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Vessel Care



The Publisher's Statements on page i of this Owner's Manual apply to this chapter. Please read before proceeding.

This chapter reviews a wide variety of boat care products and recommendations for their use to keep your Viking Sport Cruiser looking good.

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Cleaners, Bottom Paints & Waxes

To keep your Viking Sport Cruiser looking new and fresh:— It is essential that the hull and superstructure be maintained. With lack of care, and over-exposure to UV, the gelcoat can lose its shine and look chalky and neglected. In Florida frequent washing, at least once a week, and waxing 3 times a year can prevent this. In fresh water farther north waxing twice a year is enough. You may chose to use a wax-removing detergent prior to waxing, but *two coats* of wax should then be reapplied. The products mentioned below are generally available at good marine supply stores.

Bottom paint should be inspected:— Whenever the vessel is hauled, inspect for bare spots in the antifouling paint. If some are found have them attended to by the yard. Depending on where the vessel is used, the bottom paint of choice will vary. *Interlux* bottom paints are commonly used and Viking Sport Cruisers recommends you use *Interlux Fiberglass Bottomkote*. It stands up well in warm climates. It can easily be overcoated after a light sanding with #80-120 grit paper. Then wipe the surface clean and apply two coats of bottom paint. Be careful the gelcoat is not scored – *and wear a mask!* The Interlux website has a great deal of technical information and instructions for use and application of their products: <http://www.yachtpaint.com>

Washing above the waterline:— The hull and superstructure must be washed with fresh water once a week, and always upon return from sea. NEVER use high pressure water on the superstructure. It can damage the wax layer that protects the gelcoat. A water softener unit such as *Spot OFF* may help to reduce cleanup after washing – it depends which part of the country you are in. The service the units require is also to be considered. For general maintenance, use a mild detergent that WILL NOT remove the wax. There are various brands of specialized marine detergents on the market. *OrPine Boat Soap* is a great choice, it also works well on your car, and it goes a long way. *Turtle Car Wash* is also good.

On-deck heavy grime:— Stains from soft drinks, spilled coffee, or dirt from the dock can be hard to remove. An excellent product is *Starbrite Sea Safe Deck Cleaner*. It is also biodegradable. Fill a spray bottle with the deck cleaner. Spray it on the deck, particularly over dirty spots. This detergent does not make the deck slippery, but have deck shoes on. Leave it for ten minutes, then scrub the deck with your deck brush. It will produce nice suds, clean the deck easily, and it is safe to walk on when wet. Wash off with gentle pressure from a hose, and the decks will sparkle.

Cleaners & waxes for the hull and topsides:— There are many choices, and Owners and Captains have their favourites. The most popular: *3M Fibreglass Cleaner and Wax*. Used with a buffing pad, it gets excellent results. 3M have a good selection of products, but take care in using them. Talk to other boaters and get some tips on what they prefer and how they use it. Waxes change all the time, and Florida sun is the ultimate test. Gelcoat is very thin, and great care must be taken to avoid abrasive cleaners that remove a thin layer – as happens with aggressive rubbing compounds. Carnauba waxes are most commonly used to protect the gelcoat. Some owners prefer *Starbrite Silicone Polish*. Meguiars have three waxes that may suit. Collinite make a range of products including two waxes, *Liquid Fleetwax* and *Liquid Fibreglass Boat Wax*, both often used by marine service personnel.

Professional help:— It is often better and less trouble to hire someone to clean and wax the vessel for you. However, make sure they are qualified and find out what products they use. Gelcoat is easy to damage with inexperienced handling of an electric polisher and *your boat* is not the place for learning how to use it.



Stainless steel railings

Railings are type 316 stainless steel. They require drying off when the boat is washed or morning dew is being removed. If they are allowed to air dry, spotting stains form on the surface which are very hard to remove. Dry off railings with a chamois leather; the synthetic *Absorber* also does an excellent job. Apply *Collinite 850 Metal Wax* to keep railings cleaner and less subject to spotting. Rub stubborn spots with 850 to remove them. The polish leaves a wax that keeps railings clean and shiny. To keep the fibre-glass below the railing bases free of staining apply the polish in that area. Some captains prefer *NevrDull* wadding for stainless. All brightwork should receive the same treatment. Also try *Collinite 840 Cleaner*.

Bilges & engine room

A clean engine room is a happy engine room. To keep it that way, start with the bilges. They must be cleaned regularly to ensure the bilge pump switches work and that there are no liquid leaks. One of the best cleaners for bilges is *Sudbury Bilge Cleaner*, it's biodegradable and made by Rule. A bit of light scrubbing in areas by the bilge pumps makes the bilges like new. Hold up the bilge pump switches while you clean under them.

If you've had work done on the engines and they are quite messy, try this. Warm up the engines just a little then switch off. Spray on diluted *Simple Green*. Let it stay on for just a few minutes while rubbing off greasy spots. Rinse off with water, only as much as needed, DO NOT GET WATER NEAR THE AIR INTAKES. Idle the engines to dry them off, particularly where there are electrical connections, and leave the engine room blowers running to dry out the engines.

Windows, plexiglass & clear plastic windows

Do not use *Windex* or other ammonia-based window cleaner on plexiglass... the ammonia will react and cause discoloration and clouding over time. It's hard to keep windows on boats clean, especially in sea water marinas. For glass and plexiglass wash off the dirt and dry off. Try *Klear-To-Sea*. It cleans glass or plexiglass and forms a protective coating that lasts for some time, and helps ward off oxidization. It works especially well on clear vinyl windows. It's expensive but it does solve a problem. A new product called *Novus* comes in three grades. It is for plexiglass & clear curtains and enclosures. It will remove and fill in light scratches and remove haziness, and it's not expensive. *Plexus Plastic Cleaner* is also a good product that fills in fine scratches. *Rain-X* is a product that makes windows sparkle. When the windows are clean, spray on a little at a time and with a cloth work the *Rain-X* outwards from where you start. Apply two coats, then polish with a soft cloth to remove the haze. Thereafter, rain will just slide off the glass. Good for your car, too.

DO NOT use anything but ALCOHOL on VITICOR panels in bathrooms.

Teak decks

Teak is a wonderful wood used for ship's decks for centuries. If once you apply oils or varnishes to any part of it the whole deck must be done – a task for professionals only. It may be better to let the teak weather to its natural state – a sun bleached off-white. Wash teak regularly with soap and water. To avoid algae growth scrub decks with a soft bristle brush and salt water. Remove stains with soapy fresh water and a deck brush and, if possible, brush with salt water. Viking Sport Cruisers recommends monthly application of *Starbrite Tropical Teak Oil*. To do anything more is not easy and should not be attempted as sanding of the whole deck may be required. *Snappy Teak A* is an acid and *Snappy Teak B* a neutralizer – they work well but it's a lot of work. Limited areas can be treated with *Cetol*, which is easy to re-coat.



Some Useful Products...

Sikaflex 240 Adhesive & Sealant (also Sikaflex 291)

This is used extensively world-wide on many vessels. It's a weatherproof sealant employed wherever a permanent seal between equipment is required. Also on hoses that have to be leakproof. It sticks to just about anything (and gets *everywhere* if you are not careful with it). It will be tack-free in 3 hours, fully cured in 5 days. Do not use Sikaflex 240 anywhere in the sunlight, it will turn to powder.

For fast cure use *Sikaflex 291*. It works faster, is tack-free in 1 hour and fully cured in 3 days. Use alcohol or Varsol to remove residue as soon as possible.

3M 5200 Polyurethane Adhesive/Sealant (also 3M 4200)

3M 5200 Marine Adhesive Sealant can also be used, like Sikaflex, for mounting equipment but, once applied, it is there forever. It is tack-free in 4 hours, and takes 5-7 days to cure. *3M 5200 FAST CURE* cures in 24 hours.

3M 4200 is weather-resistant and fast curing, in 24 hours. If a window needs sealing the very best method, if possible, is to apply this – but leave room to add the next day a top cover of *3M Marine Grade Silicone*. This acts as a frisket, protecting the polyurethane sealer from the sun.

Silicone Sealant

Silicone sealant should be used under all deck fittings, but it has little strength and only acts as a gasket to seal out water between the fitting and the deck and making them easy to replace.

Aurora Poly Guard

Probably the best bet to protect the fabric of your inflatable dinghy is *Aurora Poly Guard*. Some inflatables are very prone to sun damage and are best kept covered when not in use.

Anti-corrosion oils

CorrosionX and Fluid Film are great anti-corrosion oils. Apply to metal parts that may be subject to corrosion.

Gelcoat - Additional Information

Perhaps surprising, fiberglass is NOT waterproof – it actually absorbs water. It is the gelcoat and paint that keep out the water. When a hull is made gelcoat is first hand brushed on the hull mould. Gelcoat thus forms the outer skin, the waterproof barrier between you and the ocean. It must look good and the finish must be perfect. This takes a lot of skill, as the thickness of the coating is critical and the specifications very tight. Viking Sport Cruisers adopt the highest standards in the careful building of the hulls under tightly controlled conditions.

Fiberglass must be kept clean with a good wax coating to protect the gelcoat from the sun's UV rays. If it discolours and it cannot be removed, *3M Fine Rubbing Compound* can be used sparingly on the hull and superstructure (but be sure to re-wax).

If the gelcoat is damaged it cannot be repaired by the owner. Matching fully cured and polished gelcoat is an expert's job. It takes skill and experience to blend a repair with the original finish. If the vessel is damaged and the gelcoat cracked, rain can soak into the fiberglass, causing stains that are difficult to remove.



Care of Interior Furnishings

The central vacuum system makes it easy to keep carpet and furnishings free of dust and debris. See the Addenda chapter for information on obtaining and replacing the filter bags (see also the vac system owner's manual for operational instructions).

Scotch Gard have various products for upholstery and carpets to make them resist spills and dirt. Always test the product on a hidden part of the fabric before using it though. The instructions on the can are specific, read them carefully before buying and using it. The rug & carpet cleaner is a foam type. After it is sprayed on use a cloth or mop to scrub the carpet in one direction then the other. Rinse with the cloth and let dry, then vacuum. The Scotch fabric protector is only for protecting certain fabrics from stains and spills. There are many fabrics it cannot be used on, and it cannot be used on vinyl or suede.

Ultra Clean is good for vinyl. It has a foaming action. Spray on, then wipe with a soft cloth or sponge. Use a small brush to remove stubborn stains. Also use *Ultra Clean* on counter tops, glass and paintwork.

Novasuede Upholstery:— Go over upholstery with the vacuum using the soft brush attachment to help remove dust and also raise the pile of the suede. The material is water resistant and liquids spilled on it do not soak in immediately. However, attend to spills immediately, using a paper towel to soak up the spill.

Water soluble stains can generally be removed by dabbing the affected area with a mild detergent solution or a mix of 50% water and vinegar. Avoid excessive rubbing. Dry stains and smudges can after be removed by putting Scotch clear tape on the stain and then removing it, the stain coming off with the tape. The nap of the Novasuede can be restored by going over it with a soft bristle brush.

Wood furniture:— Woodwork and furnishings inside the vessel have a high gloss polyurethane finish that requires little attention. Keep it clean it a soft cloth and protect it from being scratched. Alert guests that protruding items they carry may scratch the furniture.

Although intended for glass, Viking Sport Cruiser technicians have found that *Novus #1* and *#2* will remove light scratches on wood. Again, practice on a piece of wood that is not very visible. Shake product well. With a clean soft cloth use *#1* back and forth with strokes at right angles to the scratch. Remove *#1* polish.

If required for deeper scratches, with a clean soft cloth apply *#2* in a circular motion. Finish off with *#1*. *Novus #3* will probably never be required.

Do not unzip

Note that the presence of zippers built into furnishings does not imply you should use them – they are ONLY for the initial fitting of the foam into the fabric cover. It is NOT ADVISABLE to remove these covers for dry cleaning, as it is extremely difficult to put the covers back onto the foam after they have been cleaned.

(Salon floors in this photo have been covered with plastic to protect them during a boat show.)



Care of External Furnishings

Cushions:— These are made of high quality vinyl fabric which has a lacquered finish. The finish can be damaged by abrasive cleaners – such products must not be used. Wiping with soapy water and a soft cloth is usually enough. *Ultra Clean* can be used to clean cushions with stubborn stains.

Store cushions out of the weather when not in use to keep them dry.

Before you start washing the bridge deck make very sure that the access door to the salon is firmly closed and locked in place. Check also that the aft entrance door to the Salon is shut – water could spill into the Salon if it is windy.

When washing the boat **use a gentle spray only**. Do not direct the hose onto the cushions or the steering console. The instruments cannot withstand the full force of the hose stream on them. Water could penetrate the panel and leak into the boat interior.



Bulb Replacement

A great feature of a Viking vessel is that voltage supplied to light bulbs is regulated to exactly 24 volts. Some boat builders just supply battery voltage to the bulbs, which is always over the 12 or 24 volt nominal rating. But bulbs are made to run at the nominal voltage marked on the base or globe. At even 2 volts over rating bulbs get very hot and service life is reduced considerably. With regulated voltage your bulbs have maximum life.

These bulbs are used on your 65 Flybridge Yacht:

- Engine room 24 V 18 W Festoon
- Interior Lights 24 V 20 W Osram Halogen
- Navigation Lights 24 V 10 W Hella fittings

Light Bulbs Unlimited is a good source for all of these bulbs, they will likely have them in stock but, if not, they will get them for you. They are very helpful.

Light Bulbs Unlimited
872E Oakland Park Blvd.
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Phone: 954 563 6667

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