow the visual inspection mentioned above.

At this point in time, Mainship does not believe it has enough quality information to pursue a voluntary recall, especially given the supplier's position about the advantages of cathodic protection, but the information which we are asking for you to gather will greatly assist Mainship in making a recall decision. If your examination determines that any one or more of the several valves that appear in your boat do not properly close or open by using the stem & handle, then please advise us immediately. We will need you to preserve the parts, label their location, and provide us with other information about your boat, its condition and use.

It is Mainship's opinion that this examination should be done as soon as is practicable and possible when the boat is out of the water. A failure of the ball valve's ability to close the opening could lead to water intrusion into your boat should a hose below the water line be removed, ruptured or becomes other wise dislodged.

Regardless of a possible problem with these suspect ball valves, Chapman's Piloting recommends and good safety practice always requires every owner to have on board soft wood tapered plugs, one for each thru-hull, in the event water intrusion occurs through such a fitting.

If you have any questions or concerns about this notice or please feel free to contact the Customer Service Department of Luhrs / Mainship at 800-248-2980 / 800-578-0852 or 904- 829-0500 or fax to 904-827-2158 where we will assist you. To report a ball valve failure please email (preferred method) your name, hull number and prudent information to < bvi@luhrs.com > or use the previous fax or Customer Service numbers.

Very truly yours,

The Customer Service Department