

TROPHY
2302 WALKAROUND

OWNER'S MANUAL SUPPLEMENT

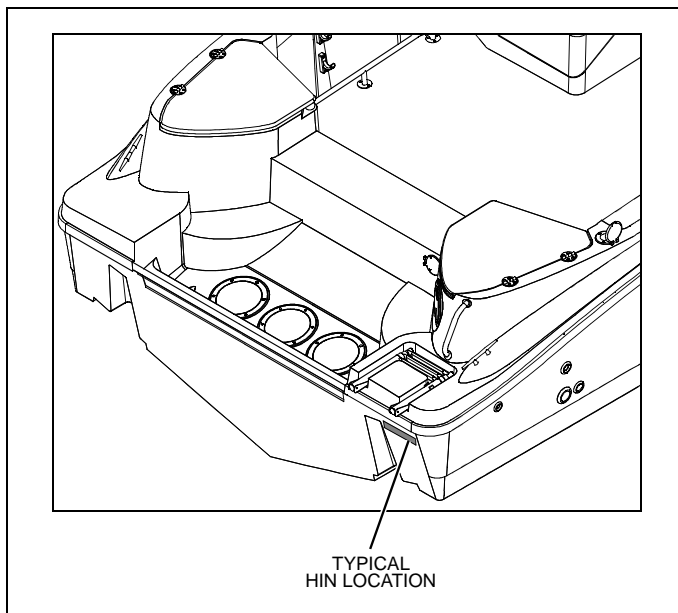
Port (or only) Engine Serial Number: _____

Starboard Engine Serial Number: _____

Hull Identification Number: _____

Hull Identification Number

- The Hull Identification Number (HIN) is located on the starboard side of the transom.
- Be sure to record the HIN (and the engine serial numbers) in the space provided above.
- Please refer to the HIN for any correspondence or orders.



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All Trophy products meet or exceed USCG (United States Coast Guard) and/or NMMA (National Marine Manufacturer's Association) construction standards. Manufactured with 1,1,1 Trichloroethane, a substance which harms public health and environment during the manufacturing process by destroying ozone in the upper atmosphere.

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Hazard Boxes & Symbols


The hazard boxes and symbols shown below are used throughout this *Supplement* to call attention to potentially dangerous situations which could lead to either personal injury or product damage. **Read ALL warnings carefully and follow all safety instructions.**

**DANGER!**

This box alerts you to immediate hazards which *WILL* cause severe personal injury or death if the warning is ignored.

**WARNING!**

This box alerts you to hazards or unsafe practices which *COULD* result in severe personal injury or death if the warning is ignored.

**CAUTION**

This box alerts you to hazards or unsafe practices which *COULD* result in minor personal injury or cause product or property damage if the warning is ignored.

NOTICE

This box calls attention to installation, operation or maintenance information, which is important to proper operation but is not hazard related.


FIRE
HAZARD!


EXPLOSION
HAZARD!


NO OPEN
FLAME!


ELECTRICAL
HAZARD!


HOT
HAZARD!


FALLING
HAZARD!


ROTATING
PROPELLER HAZARD!


RUN BILGE BLOWERS
FOR 4 MINUTES!


DANGER
CARBON MONOXIDE

CO POISONING
HAZARD!

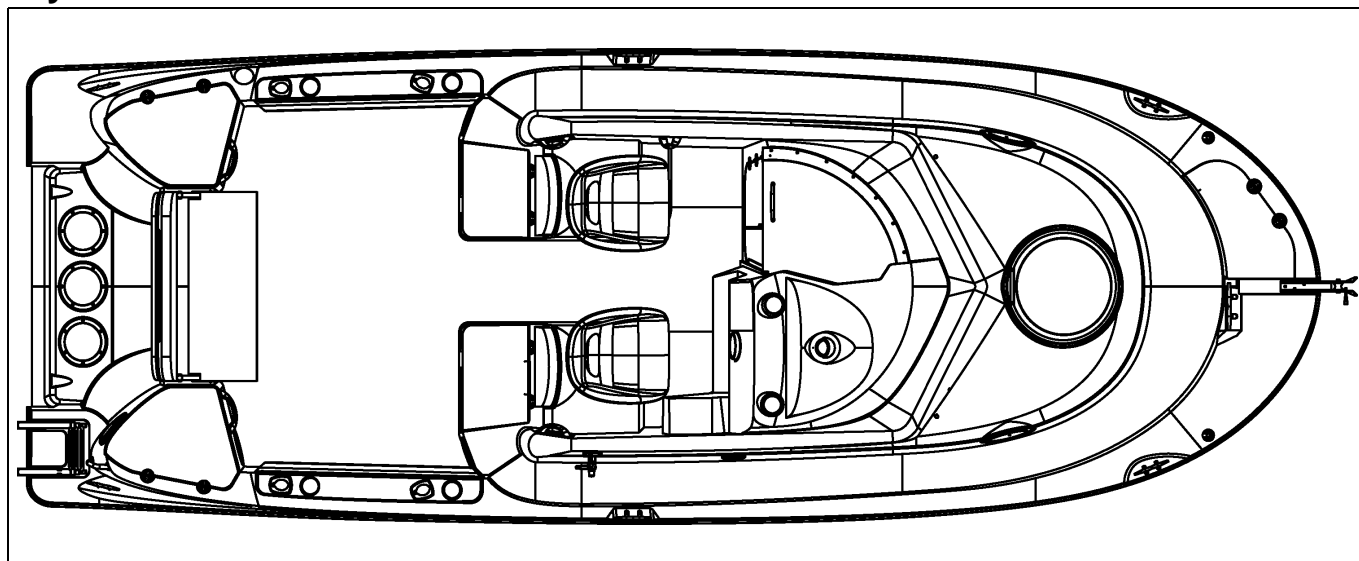
Chapter 1: Welcome Aboard!

- This *Owner's Manual Supplement* provides information about your boat that is **not** covered in the *Sport Boat Owner's Manual*.
- **Before** using your boat, study this *Owner's Manual Supplement*, the *Sport Boat Owner's Manual*, and **all** engine and accessory literature carefully.
- Keep this *Owner's Manual Supplement* and the *Sport Boat Owner's Manual* on your boat in a secure, yet readily available place.

Dimensions and Tank Capacities

Overall Length	Length Rugged	Bridge Clearance	Beam	Draft (Hull)	Draft (Maximum)	Fuel Capacity	Freshwater Capacity	Waste Holding Tank Capacity
23' 0"	25' 5"	7' 11"	8' 6"	1' 8"	3' 0"	125 Gallons	15 Gallons	15 Gallons

Layout View




Dealer Service

- Your dealer is your key to service.
- Ask your dealer to explain **all** systems **before** taking delivery of your boat.
- Contact your dealer if you have any problems with your new boat.
- If your dealer cannot help, call our customer service hotline: 360-435-8957 or send us a FAX: 360-403-4235.
- Buy replacement parts from any authorized Trophy dealer.

Warranty Information

- Trophy offers a Limited Warranty on each new Trophy purchased through an authorized Trophy dealer.
- A copy of the Limited Warranty was included in your owner's packet.
- If you did not receive a copy of the Limited Warranty, please contact your Trophy dealer or call 360-435-8957 for a copy.

Boating Experience

**WARNING!**

CONTROL HAZARD!

A qualified operator *must* be in control of the boat at *all* times. Do *NOT* operate your boat while under the influence of alcohol or drugs.

If this is your first boat or if you are changing to a type of boat you are *not* familiar with, for your own comfort and safety, obtain handling and operating experience *before* assuming command of this boat.

Take one of the boating safety classes offered by the U.S. Power Squadrons or the U.S. Coast Guard Auxiliary. For more course information, including dates and locations of upcoming classes, contact the organizations directly:

- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: <http://www.usps.org>
- In Canada, for the CPS courses call 1-888-CPS-BOAT.
- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: <http://www.cgaux.org>

Outside the United States, your selling dealer, national sailing federation or local boat club can advise you of local sea schools or competent instructors.

Engine & Accessories Guidelines

NOTICE

When storing your boat please refer to your engine's operation and maintenance manuals.

- Your boat's engine and accessories were selected to provide optimum performance and service.
- Installing a different engine or other accessories may cause unwanted handling characteristics.
- Should you choose to install a different engine or to add accessories that will affect the boat's running trim, have an experienced marine technician perform a safety inspection and handling test *before* operating your boat again.

Certain modifications to your boat *will* result in cancellation of your warranty protection.

- *Always* check with your dealer *before* making any modifications to your boat.

Propeller



CAUTION

ENGINE DAMAGE HAZARD!

The factory standard propeller may not be the best for your particular boat and load conditions. Refer to the engine manual for engine RPM ratings. The engine should reach, but not exceed its full rated RPM when full-throttle is applied.

Immediately contact your local Trophy dealer if:

- The engine cannot reach its full rated RPM when full-throttle is applied, or;
- The engine exceeds its full rated RPM when full-throttle is applied.

- Keep the propeller in good repair and at the correct pitch for your particular situation.
- A slightly bent or nicked propeller will adversely affect the performance of your boat.

Engine & Accessories Literature

- The engine and accessories installed on your boat come with their own operation and maintenance manuals.
- Read these manuals *before* using the engine and accessories.
- Unless noted otherwise, *all* engine and accessory literature referred to in this *Supplement* is included in your owner's packet.

Qualified Maintenance





WARNING!



To maintain the integrity and safety of your boat, allow *only* qualified personnel to perform maintenance on, or in any way modify the:

- Steering System
- Propulsion System
- Engine Control System
- Fuel System
- Environmental Control System
- Electrical System
- Navigational System

- Failure to maintain your boat's systems (listed in the warning above) as designed could violate the laws in your jurisdiction and could expose you and other people to the danger of bodily injury or accidental death.
- Follow the instructions provided in the *Sport Boat Owner's Manual*, this *Supplement*, the engine owner's manual and *all* accessory literature.

Safety Standards

 DANGER!	
	<p><i>FALLING and ROTATING PROPELLER HAZARD!</i></p> <ul style="list-style-type: none"> • NEVER allow anyone to ride on parts of the boat <i>not</i> designed for such use. • Sitting on seat backs, lounging on the forward deck, bow riding, gunwale riding or occupying the transom platform while underway is especially hazardous and <i>will</i> cause personal injury or death.

 DANGER!	
	<p><i>ROTATING PROPELLER and CARBON MONOXIDE POISONING HAZARD!</i></p> <ul style="list-style-type: none"> • NEVER allow anyone to occupy, or hang from, the back deck or swim platform while the engine(s) are running. • Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal.

 DANGER!	
<p><i>PERSONAL SAFETY HAZARD!</i></p> <p><i>ALWAYS</i> secure the anchor and other loose objects <i>before</i> getting underway. The anchor and other items that are <i>not</i> properly secured can come loose when the boat is moving and cause personal injury or death.</p>	

- Your boat's mechanical and electrical systems were designed to meet safety standards in effect at the time it was built.
- Some of these standards were mandated by law, all of them were designed to insure your safety, and the safety of other people, vessels and property.



In addition to this *Supplement*, please read the *Sport Boat Owner's Manual* and ***all*** accessory instructions for important safety standards and hazard information.

Special Care For Moored Boats

NOTICE
<ul style="list-style-type: none"> • To help seal the hull bottom and reduce the possibility of gelcoat blistering on moored boats, apply an epoxy barrier coating. • The barrier coating should be covered with several coats of anti-fouling paint. • Many states regulate the chemical content of bottom paints in order to meet environmental standards. Check with your local dealer about recommended bottom paints, and about the laws in effect in your area.

- Whether moored in saltwater or freshwater, your boat will collect marine growth on its hull bottom.
- This will detract from the boat's beauty, greatly affect its performance and may damage the gelcoat.
- Periodically haul the boat out of the water and scrub the hull bottom with a bristle brush and a solution of soap and water.

Carbon Monoxide (CO)

 DANGER!	
	• Carbon monoxide gas (CO) is colorless, odorless, tasteless, and extremely dangerous.
	• All engines, generators, and fuel burning appliances produce CO as exhaust.
	• Prolonged exposure to low concentrations or very quick exposure to high concentrations <i>will</i> cause <i>BRAIN DAMAGE</i> or <i>DEATH</i> .
	• Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal.

Facts about CO

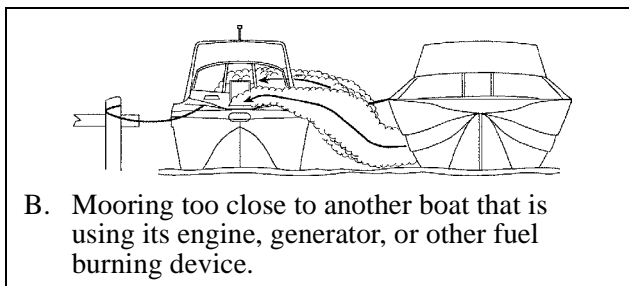
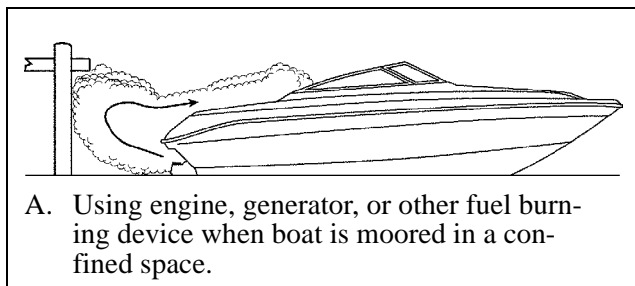
- CO poisoning causes a significant number of boating deaths each year.
- Called the "silent killer", CO is an extremely toxic, colorless, odorless and tasteless gas.
- CO can harm or even kill you inside or outside your boat.
- CO can affect you whether you're underway, moored, or anchored.
- CO symptoms are similar to seasickness or alcohol intoxication.
- CO can make you sick in seconds. In high enough concentrations, even a few breaths can be fatal.
- Breathing CO blocks the ability of your blood to carry oxygen.
- The effects are cumulative, even low levels of exposure can result in injury or death.

Factors That Increase the Effects of CO Poisoning

- Age
- Smokers or people exposed to high concentrations of cigarette smoke
- Consumption of alcohol
- Lung disorders
- Heart problems
- Pregnancy

Where and How CO Can Accumulate

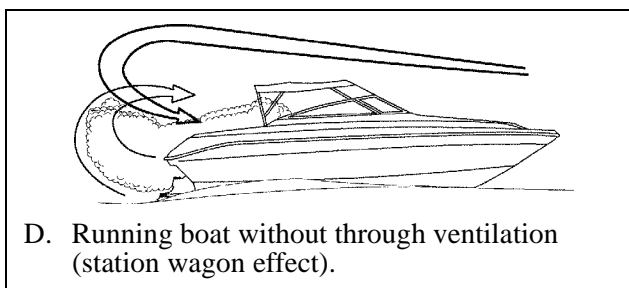
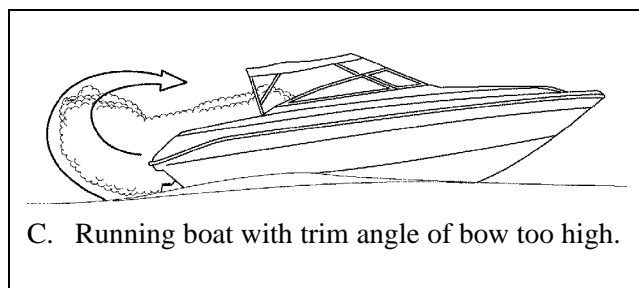
Stationary Conditions That Increase CO Accumulations Include:



To correct stationary situations A and/or B:

- **Close all** windows, portlights and hatches.
- If possible, move your boat away from source of CO.

Running Conditions That Increase CO Accumulations Include:



To correct running situations C and/or D:

- Trim bow down.
- **Open** windows and canvas.
- When possible, run boat so that prevailing winds help dissipate exhaust.

How to Protect Yourself and Others From CO

- Know where and how CO may accumulate in and around your boat (see above).
- Maintain fresh air circulation throughout the boat at **all** times.
- Know where your engine and generator exhaust outlets are located and keep everyone away from these areas.
- **Never** sit on, or hang onto, the back deck or swim platform while the engine(s) are running.
- **Never** enter the areas under swim platforms where exhaust outlets are located.
- Although CO can be present without the smell of exhaust fumes, if exhaust fumes are detected on the boat, take **immediate** action to dissipate these fumes.
- Treat symptoms of seasickness as possible CO poisoning. Get the person into fresh air **immediately**. Seek medical attention—unless you're sure it's not CO.
- Install and maintain CO monitors inside your boat. Do **not** ignore any alarm. Replace monitors as recommended by the monitor manufacturer.
- Follow the checklists provided on the next page.
- Get a Vessel Safety Check.

For information on how to get a free VESSEL SAFETY CHECK, visit www.vesselsafetycheck.org or contact your local U.S. Coast Guard Auxiliary or United States Power Squadrons®.

- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: <http://www.cgaux.org>
- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: <http://www.usps.org>

CO Checklists

Trip Checklist

- ☐ Make sure you know where the exhaust outlets are located on your boat.
- ☐ Educate *all* passengers about the symptoms of CO poisoning and where CO may accumulate.
- ☐ When docked, or rafted with another boat, be aware of exhaust emissions from the other boat.
- ☐ Listen for any change in exhaust sound, which could indicate an exhaust component failure.
- ☐ Test the operation of each CO monitor by pressing the test button.

Monthly Checklist

- ☐ Make sure *all* exhaust clamps are in place and secure.
- ☐ Look for exhaust leaking from exhaust system components. Signs include rust and/or black streaking, water leaks, or corroded or cracked fittings.
- ☐ Inspect rubber exhaust hoses for burned, cracked, or deteriorated sections. *All* rubber hoses should be pliable and free of kinks.

Annual Checklist

Have a Qualified Marine Technician:

- ☐ Replace exhaust hoses if cracking, charring, or deterioration is found.
- ☐ Ensure that your engines and generators are properly tuned, and well maintained.
- ☐ Inspect each water pump impeller and the water pump housing. Replace if worn. Make sure cooling systems are in working condition.
- ☐ Inspect *all* metallic exhaust components for cracking, rusting, leaking, or loosening. Make sure they check the cylinder head gasket, exhaust manifold, water injection elbow, and the threaded adapter nipple between the manifold and the elbow.
- ☐ Clean, inspect, and confirm proper operation of the generator cooling water anti-siphon valve (if equipped).

CO Monitor

NOTICE

- The stereo memory and the CO monitor place a small, but constant drain on the battery.
- If your boat will be unattended for an extended amount of time, plug into shore power with the battery charger (if equipped) turned *On*.

- Do *not* disconnect the CO monitor.
- Read the manufacturer's instructions for your CO monitor. **If you did not receive the manufacturer's instructions, call (800) 383-0269 and one will be mailed to you.**

More Information

For more information about how you can prevent carbon monoxide poisoning on recreational boats and other ways to boat more safely, contact:

United States Coast Guard
Office of Boating Safety (G-OPB-3)
2100 Second Street SW
Washington, DC 20593
www.uscgboating.org
1-800-368-5647

National Marine Manufacturers
Association (NMMA)
200 East Randolph Drive
Suite 5100
Chicago, IL 60601-9301
www.nmma.org
312-946-6200

American Boat & Yacht Council, Inc.
(ABYC)
3069 Solomon's Island Road
Edgewater, MD 21037-1416
www.abycinc.org
410-956-1050

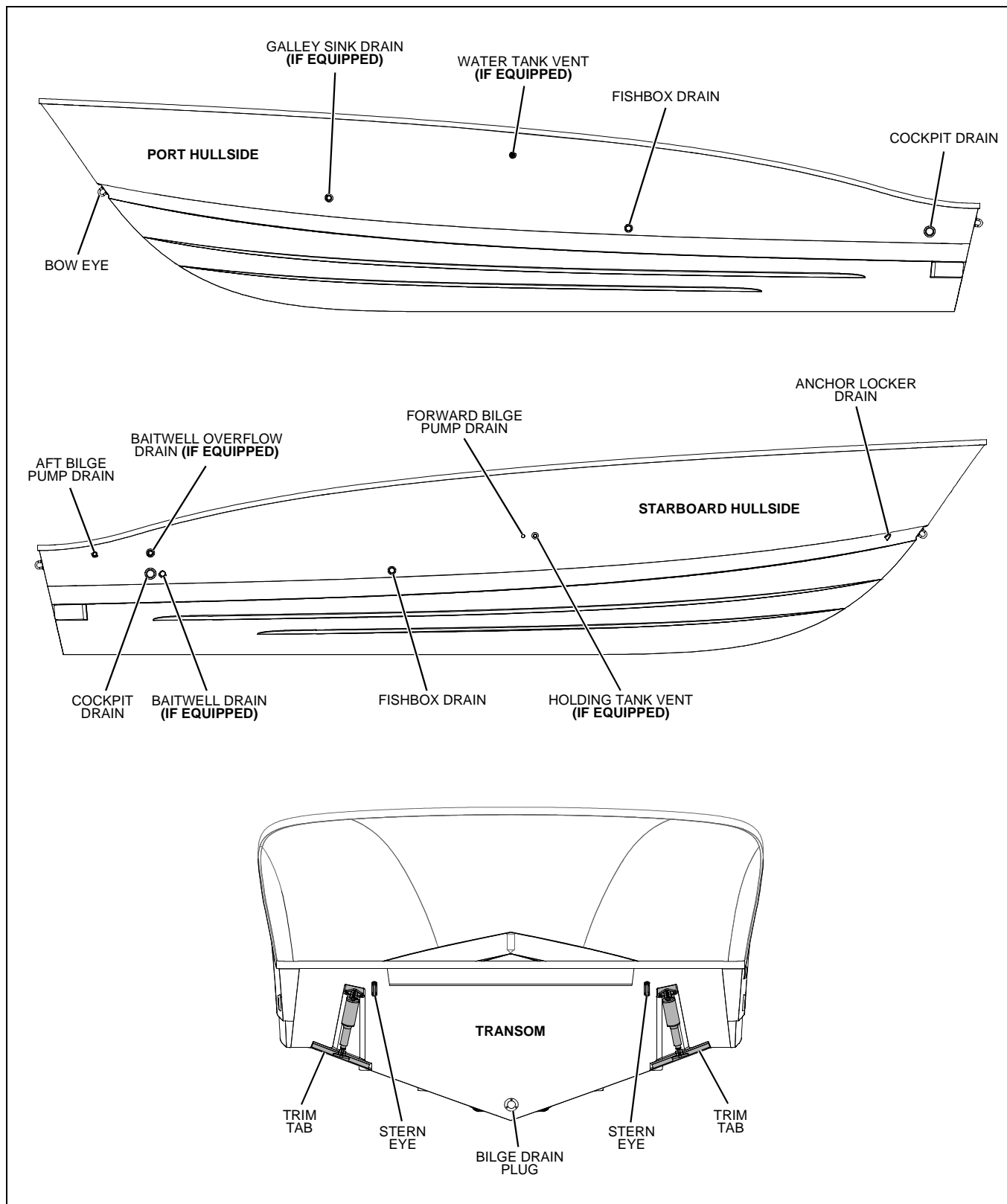
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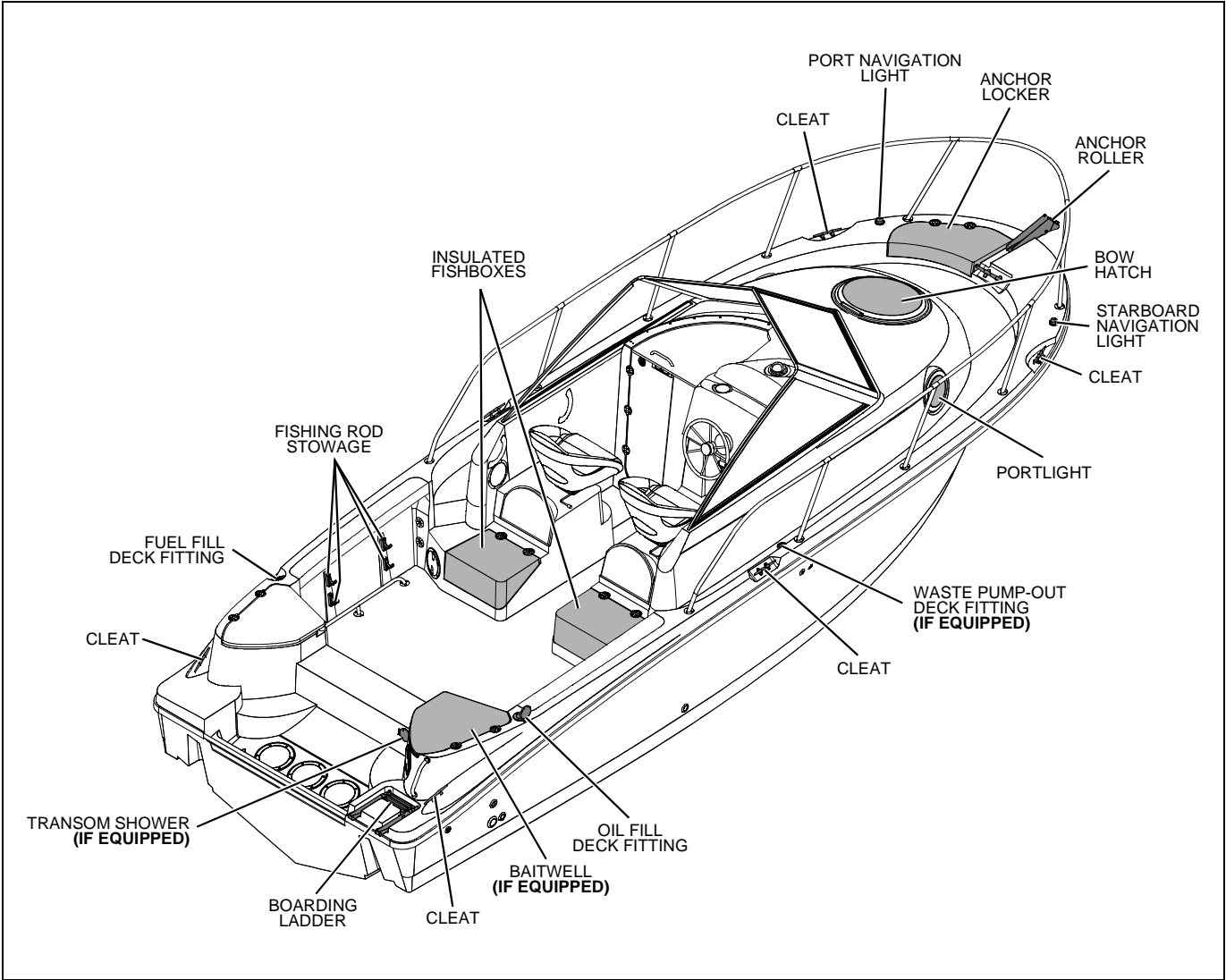
Chapter 2: Locations

Exterior Views

Hull Views



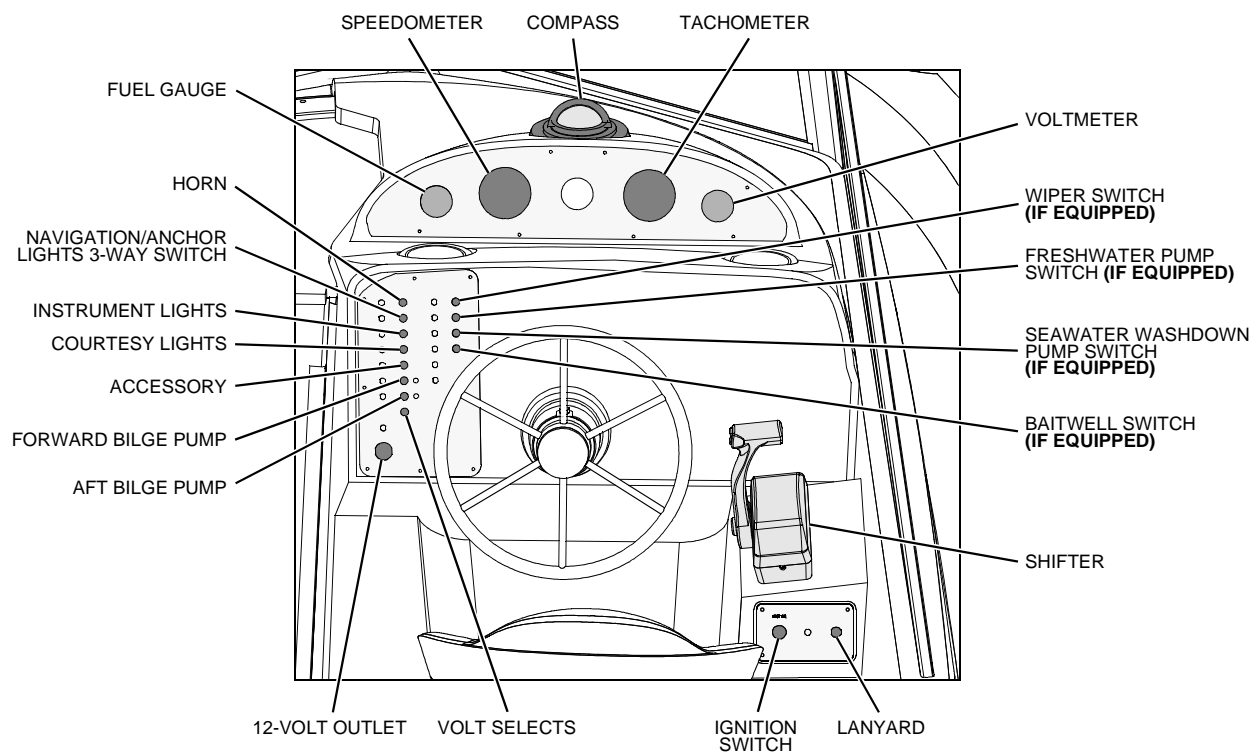
Deck View



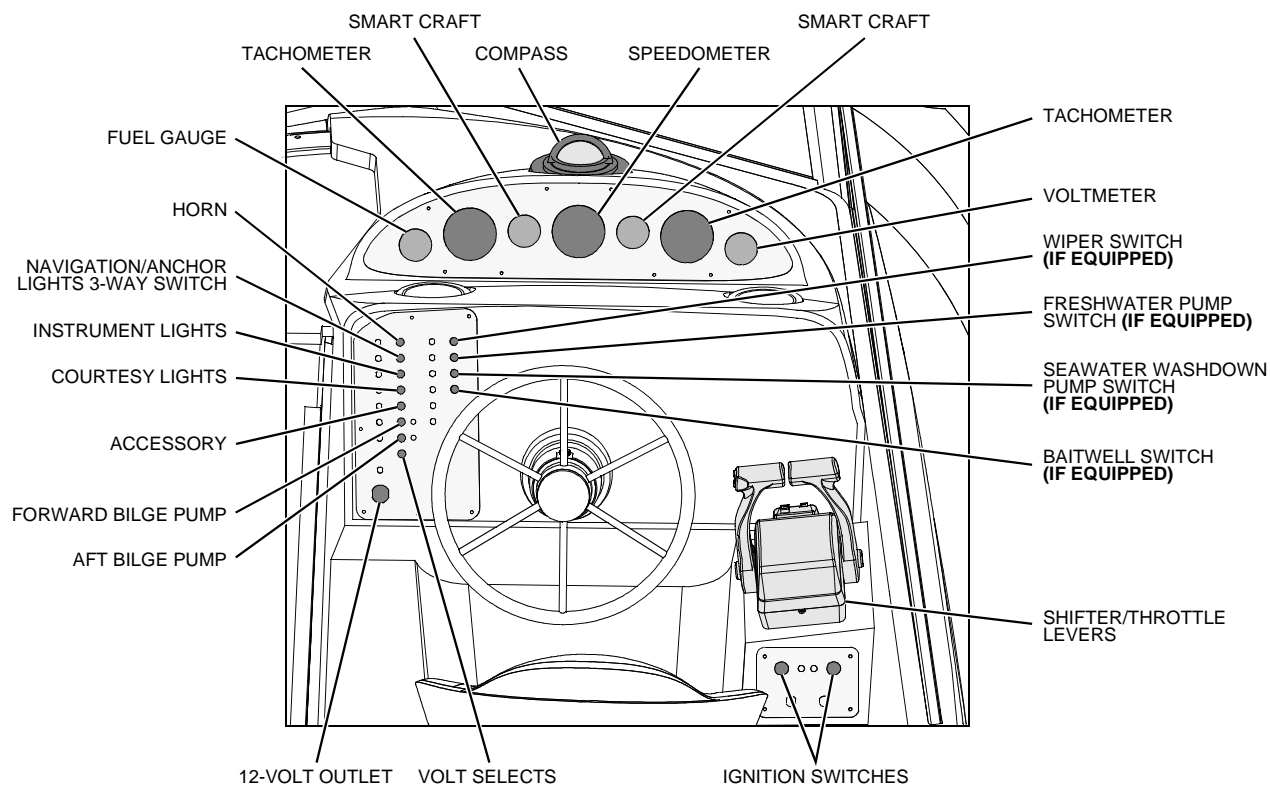
Helm Views

**NOTE: TYPICAL HELM LAYOUTS SHOWN
ACTUAL LAYOUTS MAY VARY DEPENDING
ON ENGINE AND ACCESSORY OPTIONS**

SINGLE ENGINE HELM LAYOUT (IF EQUIPPED)

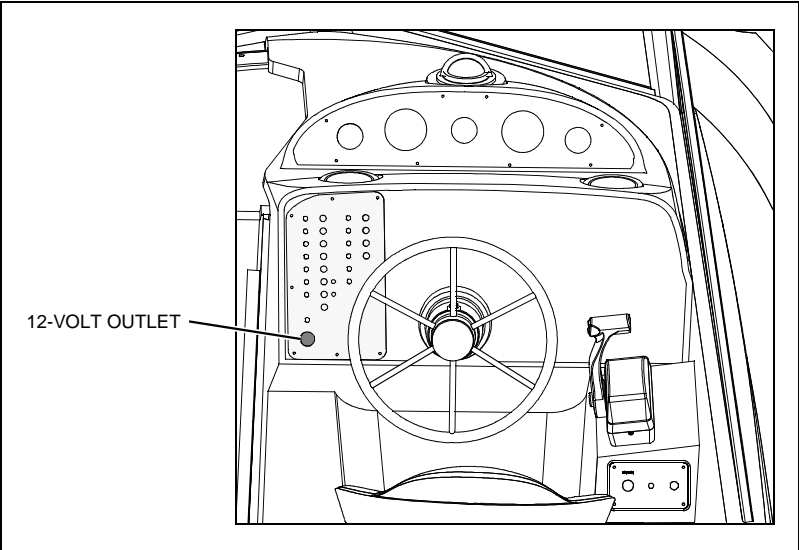


DUAL ENGINE HELM LAYOUT (IF EQUIPPED)



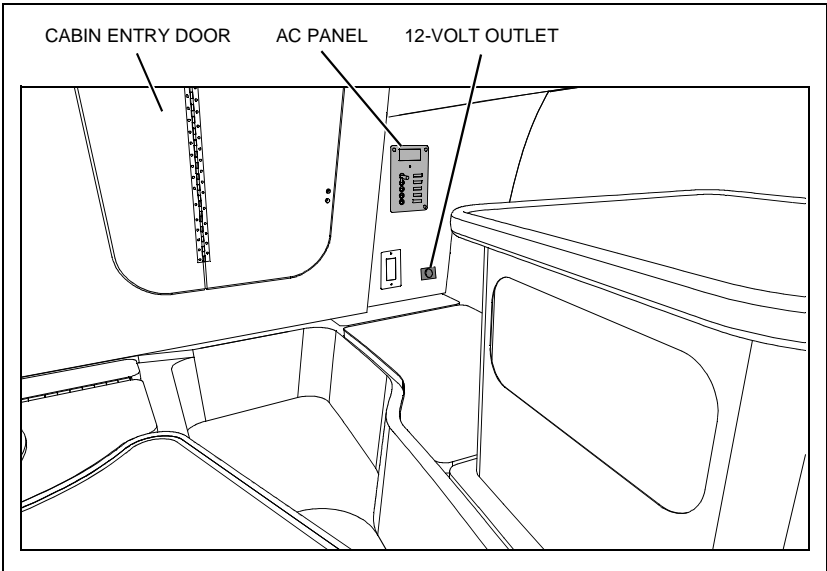
Component Locations

12-Volt Accessory Outlet - Helm: Located on the switch panel.

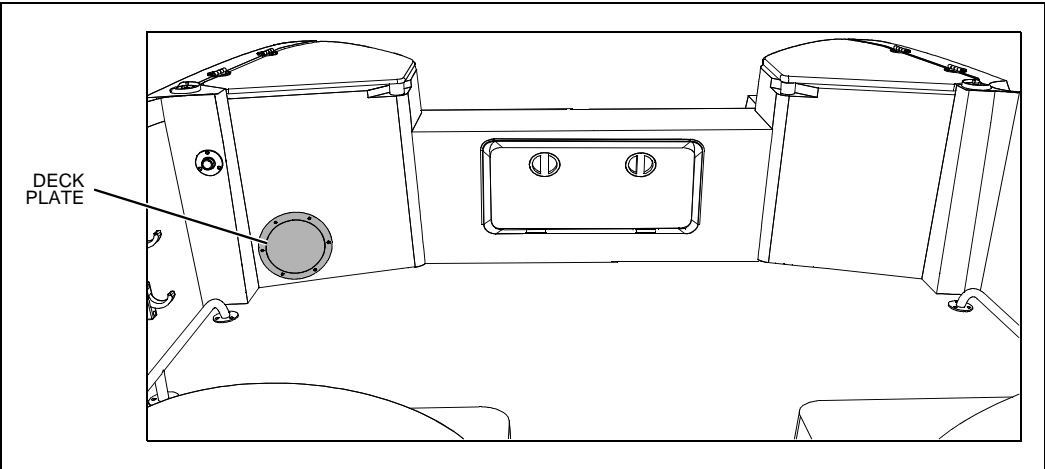


12-Volt Accessory Outlet - Cabin: Located on the port aft wall.

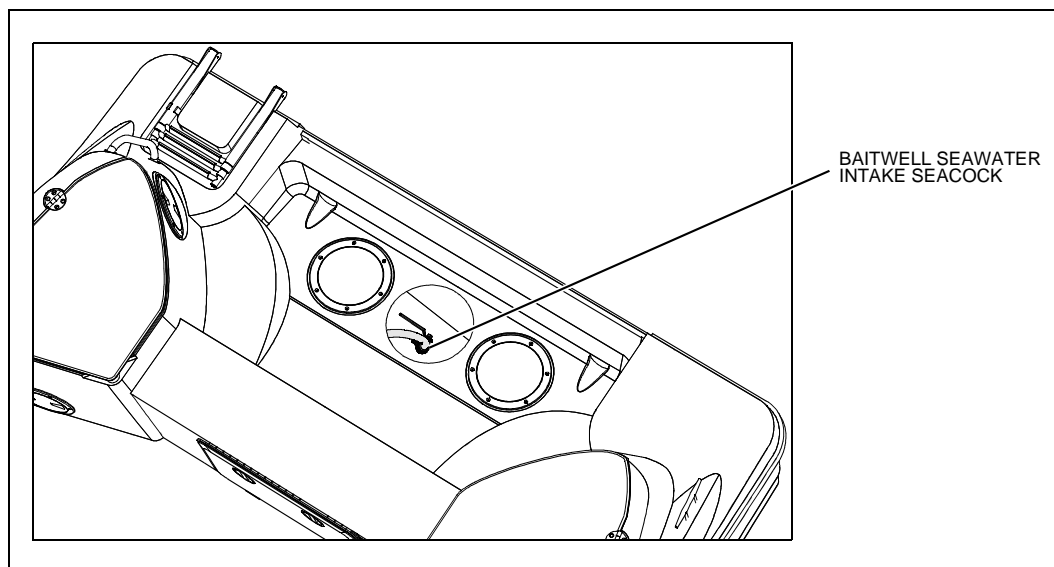
AC Main Distribution Panel (If Equipped): Located on the port aft wall of the cabin.



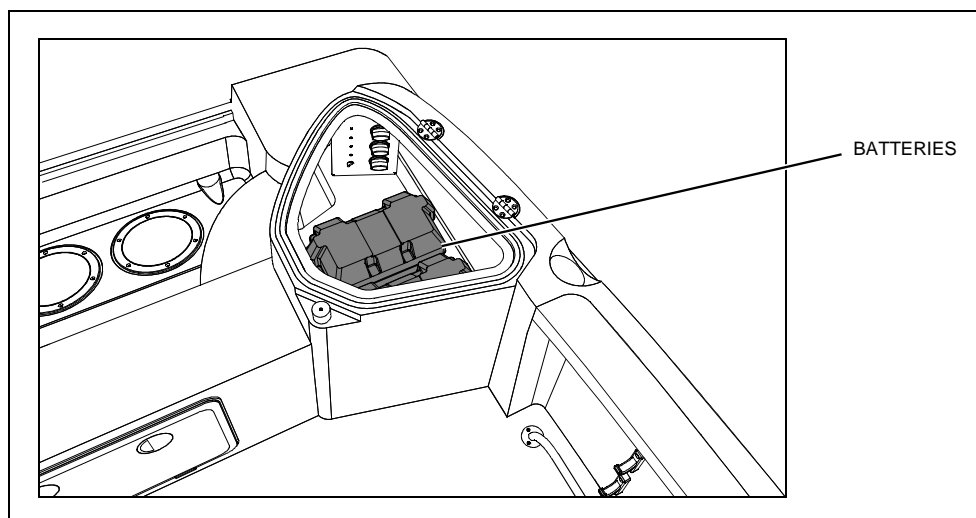
Baitwell Drain Seacock (If Equipped): Access is through the deck plate below the baitwell.



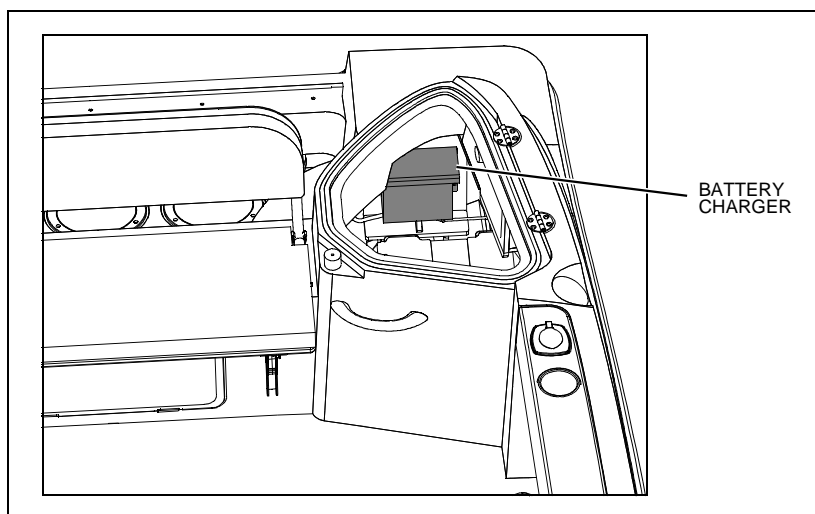
Baitwell Seawater Intake Seacock (If Equipped): Located in the center motor-well deck plate.



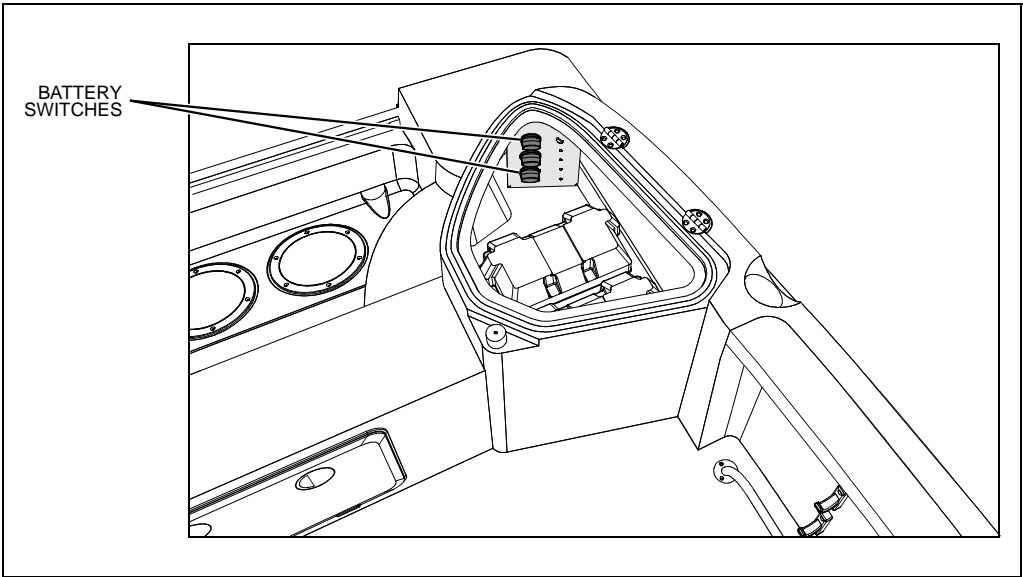
Batteries: Located in the port aft access hatch.



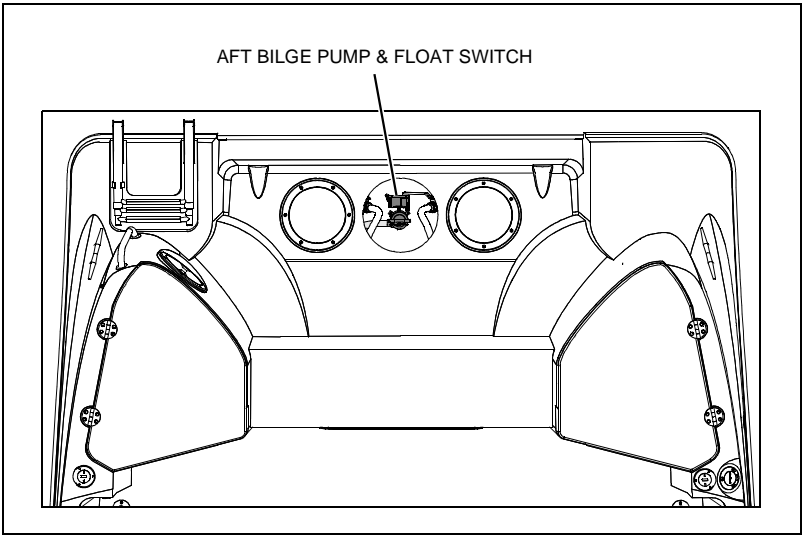
Battery Charger (If Equipped): Located in the port aft access hatch.



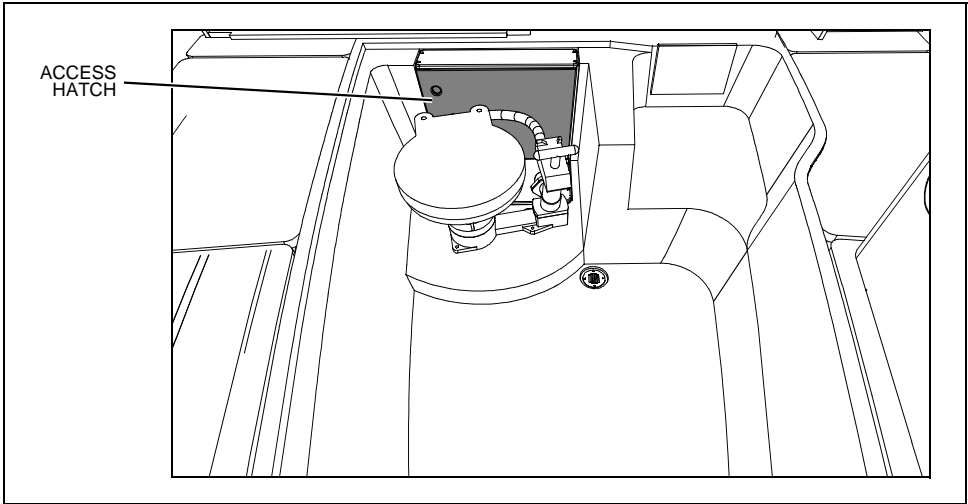
Battery Switch: Located in the port aft access hatch.



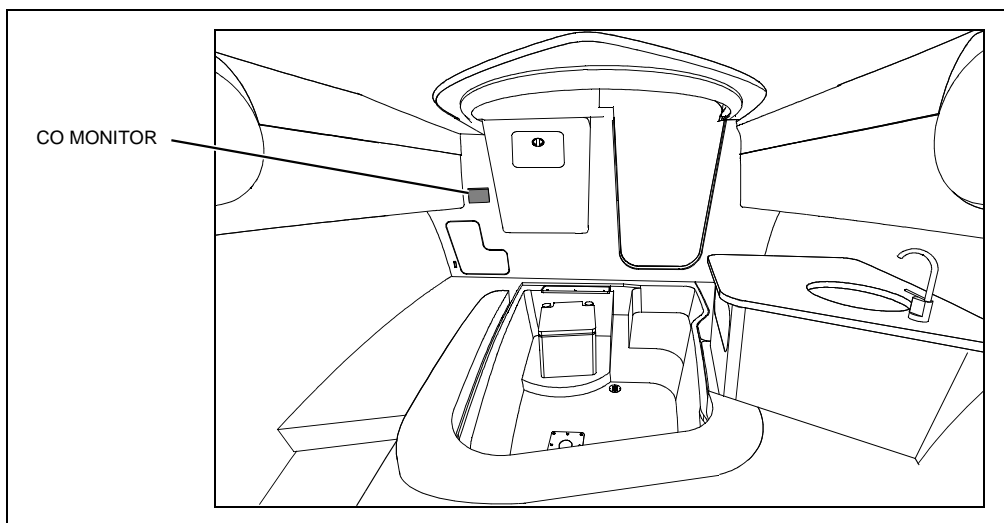
Bilge Pump - Aft: Located in the center motor-well deck plate.



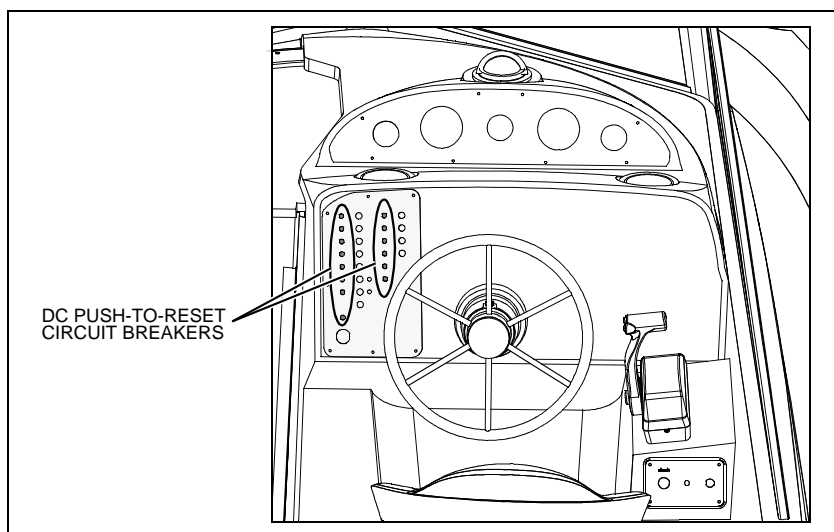
Bilge Pump - Forward: Located in the access hatch behind the toilet in the cabin.



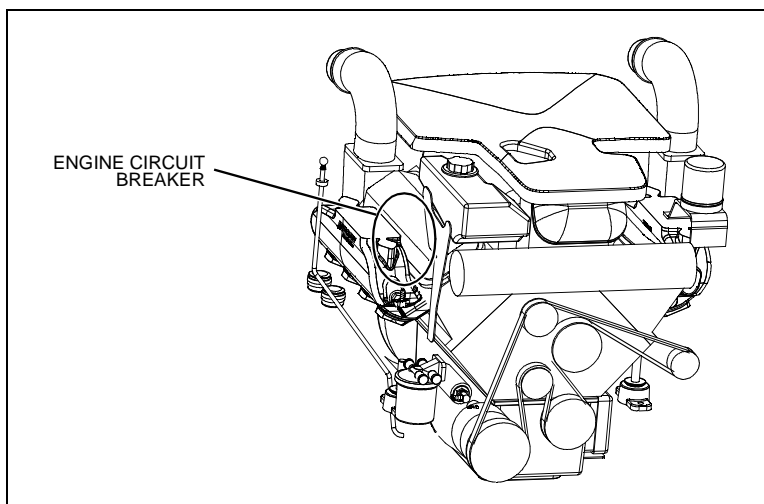
Carbon Monoxide Monitor: Located on the starboard aft wall of the cuddy cabin.



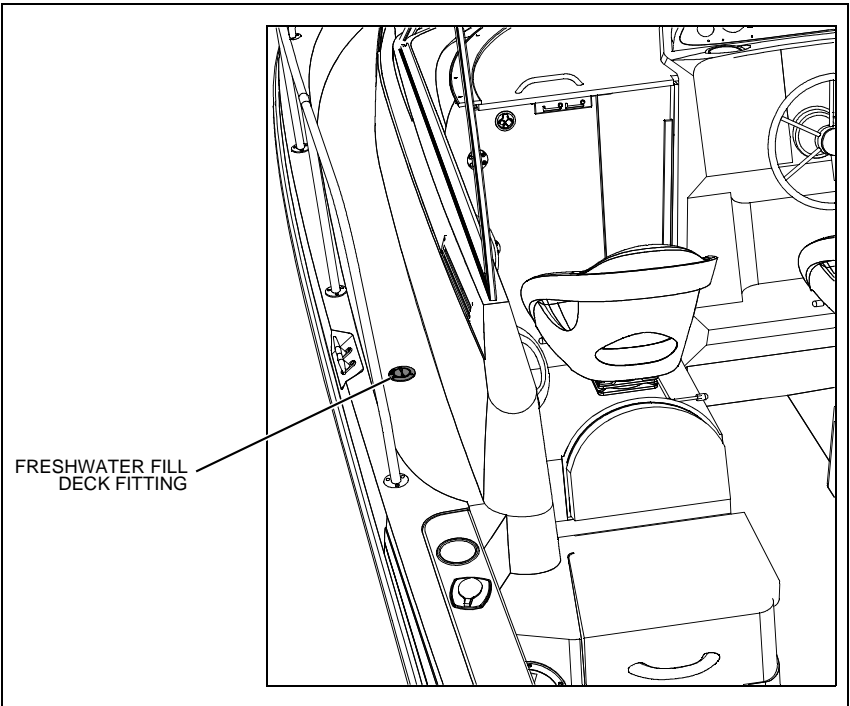
DC Push-to-Reset Circuit Breakers:
Located on the switch panel.



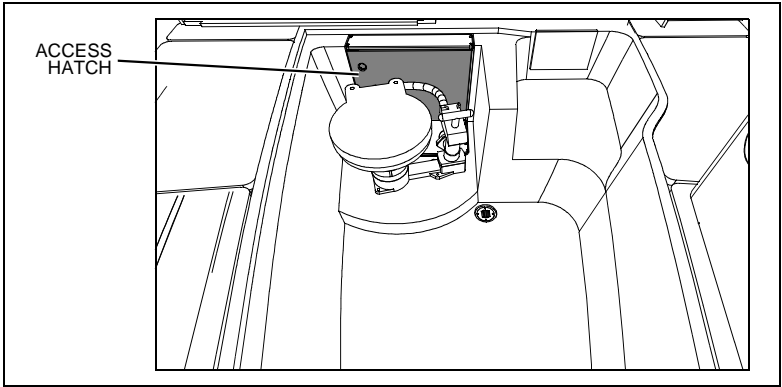
Engine Circuit Breakers: Located on the engine(s). Refer to the engine manual for details.



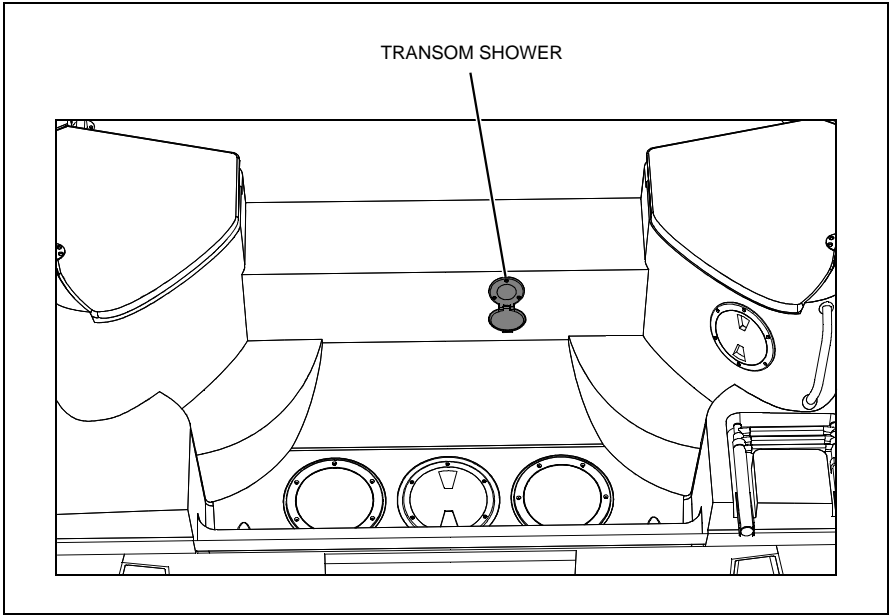
Freshwater Fill Deck Fitting (If Equipped): Located on the port deck trail.



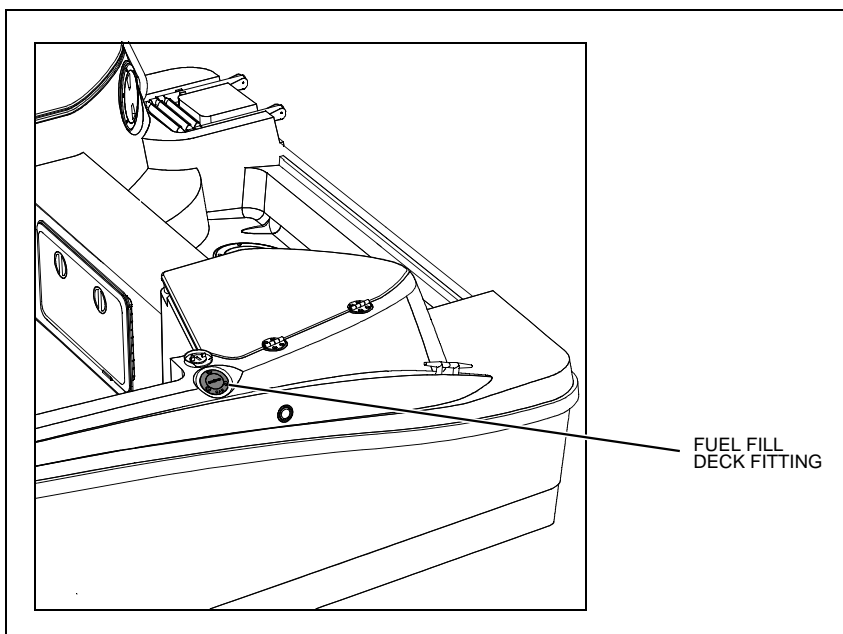
Freshwater Tank (If Equipped): Located in the access hatch behind the toilet in the cabin.



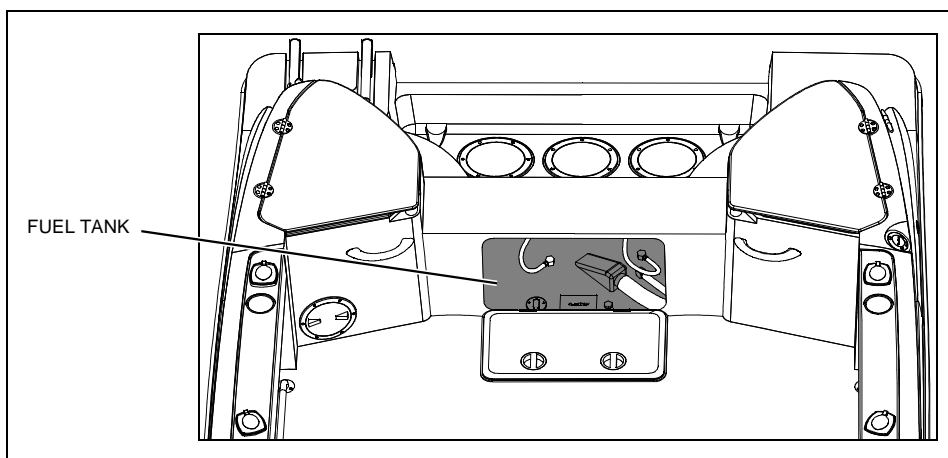
Freshwater Transom Shower (If Equipped): Located in the motor well.



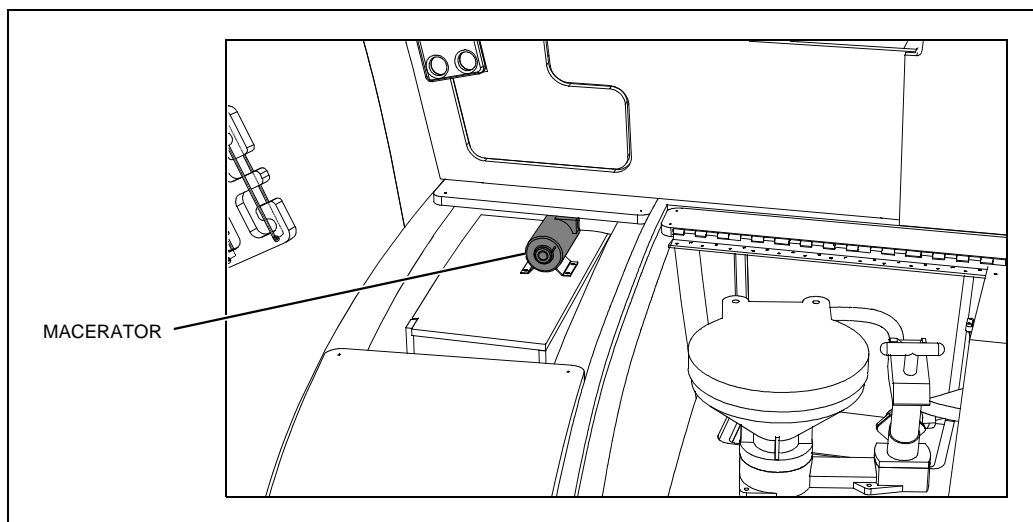
Fuel Fill Deck Fitting: Located on the aft port deck.



Fuel Tank: Access is through the aft cockpit access hatch.

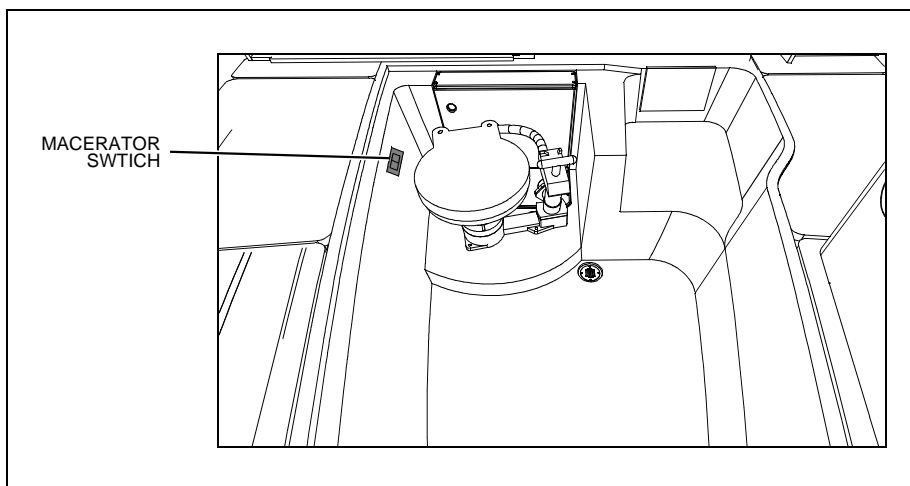


Macerator (If Equipped): Located under the starboard aft access board in the V-berth.



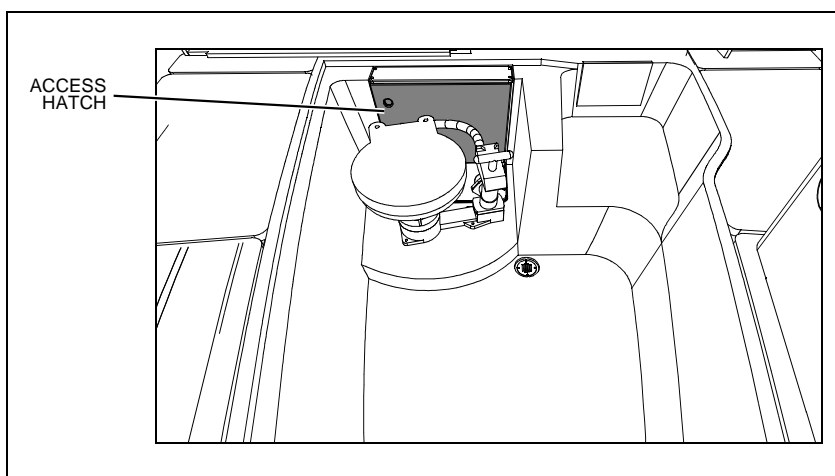
Macerator Switch (If Equipped):

Located next to the marine head.



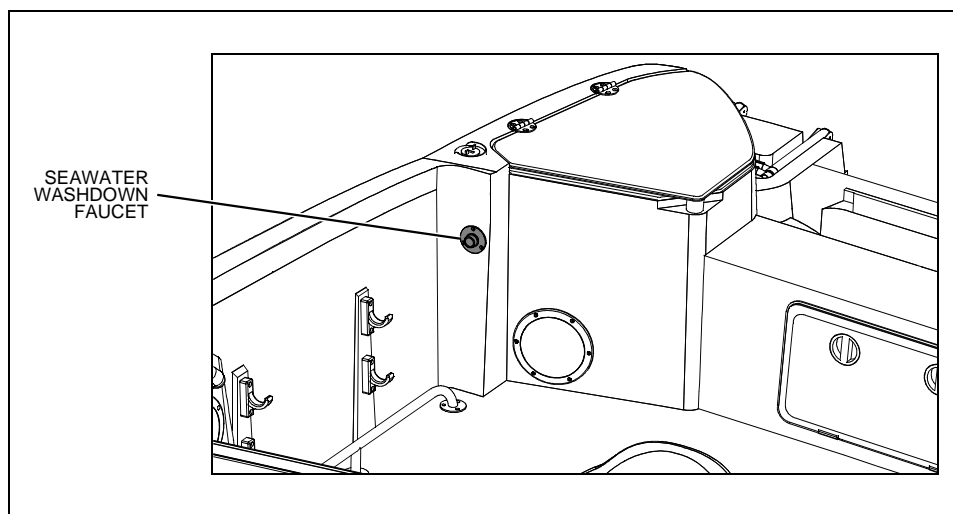
Macerator Underwater Discharge Seacock (If Equipped): Located in the access hatch behind the toilet in the cabin.

Marine Head Seawater Intake Seacock (If Equipped): Located in the access hatch behind the toilet in the cabin.

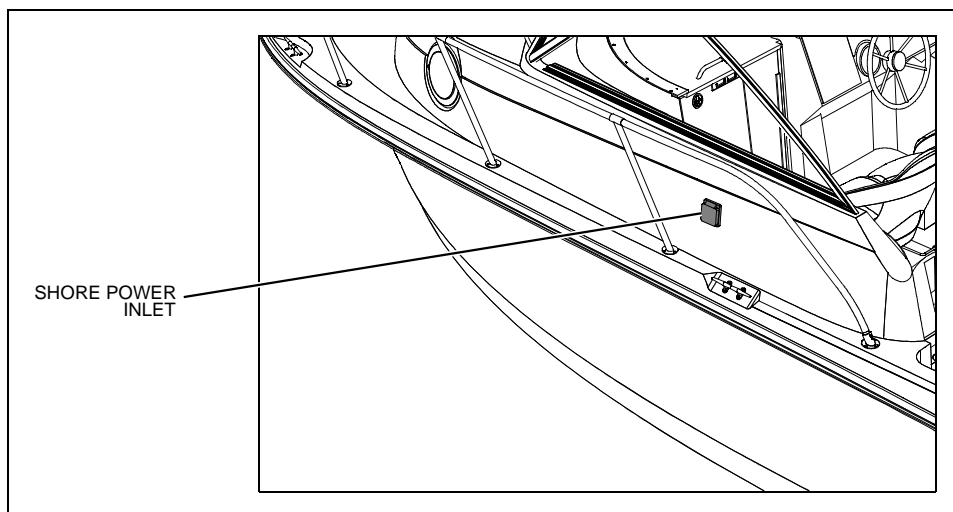


Navigation Lights: Red and green lights at the bow. White all-around light on the windshield.

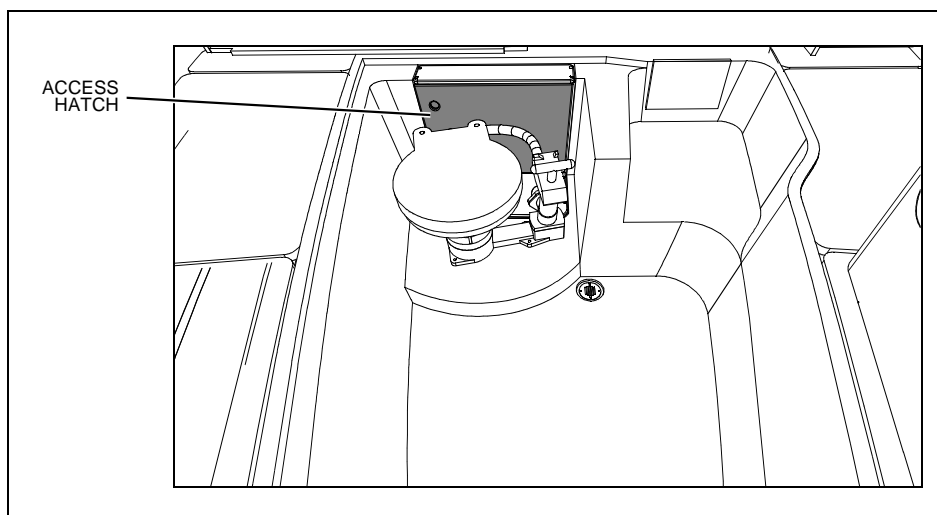
Seawater Washdown Faucet (If Equipped): Located in the aft starboard cockpit.



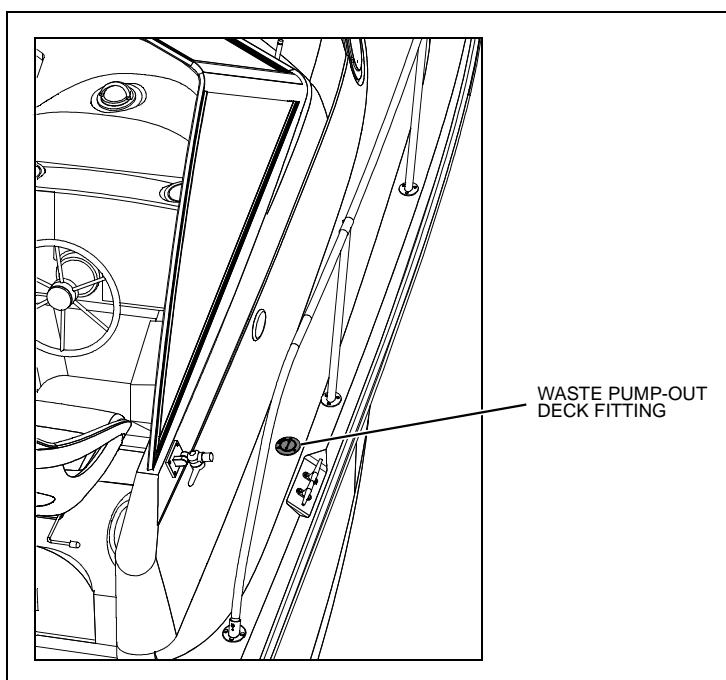
Shore Power Inlet (If Equipped): Located on the port side deck.



Waste Holding Tank (If Equipped): Located in the access hatch behind the toilet in the cabin.



Waste Pump-out Deck Fitting (If Equipped): Located on the starboard deck trail.




Chapter 3: Propulsion & Related Systems

Engine

Read the engine operation and maintenance manuals *before* starting or doing any maintenance on the engine.

Fuel System

! WARNING!



FIRE, EXPLOSION AND OPEN FLAME HAZARD!

- It is very important that the fuel system be inspected thoroughly the first time it is filled and at each subsequent filling.
- The fueling instructions in the *Sport Boat Owner's Manual* and the fuel recommendations in the engine operation manual *must* be followed.

! CAUTION

Avoid the storage or handling of gear near the fuel lines, fittings and tank.

NOTICE

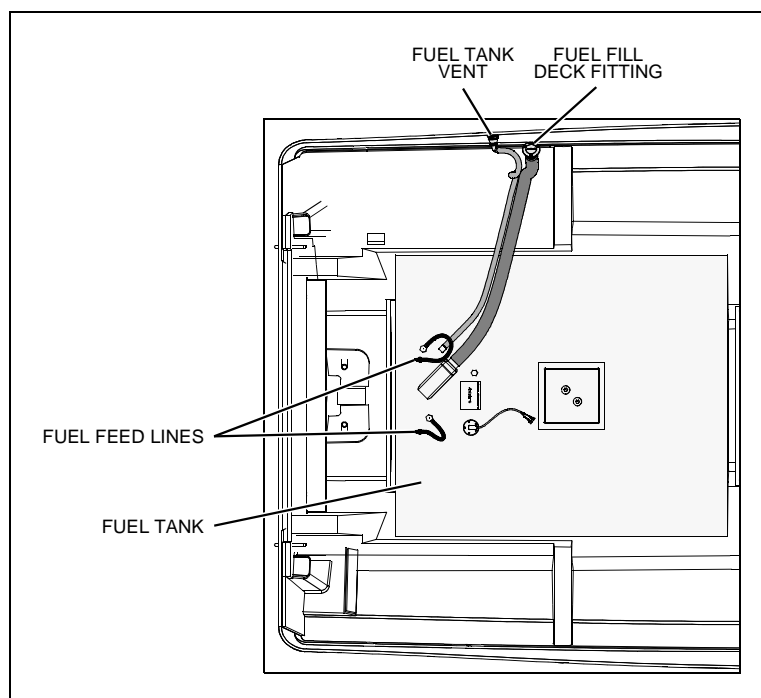
Carefully read the fuel section of both the *Sport Boat Owner's Manual* and the engine operation manual, paying special attention to the subject of *fuel recommendations*.

Fuel Fill & Vent

- The fuel fill fitting is marked "Gas".
- If you have problems filling the fuel tank, see if the fuel fill hose or fuel tank vent hose is kinked or collapsed.
- If there are no visible signs of a problem, contact your local dealer.

Fuel Filters

- The fuel pickup tube, located inside the fuel tank, is equipped with a fine mesh screen filter.
- In addition, when supplied by the engine manufacturer, a fuel filter is installed on the engine.
- Periodically replace the fuel filters to make sure they remain clean and free of debris.
- Talk to your selling dealer or local marina about fuel additives that help prevent fungus or other buildup in your fuel tank.



Chapter 4: Controls & Gauges

Steering

Hydraulic Steering System

- This boat features a hydraulic steering system.
- Check the fluid level in the hydraulic steering reservoir ***every time*** you use your boat.
- Boat steering is ***not*** self-centering.
- Refer to the engine manual for more steering system details.

Shift/Throttle Controls

 WARNING!
<i>LOSS OF CONTROL HAZARD!</i>
Improper maintenance of shift/throttle hardware may cause a sudden loss of control!


Read ***all*** of the information about the shift/throttle controls in the shift/throttle controls' manual, the engine operation manual, and the *Sport Boat Owner's Manual*.

Power Trim and Tilt

- The outboard on your boat is equipped with power trim and tilt.
- Trim and tilt instructions are provided in the engine operation manual and the shifter/throttle manual.

Gauges

Cleaning Gauges

 CAUTION
<i>PRODUCT or PROPERTY DAMAGE HAZARD!</i>
<ul style="list-style-type: none">• Use only mild soap and water to clean the gauge lenses and bezels.• Use of other cleaners, including common window cleaning solutions, may cause the lenses to crack.• Lenses cracked in this manner will NOT be covered by our warranty.

Gauge Fogging

- Moisture may occasionally find its way into the gauges causing lens fogging.
- Turning **On** the gauge lights will help dry the lenses.
- Fogging will not harm the gauges.

Radio Transmission Interference

VHF or other radio transmissions may cause brief erratic readings on the tachometer. This will not damage the tachometer gauge or affect its accuracy when not transmitting.

Fuel Gauge

It is normal for the pointer on your fuel gauge to bounce as fuel sloshes back and forth in the fuel tank.

Twin Engine Readings (If Equipped)

It is normal for tachometers and other gauges to have slightly different readings between engines.

Chapter 5: Navigation & Communication Equipment

Read the manuals for *all* navigation & communication equipment *before* using these systems.

Compass

NOTICE

- **Compass accuracy can be affected by many factors.**
- **Have a qualified technician calibrate your compass.**
- **Make sure the technician gives you a deviation card which shows the corrections to apply in navigational calculations.**
- **Keep a copy of the deviation card at the helm.**

VHF Radio (If Equipped)

- Your boat may include a VHF (Very High Frequency) radio.
- The VHF radio can be used to access weather reports, summon assistance or contact other vessels as permitted by the FCC (Federal Communications Commission).
- Contact the FCC for licensing, rules and regulations concerning VHF radio usage.

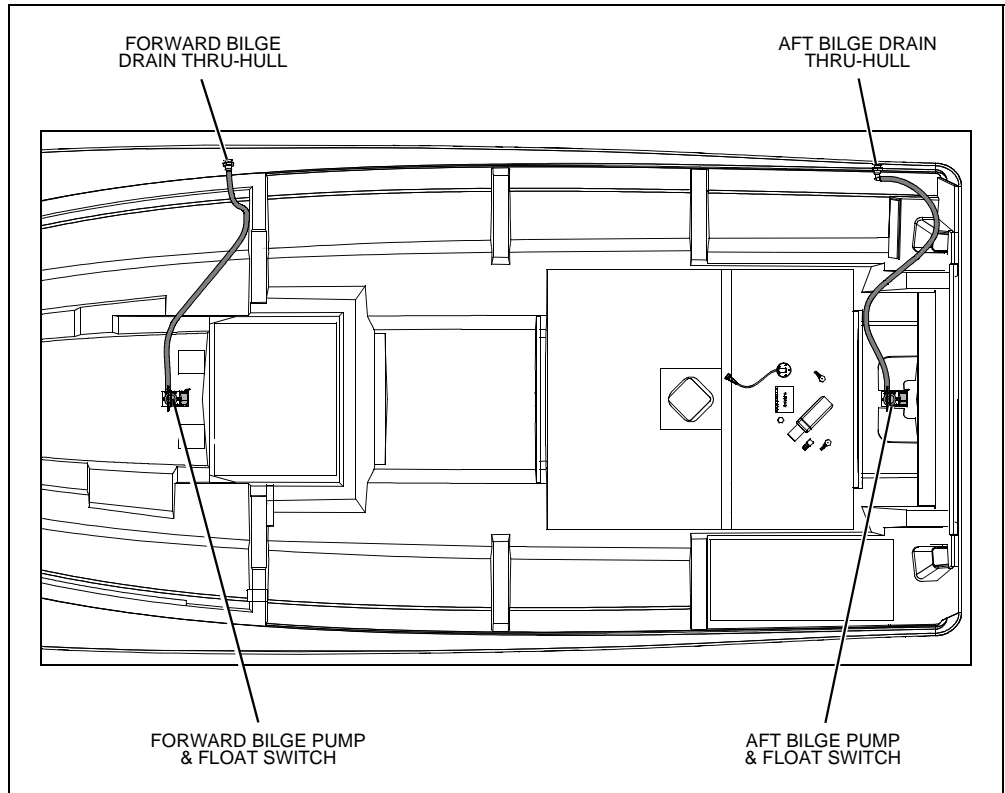
Chapter 6: Plumbing

Bilge Pumps

NOTICE

Discharge of oil, oil waste or fuel into navigable waters is prohibited by law. Violators are subject to legal action by the local authorities.

- Your boat is equipped with two bilge pumps for pumping water out of the bilge.
- The bilge pumps are controlled by automatic float switches (autofloat switches) and/or switches at the helm.
- The bilge pumps are wired directly to the battery.
- Unless the battery is dead, the pumps should work even when the boat is unattended.



Bilge Pump Testing

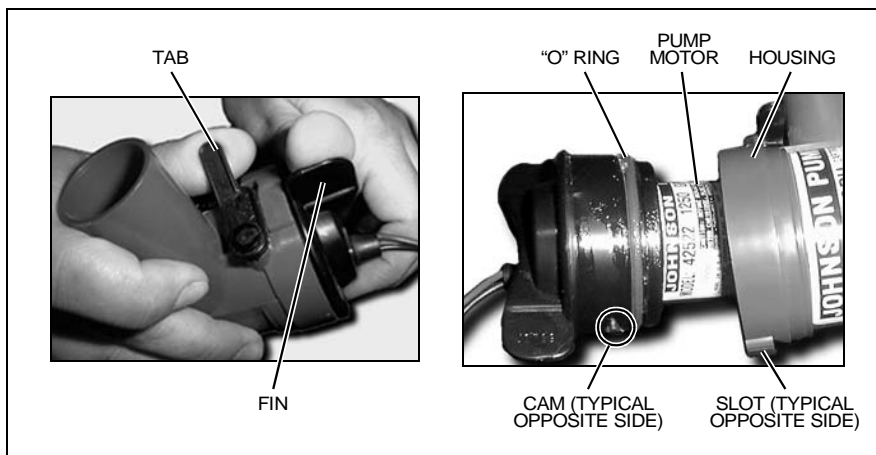
- The bilge pumps are vital to the safety of your boat.
- Test the bilge pumps often to make sure they are working properly.

To test each bilge pump:

1. One at a time, turn **On** each bilge pump switch at the helm.
2. Make sure that water in the bilge is pumped overboard.
- If there is water in the bilge and the pump motor is running, but *not* pumping, inspect the discharge hose for a kink or collapsed area.
- If the discharge hose looks okay, check the bilge pump housing for clogging debris (see below).

Checking for clogging debris:

1. Remove the pump motor from the housing:
 - a. Lift the tab while rotating the fins counter-clockwise.
 - b. Lift out the pump motor.
 - c. Clear the housing of debris.
2. Reinstall the pump motor:
 - a. Make sure the "O" ring is properly seated.
 - b. Coat the "O" ring with a light film of vegetable or mineral oil.
 - c. Align the cams on either side of the pump motor with the slots on the housing.
 - d. Press the pump motor into the housing while twisting clockwise.
3. Check the reinstallation by trying to twist the fins counter-clockwise *without* lifting the tab; the pump motor should stay in place.

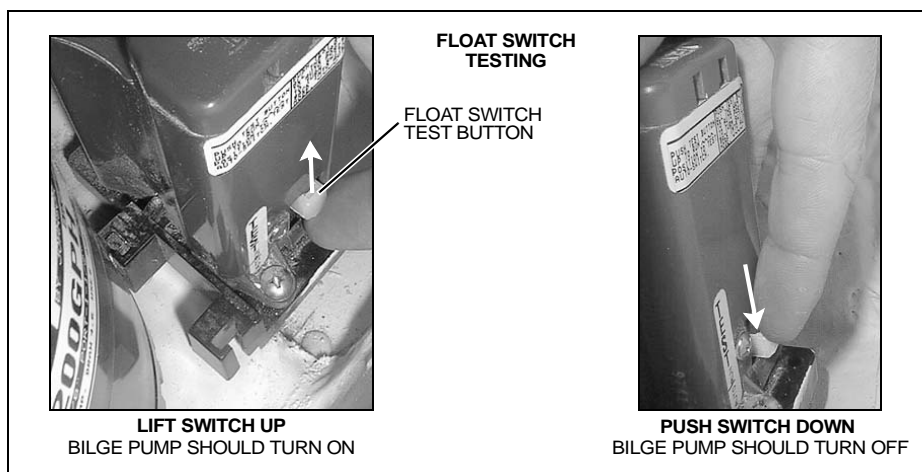


Autofloat Switches

- The automatic bilge pumps use float (autofloat) switches to automatically turn **On** the pumps whenever water rises to a preset level in the bilge.
- The autofloat switches are normally mounted next to the bilge pumps they control.
- The autofloat switches should be tested often as follows.

Autofloat testing:

1. Lift the float switch test button **up** to turn **On** the bilge pump.
 - If the pump does **not** turn **On**, check the fuse on the fuse block.
 - If the fuse is good but the switch still doesn't work, it may mean the switch is bad or possibly the battery is low.
2. After testing, push the test button all the way **down** to return the float switch to auto mode.



CAUTION!

When the test is completed on each float switch, you **MUST** push the test button *all the way down* to return the switch to auto mode!

Seawater Systems

Seacocks



CAUTION

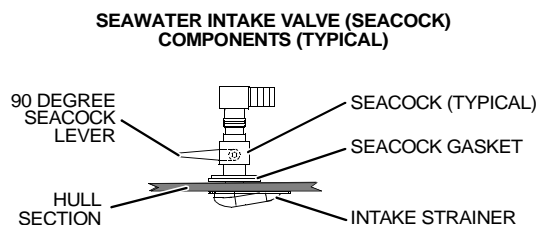
SYSTEM DAMAGE HAZARD!

- *Before* using a seawater intake system, make sure that the system's seacock is in the *Open* position *before* the system is started and keep the seacock *Open* until the system is shut *Off*.
- *Close* the seacocks whenever the systems will *not* be used for long periods of time.

A seacock is a thru-hull valve, that may be opened to let in seawater or discharge liquids such as waste from the holding tank. Seacocks are typically used on your boat in the following seawater intake or liquid discharge systems:

- Marine head (toilet)
- Baitwell system

Before using any of these systems, make sure that the system's seacock is *Open* and remains *Open* until the system is shut *Off*.



Seawater Strainers

- Seawater strainers are used in water intake systems to filter incoming seawater.
- A seawater strainer is located near each system's seacock.
- Check the strainers for leaks and/or debris *every time* you use your boat.
- If debris is found, clean the seawater strainer as follows:



CAUTION

FLOODING HAZARD!

- The seacock that sends seawater to the strainer must be *CLOSED* before disassembling the seawater strainer to prevent the boat from taking on water through the seawater strainer assembly.
- Keep the seacock *CLOSED* until the seawater strainer is completely reassembled.

SYSTEM DAMAGE HAZARD!

After reassembling the seawater strainer, make sure that the seacock valve is *OPEN* before using the component/system.

1. Make sure the component/system (marine head, seawater washdown, etc.) that the strainer is connected to is turned *Off*.
2. *Close* the seacock that sends seawater to the strainer you are about to clean. The seacock must remain *Closed* until the strainer is completely reassembled.
3. Take apart the seawater strainer.
4. Remove the debris.
5. Flush the strainer with water.
6. Reassemble the seawater strainer.
7. *Open* the seacock and check for leaks around the strainer. If no leaks are found, you may use the component or system.

Seawater Washdown (If Equipped)



WARNING!

FLOODING & SWAMPING HAZARD!

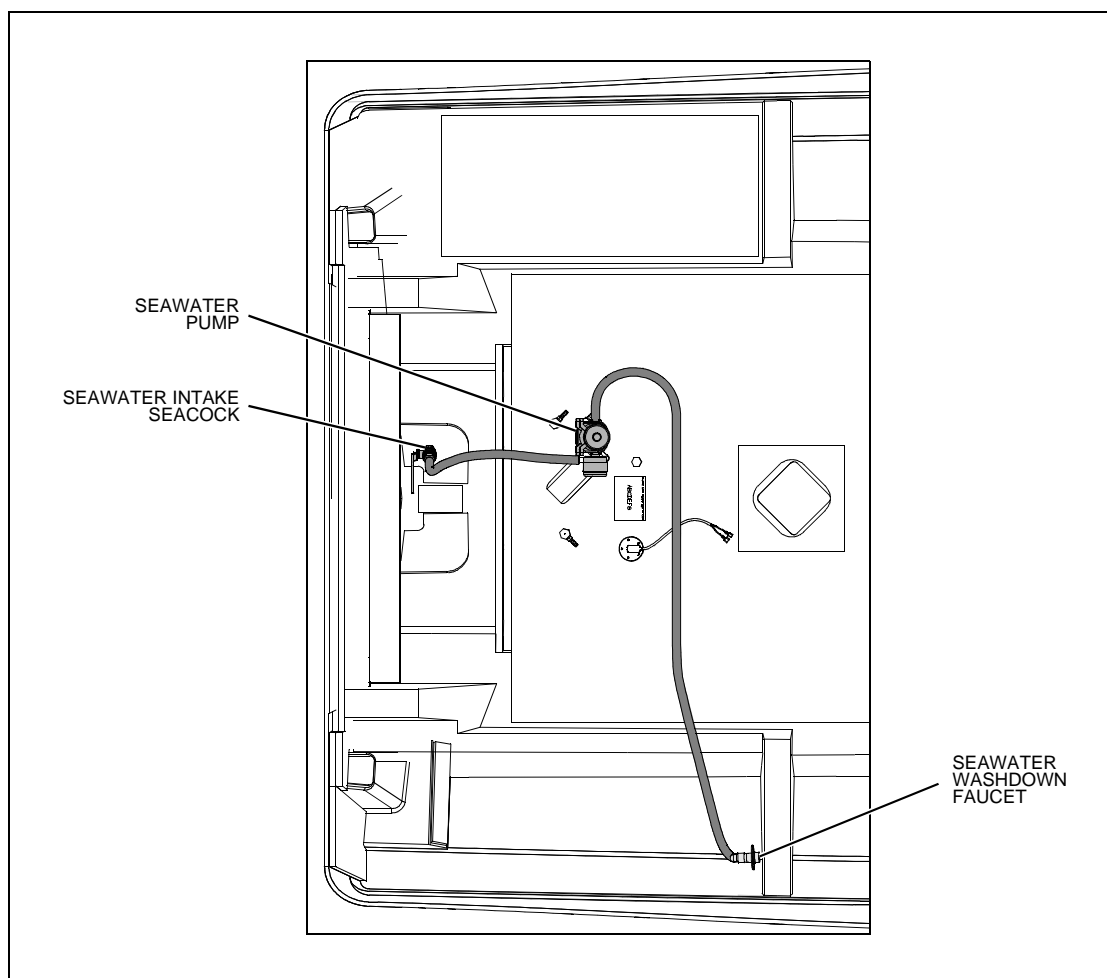
- *NEVER* leave your boat unattended while using the "seawater washdown" feature.
- Any leak or break in this system may allow large amounts of water to flood the bilge, which could swamp the batteries, and even sink the boat.



CAUTION

SYSTEM DAMAGE HAZARD!

BEFORE turning *On* the seawater washdown system, make sure that the intake seacock is in the *Open* position and keep the intake seacock *Open* until the system is shut *Off*.



Baitwell System (If Equipped)



WARNING!

FLOODING & SWAMPING HAZARD!

- **NEVER** leave the boat unattended while the baitwell system is running.
- Any leak or break in this system may allow large amounts of water to flood the bilge, which could swamp the battery(s) and the engine(s), and even sink the boat.
- **ALWAYS Close** the intake seacock when you are done using the baitwell system.



CAUTION

SYSTEM DAMAGE HAZARD!

Before turning On the baitwell system, make sure that the intake seacock is in the Open position and keep the intake seacock Open until the system is shut Off.

Filling & Using the Baitwell

1. **Open** the seawater intake seacock.
2. On the switch panel, turn **On** the baitwell.

The tank should now be filling with water. If water is **not** pumping into the tank, possible causes are:

- A collapsed hose or clogging debris in the system.
- The seawater intake seacock is **Closed**.
- The baitwell fuse is blown.

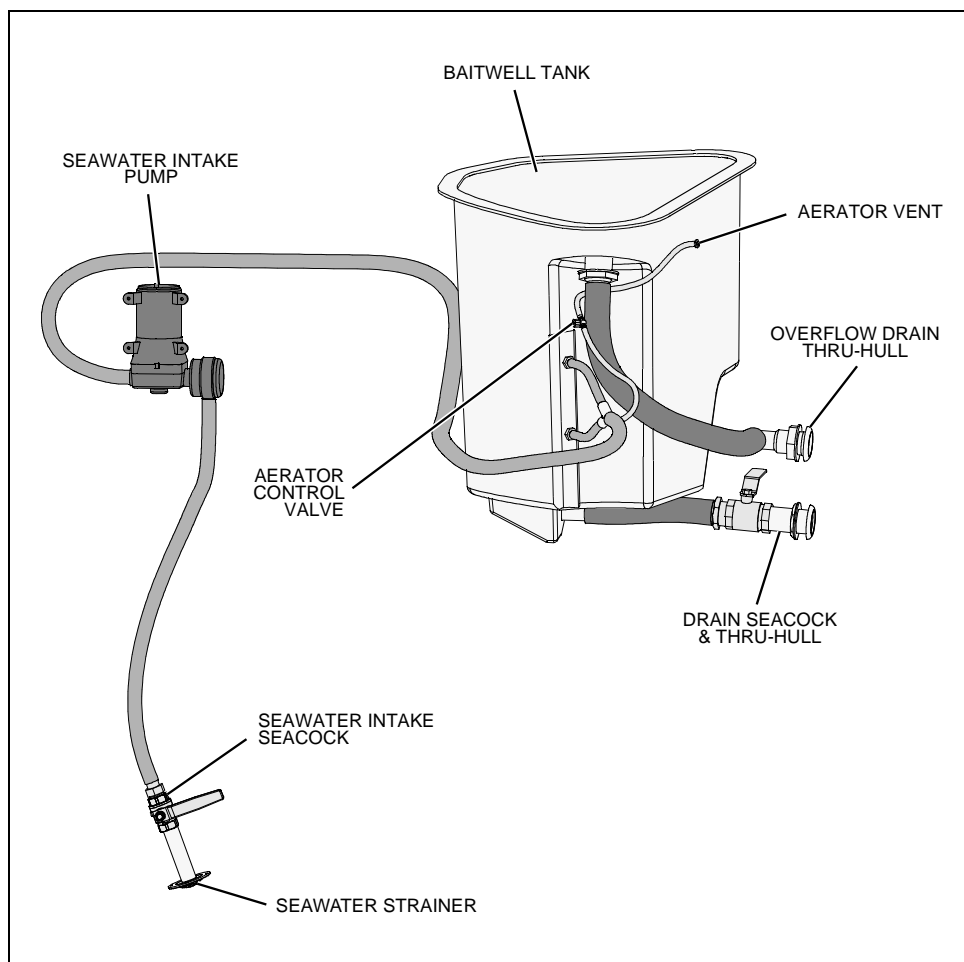
Aeration Tips

The level of aeration is controlled by the aerator control valve.

- In clean ocean water little or no aeration is needed.
- In brackish backwaters a higher level of aeration may be needed.

To Drain the Baitwell

Open the drain seacock.

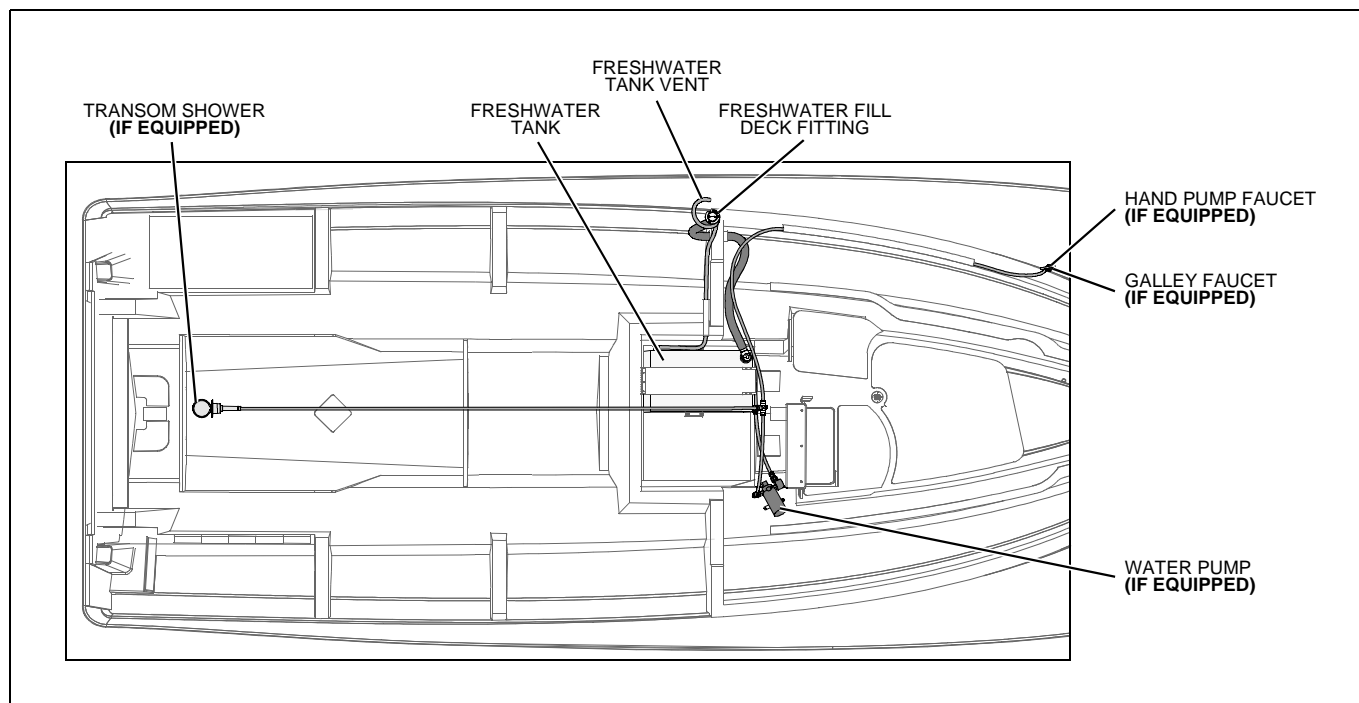


Freshwater System




WARNING!

- **Only** use safe drinking (potable) water in your boat's freshwater system.
- **Only** use an FDA approved, white 'drinking water safe' hose to fill the freshwater tank.
- **NEVER** use a common garden hose for drinking water.



- Read the *Freshwater System* section in the *Sport Boat Owner's Manual*.
- Your boat is equipped with a pressure type (demand) freshwater (potable) system.
- Pressurize the system by turning **On** the freshwater pump switch.
- See the *Locations* section of this *Supplement* for the location of the freshwater pump switch.
- Since the freshwater pump requires DC power, the battery switch **must** also be turned **On** for the pump to work.
- Turn **Off** the freshwater pump switch when the boat is **not** in use or when the freshwater tank is empty.
- Inspect and clean the freshwater filter often (located on the freshwater pump).
- If your boat is to be left unattended for a long period of time, pump the freshwater tank dry to prevent stored water from becoming stagnant and distasteful.
- If the freshwater system needs to be disinfected, ask your dealer about treatments available for your boat's system.

Freshwater System Winterization



CAUTION

WATER SYSTEM DAMAGE HAZARD!

NEVER blow compressed air through the water system when *all* of the faucets are *Closed*.

1. Turn **On** the freshwater pump switch.
2. **Open all** of the faucets and showers and let the freshwater system drain completely.
3. Turn **Off** the freshwater pump switch.

All remaining water **must** be removed from the water lines. There are two ways to remove the remaining water from the lines:

- Compressed Air
- Gravity Draining

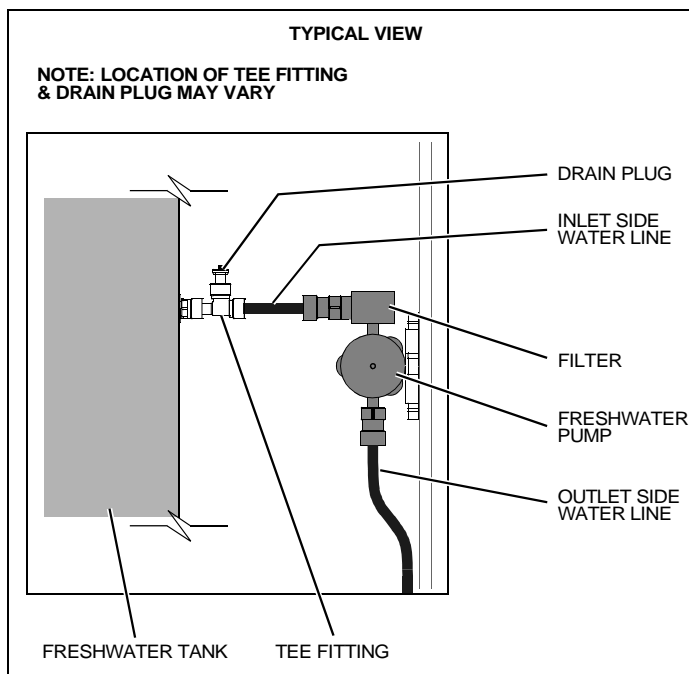
Compressed Air

You **must** have an air compressor with an air hose and an air nozzle.

1. Remove the water line from the outlet side of the freshwater pump (opposite side from filter).
2. **Open** the faucet that is furthest away from the freshwater pump.
3. Place the air nozzle against the end of the just removed water line and blow air through the system.
4. When water stops coming out of the **Open** faucet, stop the air and **Close** the faucet.
5. One at a time, repeat this process on **all** faucets and showers.

Gravity Draining

1. **Open all** faucets and showers.
2. Remove the drain plug from the tee fitting on the freshwater tank.
3. When the water has stopped draining from the freshwater tank, replace the drain plug.



Transom Shower (If Equipped)

- Read the manufacturer's instructions **before** using the transom shower for the first time.
- The freshwater pump switch **must** be turned **On before** using the transom shower.

Drain Systems

Deck Drains

- Water on the deck is drained overboard through the deck drains.
- Keep the deck drains free of debris.

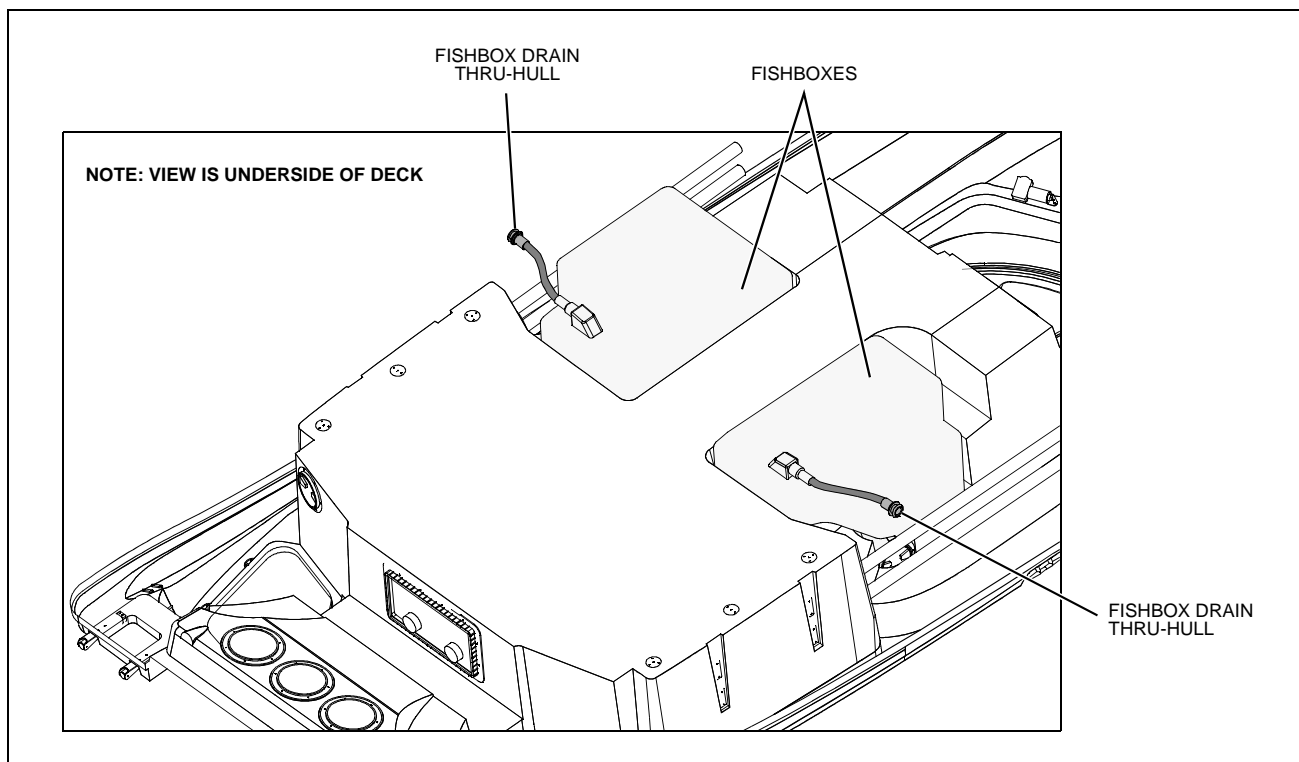
Gray Water Gravity Drains

The galley sink is above the waterline and is gravity drained overboard

Fishbox Drain System

 **CAUTION**

If the sump pump motor is running, but *not* pumping, inspect the discharge hose for a kink or collapsed area!



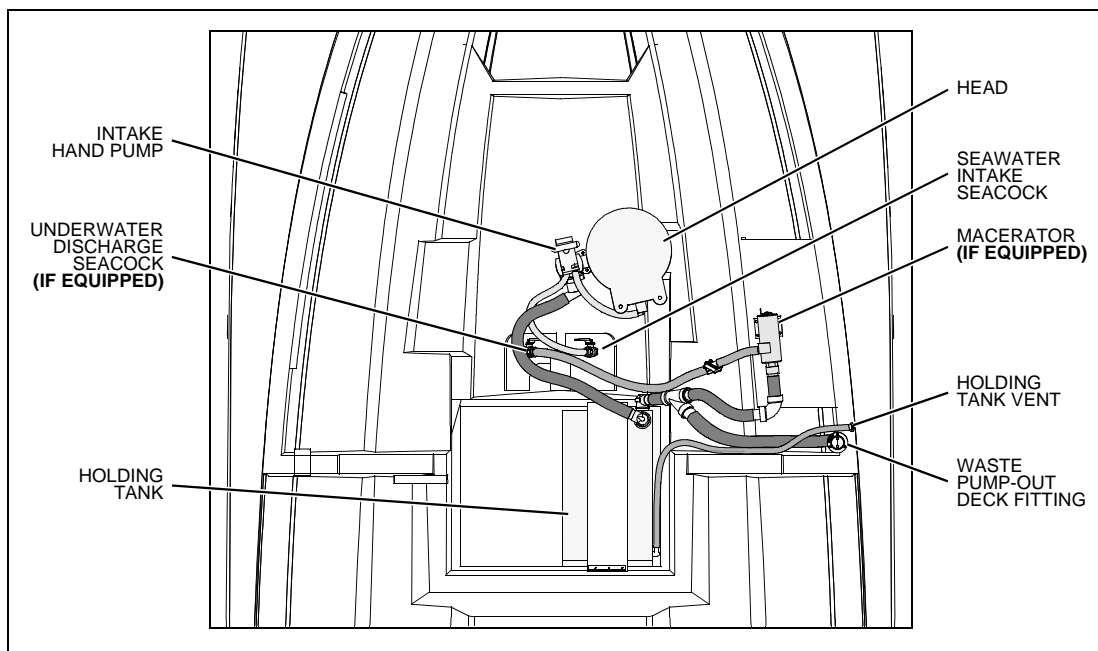
- Water in the fishboxes is drained overboard through the fishbox drain thru-hulls.
- Keep the fishbox drains free of debris.

Marine Head with Holding Tank (If Equipped)

NOTICE

Check with local authorities for regulations regarding the legal use of marine head systems.

- **Before** using this system, read the marine head operation and maintenance manual.
- Look at the side of the holding tank to check the content level.
- The holding tank is plumbed to a waste fitting on the deck for dock-side pump-out.
- Empty the holding tank at every opportunity.



Using The Marine Head

1. **Open** the head's seawater intake seacock.
 2. **Before** using the head, pump water into the bowl to wet the sides.
 3. After use, pump until the bowl is clean.
 4. Pump a few more times to clean the lines.
 5. If excess waste causes the water to rise in the bowl, stop pumping until the water recedes.
- **Close** the intake seacock while the boat is underway or when the system will not be used for long periods of time.

Macerator (If Equipped)

NOTICE

Check with local authorities for regulations regarding the legal use of marine head systems.

To use the macerator to pump waste directly overboard (where regulations permit):

1. **Open** the underwater discharge seacock.
2. Press both macerator switches at the same time to run the pump.
3. Stop running the macerator as soon as the waste holding tank is empty.
4. **Close** the underwater discharge seacock when you are done pumping.

Winterizing The Marine Head

Read the marine head operation and maintenance manual for winterizing instructions.

Portable Toilet (If Equipped)

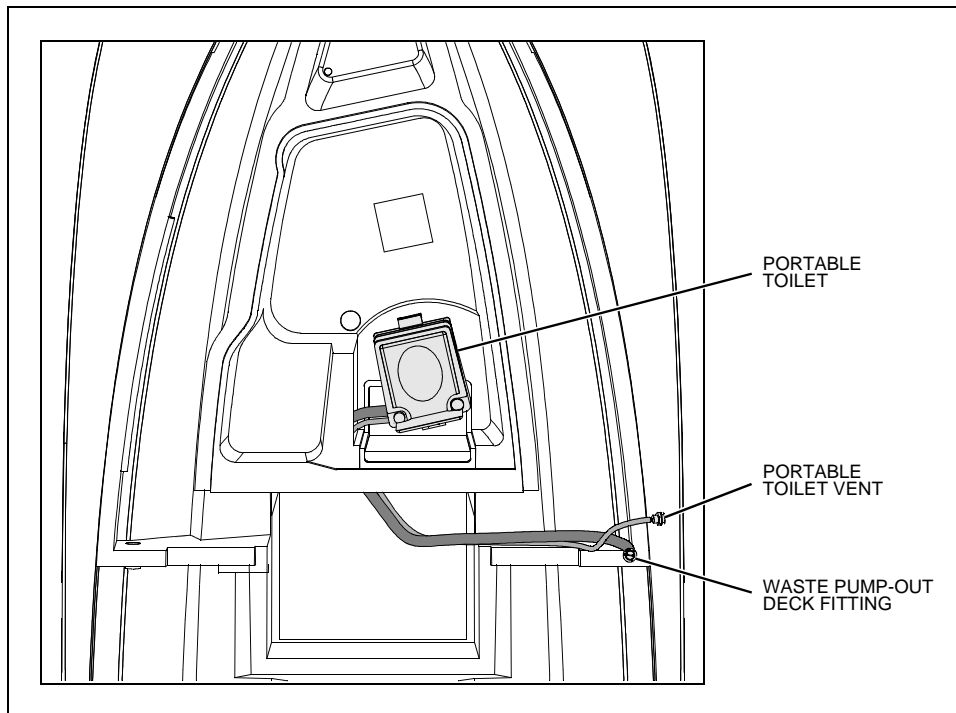
NOTICE

Check with local authorities for regulations regarding the legal use of marine head systems.

Read the manufacturer's operating instructions *before* using the portable toilet.

Portable Toilet Pump-Out (If Equipped)

- Read and follow the manufacturer's operating instructions *before* using this feature.



Chapter 7: Deck Equipment

Cleats and Tow Eyes



WARNING!

PERSONAL INJURY and /or PRODUCT or PROPERTY DAMAGE HAZARD!

NEVER lift the boat using the bow and stern eyes or the cleats.

Read the section on towing in the *Sport Boat Owner's Manual* ***before***:

- Towing anything behind the boat.
- Being towed by another vessel.

Canvas



CAUTION

PRODUCT or PROPERTY DAMAGE HAZARD!

Take down and securely stow *ALL* canvas before transporting your boat by road.

NOTICE

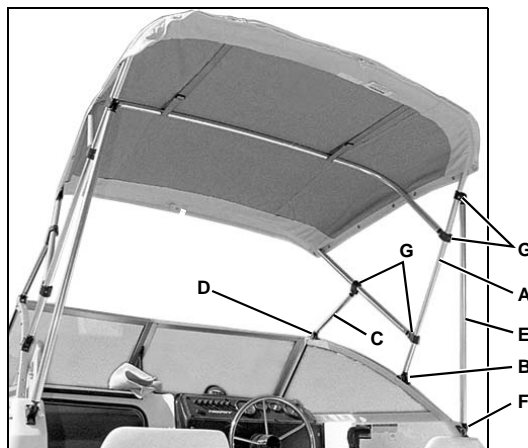
Two people are needed for most of the tasks listed in this section.

NOTICE

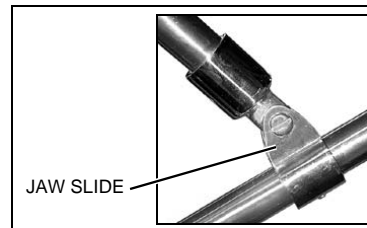
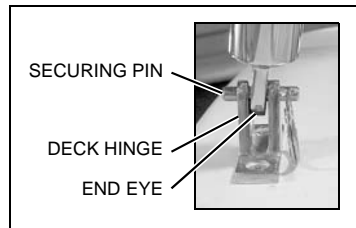
Before cleaning and/or stowing your canvas or vinyl, read the canvas care and warnings sheet.

Installing the Canvas

1. Slide the end eyes of the main bow (A) into the mid deck hinges (B) and secure with the pins.
 2. Slide the end eyes of the forward braces (C) into the forward deck hinges (D) and secure with the pins.
 3. Slide the end eyes of the aft braces (E) into the aft deck hinges (F) and secure with the pins.
- The jawslides (G) are pre-set during manufacturing and should **not** need to be adjusted.
 - Before attempting to adjust the jaw slide positions, obtain the correct measurements from your selling dealer.



NOTE:
SOME HINGES MAY BE
LOCATED ON DECK



Chapter 8: Appliances & Entertainment Systems

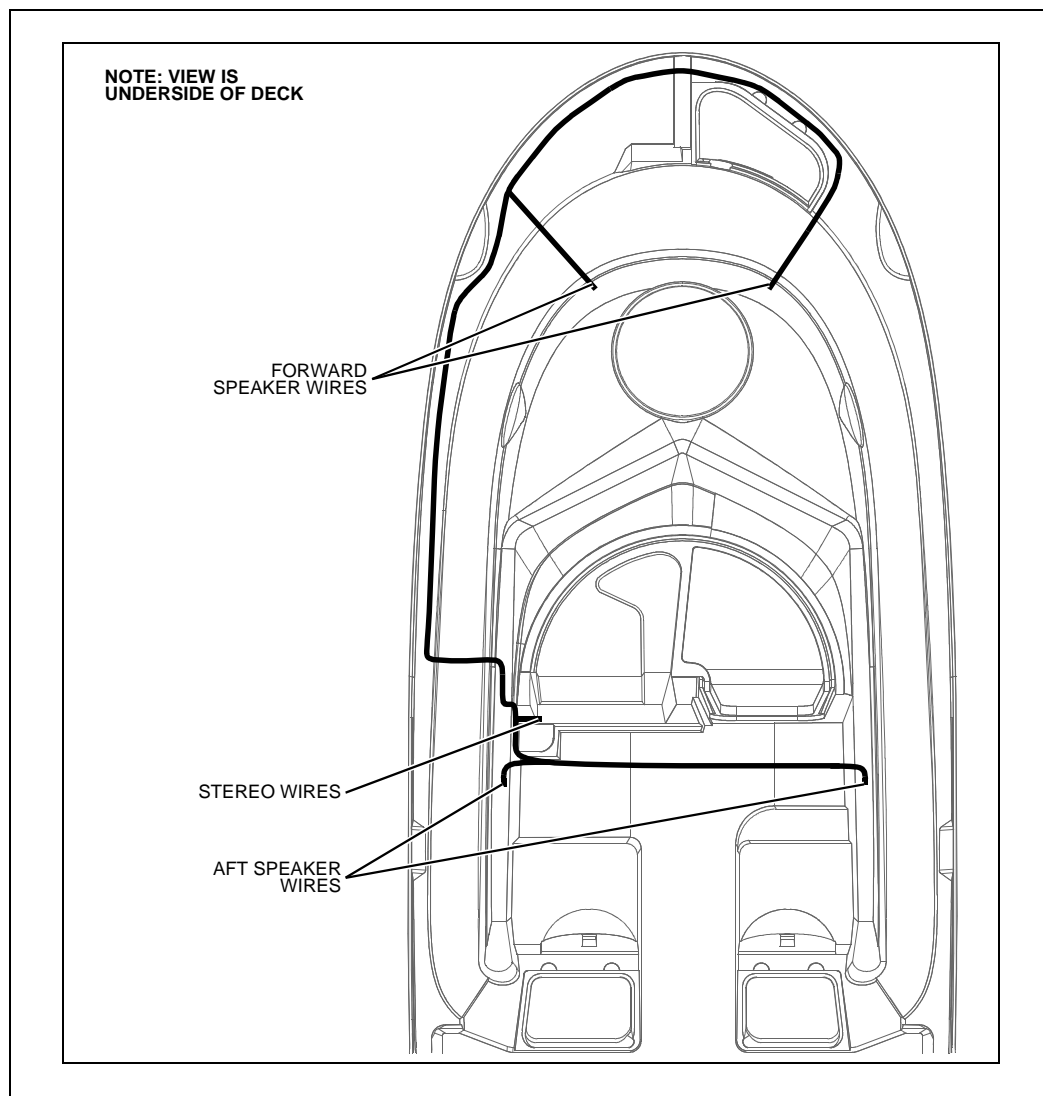
NOTICE

Always keep an approved ABC-type fire extinguisher in galley area.


- The separate instruction sheets or manuals for **all** appliances and entertainment systems contain detailed instructions and important safeguards.
- Read these instruction sheets and manuals **before** using your boat's appliances and entertainment systems.
- If applicable, make sure the AC breaker is turned **On** for the appliance or entertainment system you wish to use.


Pre-wiring For Audio Equipment

- The deck is pre-wired to support the installation of a stereo and four speakers.
- Contact your selling dealer for help with choosing and installing a marine stereo.




Butane Stove (If Equipped)

 **DANGER!**





CARBON MONOXIDE POISONING HAZARD!

- The butane stove is a source of dangerous carbon monoxide gas (CO).
- *Before* using the butane stove, *Open* doors and windows to make sure there is enough fresh air for ventilation.

 **WARNING!**

- Open flame cooking appliances consume oxygen, this can cause asphyxiation or death.
- Maintain open ventilation.

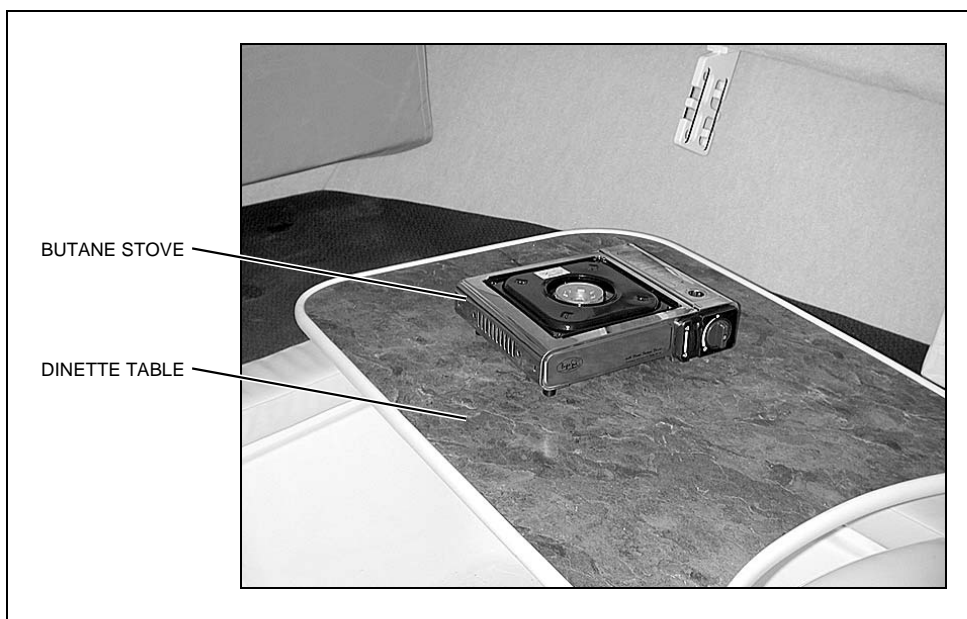
 **WARNING!**



BURN/SCALDING and/or FIRE HAZARD!

- Read the stove's instruction manual *before* using.
- *Always* keep an approved ABC-type fire extinguisher in galley area.
- Do **NOT** use the stove while underway.
- Any non-cooking devices on or near your stove during use are potential fire hazards!
- Do **NOT** touch burners, grates or nearby surfaces as they may be hot even when they are dark in color.
- Areas near burners and grates may become hot enough to cause burns.
- During and after use, do **NOT** touch or let clothing or other flammable material come in contact with heated units or areas near the units (burner top, main frame sides and back, sea rails and pot holders) until they have had sufficient time to cool.

- *Before* using the butane stove read the stove's instruction manual.
- *Before* using the stove, make sure the bow hatch is open.
- Only one cannister may be stowed inside the cabin (see the stove instruction manual for stowage details). Extra canisters can be stored in the cockpit.
- Only use the butane stove on top of the dinette table.
- When the stove is not in use, stow the stove in its case, under the galley.

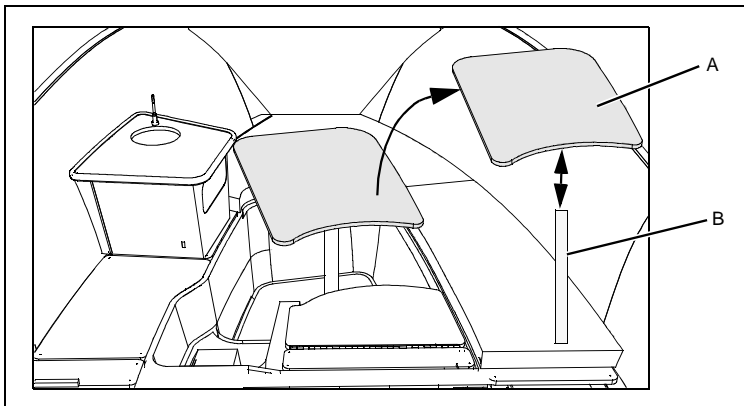


Chapter 9: Convertible Seats, Beds, & Tables

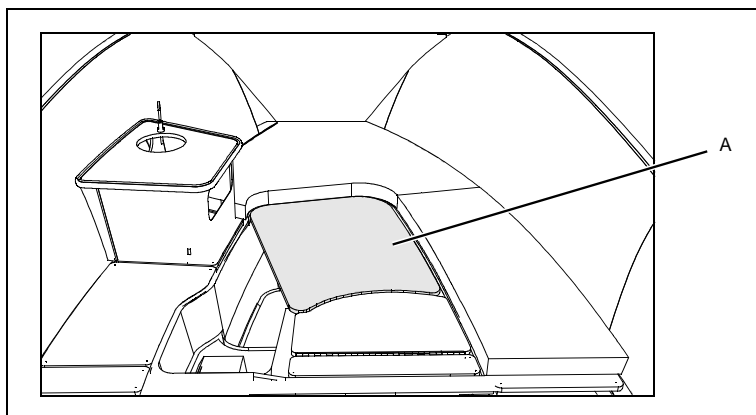
Dinette to V-Berth Conversion

The dinette table can be removed and the dinette area can be converted into a berth.

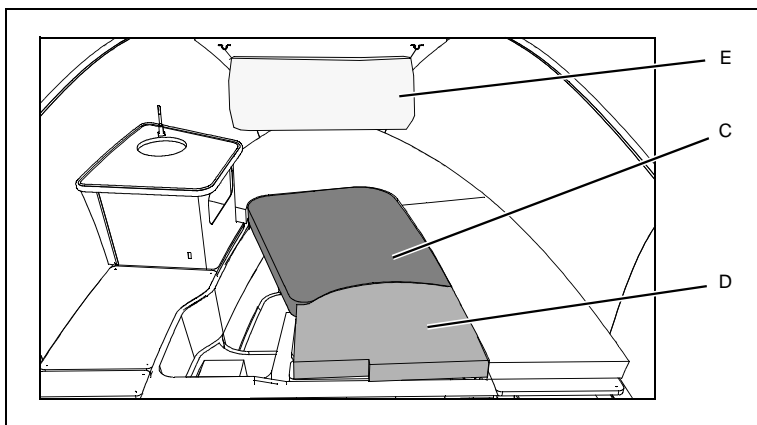
1. Lift the table (A) and remove the table leg (B).



2. Place the table (A) so that it fits securely on the edge lips at the front of the dinette seats.



3. Place the forward filler cushion (C) on top of the table.
 4. Place the aft filler cushion (D) on top of the portable head access hatch.
- The table and table leg can be stored in the forward storage pouch (E).



Chapter 10: Lights

Care and Maintenance

All of the lights installed on your boat are of top quality, but you should be aware that failure may periodically occur for a variety of reasons:

1. There may be a blown fuse - *replace the fuse.*
2. The bulb may be burned out - *carry spare bulbs for replacement.*
3. A wire may be damaged or may have come loose - *repair as required.*
4. The bulb base may be corroded - *clean the base and coat it with non-conductive electrical lubricant.*

Interior & Exterior Lights



CAUTION

- Be conservative in the use of battery power.
- Prolonged use of cabin interior lights (overnight) *will* result in a drained battery.

- The lights are powered by the boat's 12-volt DC system.
- The battery switch *must* be turned *On* for the lights to work.

Navigation Lights



CAUTION

Avoid the storage of gear where it would block navigation lights from view.

Read the navigation light section in the *Sport Boat Owner's Manual*.


Chapter 11: Electrical System







 **DANGER!**





EXTREME FIRE, SHOCK & EXPLOSION HAZARD!


- To minimize the risks of fire and explosion, *NEVER* install knife switches or other arcing devices in the fuel compartment.
- NEVER* substitute automotive parts for marine parts. Electrical, ignition and fuel system parts were designed and manufactured to comply with rules and regulations that minimize risks of fire and explosion.
- Do *NOT* modify the electrical systems or relevant drawings.
- Have qualified personnel install batteries and/or perform electrical system maintenance.
- Make sure that *all* battery switches are turned *Off* *before* performing any work in the engine spaces.

 **WARNING!**







FIRE & EXPLOSION HAZARD!

- Fuel fumes are heavier than air and *will* collect in the bilge areas where they can be accidentally ignited.
- Visually and by smell (sniff test), check the engine area for fumes or accumulation of fuel.
- NEVER* expose the batteries to open flame or sparks, and *NEVER* smoke anywhere near the batteries.

 **CAUTION**


SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

When the engine is running, *NEVER* turn *Off* the battery switch or disconnect the battery cables. Doing either could cause damage to your boat's engine and/or electrical system.

NOTICE

Electrical connections are prone to corrosion. To reduce corrosion caused electrical problems:

- Keep *all* electrical connections clean.
- Apply a spray-on protectant that is designed to protect connections from corrosion.


12-Volt DC System


Batteries

The batteries supply electricity for lights, 12-volt accessories, and engine and generator starting.

The Electrical section of Chapter 8, in the *Sport Boat Owner's Manual*, provides battery care and maintenance instructions.

Battery Switch (Single Engine Models)

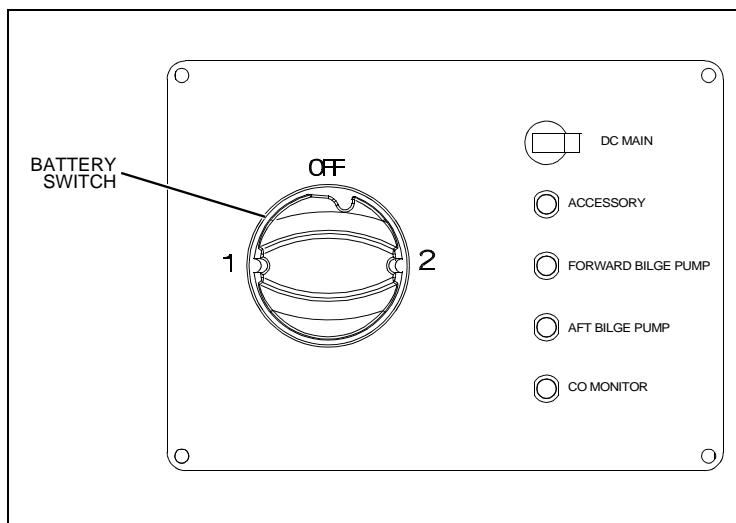
 **CAUTION**




SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!


When the engine is running, *NEVER* turn *Off* the battery switch or disconnect the battery cables. Doing either could cause damage to your boat's engine and/or electrical system components.

- "Stand-by Loads", such as the automatic bilge pump, and the stereo memory, are *not* affected by the battery switch. Stand-by loads bypass the battery switch and are wired directly to the battery.
- Turn the battery switch to the *Off* position whenever the boat will be unoccupied for long periods of time.



Battery Switches (Twin Engine Models)


CAUTION

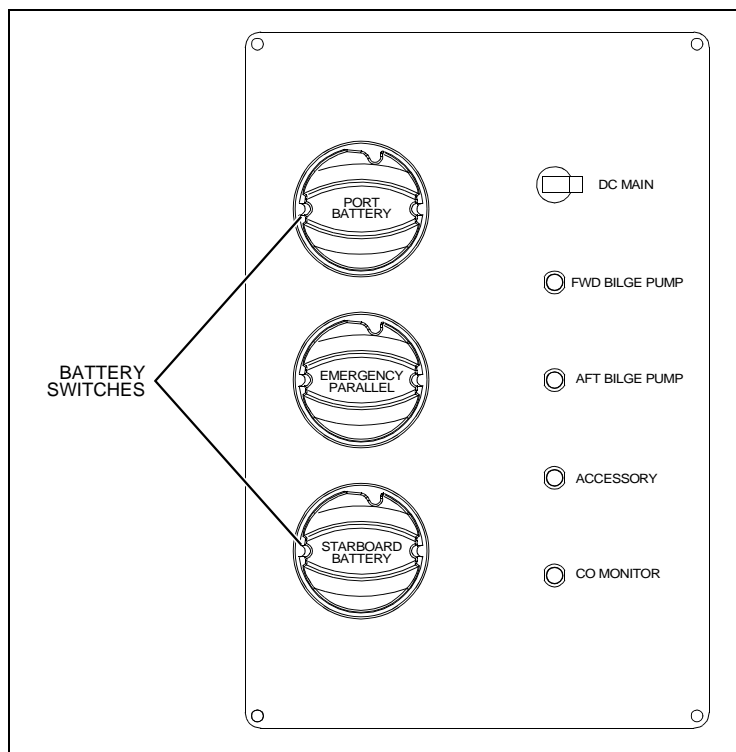


SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!
 When the engine is running, *NEVER* turn *Off* the battery switch or disconnect the battery cables. Doing either could cause damage to your boat's engine and/or electrical system components.

- "Stand-by Loads", such as the automatic bilge pump, and the stereo memory, are *not* affected by the battery switch. Stand-by loads bypass the battery switch and are wired directly to the battery.
- Turn the battery switch to the *Off* position whenever the boat will be unoccupied for long periods of time.

Fuses and Circuit Breakers

- Fuses and circuit breakers for engines and main accessory power are on the battery switch panel.
- Some equipment may have secondary fuse protection at the unit, behind the battery switch panel or at the batteries.



12-Volt Accessory Outlet(s)


CAUTION

Do *NOT* use the 12-volt accessory outlet with a cigarette or cigar lighter. High temperatures may melt the outlet.


- Your boat is equipped with one or more 12-volt accessory outlets.
- The outlet(s) can be used with any 12-volt device which draws 10-amps or less.
- Each 12-volt accessory outlet is protected by a 10-amp fuse on the DC breaker panel.

Alternator(s)

The alternator(s) *will* keep the batteries properly charged when the engine(s) are running at, or above, cruising speeds.

Battery Charger (If Equipped)

 CAUTION ENGINE & ELECTRICAL SYSTEM DAMAGE HAZARD! NEVER run the boat's engine and the battery charger at the same time.
--

 CAUTION <ul style="list-style-type: none">• The battery charging systems (alternator and battery charger) installed on your boat are designed to charge conventional lead-acid batteries.• Before installing gel-cell or other new technology batteries, consult with the battery manufacturer about charging system requirements.
--

- **Before** using the battery charger, read *all* instructions and warnings: (1) on the battery charger, (2) on the batteries, and (3) in the battery charger manual.
- The battery charger will charge the boat's batteries whenever the boat is plugged into 110-volt/60-hertz shore power *and* the "BATTERY CHARGER" AC circuit breaker is **On**.
- The battery switch can be in any position during charging.
- You may use DC powered electrical systems, such as the lights and stereo when charging the batteries, but there will be a corresponding drop in charger performance.

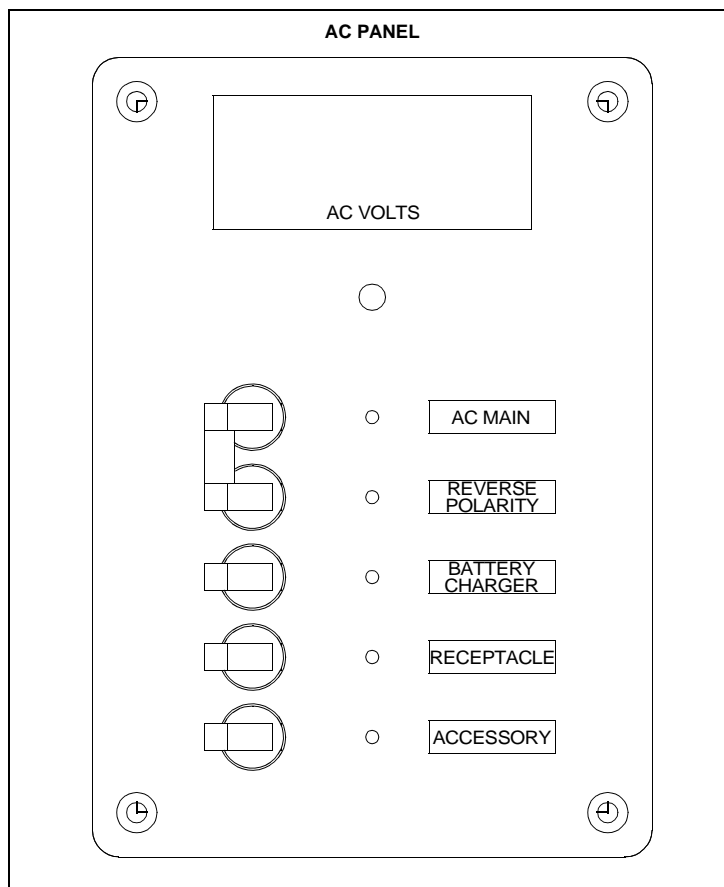
110-Volt AC System

NOTICE


When using shore power, the simultaneous use of several AC components can result in an overloaded circuit.




It may be necessary to turn *Off* one or more accessories in order to use another accessory.

- To gain a basic understanding of your boat's 110-volt AC system, read the information provided in the handbook, "A Boater's Guide To AC Electrical Systems." If a copy of this handbook was not included in your owner's packet, call 360-435-8957 and one will be mailed to you.
- The AC system can be energized by shore power.
- The master circuit breakers, located on the AC panel, provide power source selections to AC powered accessories.
- Individual breakers **must** be turned **On** to supply power to the accessories you wish to use.
- The AC panel may contain inactive circuit breakers for accessories that are **not** available for this model boat.





Shore Power (If Equipped)

 **DANGER!**





FIRE, EXPLOSION & SHOCK HAZARD!


- Do **NOT** alter the shore power connectors and use *only* compatible connectors.
- *Before* plugging in or unplugging the shore power cord to your boat, make sure *all* breakers and switches on the AC master panel are turned *Off*.
- To prevent shock or injury from an accidental dropping of the 'hot' cord into the water; **ALWAYS** plug the shore power cord into the boat inlet first; then into the dockside outlet. When unplugging from shore power, **ALWAYS** unplug the shore power cord from the dockside outlet first.
- **NEVER** leave the shore power cord *only* plugged into the dockside outlet.
- Only use shore power cords approved for marine use. **NEVER** use ordinary indoor or outdoor extension cords.

 **WARNING!**



SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!


- Monitor the polarity indicator lights *every time* you connect to shore power.
- If a reversed polarity light turns *On* when you are connecting to shore power, do **NOT** turn *On* the main breaker switches.
- Instead, *immediately* unplug the shore power cord (*always* from the dockside outlet first) and alert marina management.

 **WARNING!**


SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!


- *Before* each use, check the shore power cord for defects or damage.
- **NEVER** use a damaged or faulty cord since the danger of fire and electrical shock exists.
- Do **NOT** pinch the shore power cord in doors or hatches, or coil the shore power cord too tightly since these situations can generate enough heat to result in a fire.
- If a shore power cord is dropped into the water, *completely* dry the blades and contact slots *before* using.


 **CAUTION**


ELECTRICAL SYSTEM DAMAGE HAZARD!

- **NEVER** connect to dockside power outside of North America unless you have the international electrical conversion option.
- Using several AC components at the same time can result in an overloaded circuit. You may have to turn *Off* one or more appliances in order to use another appliance.
- Use double insulated or three-wire protected electrical appliances whenever possible.

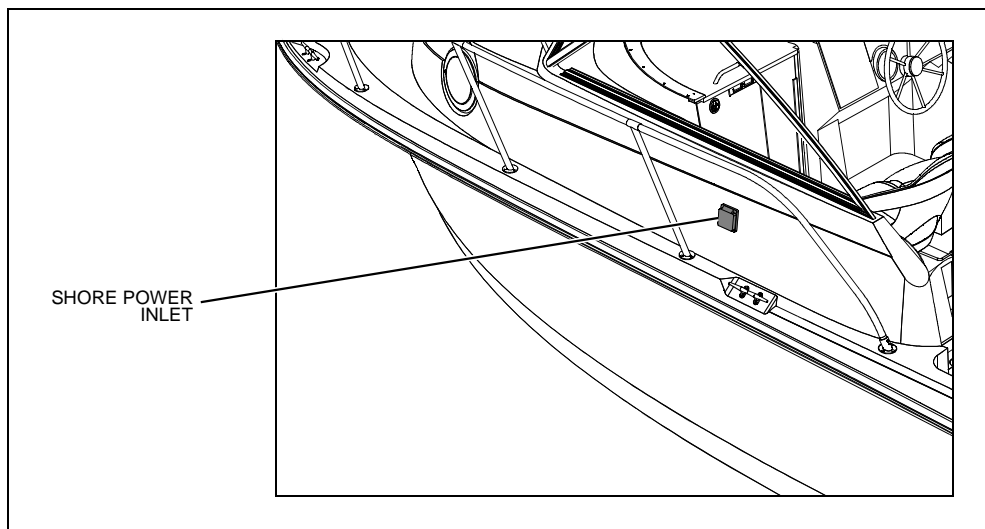
Connecting to Shore Power

**WARNING!**

**SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!**

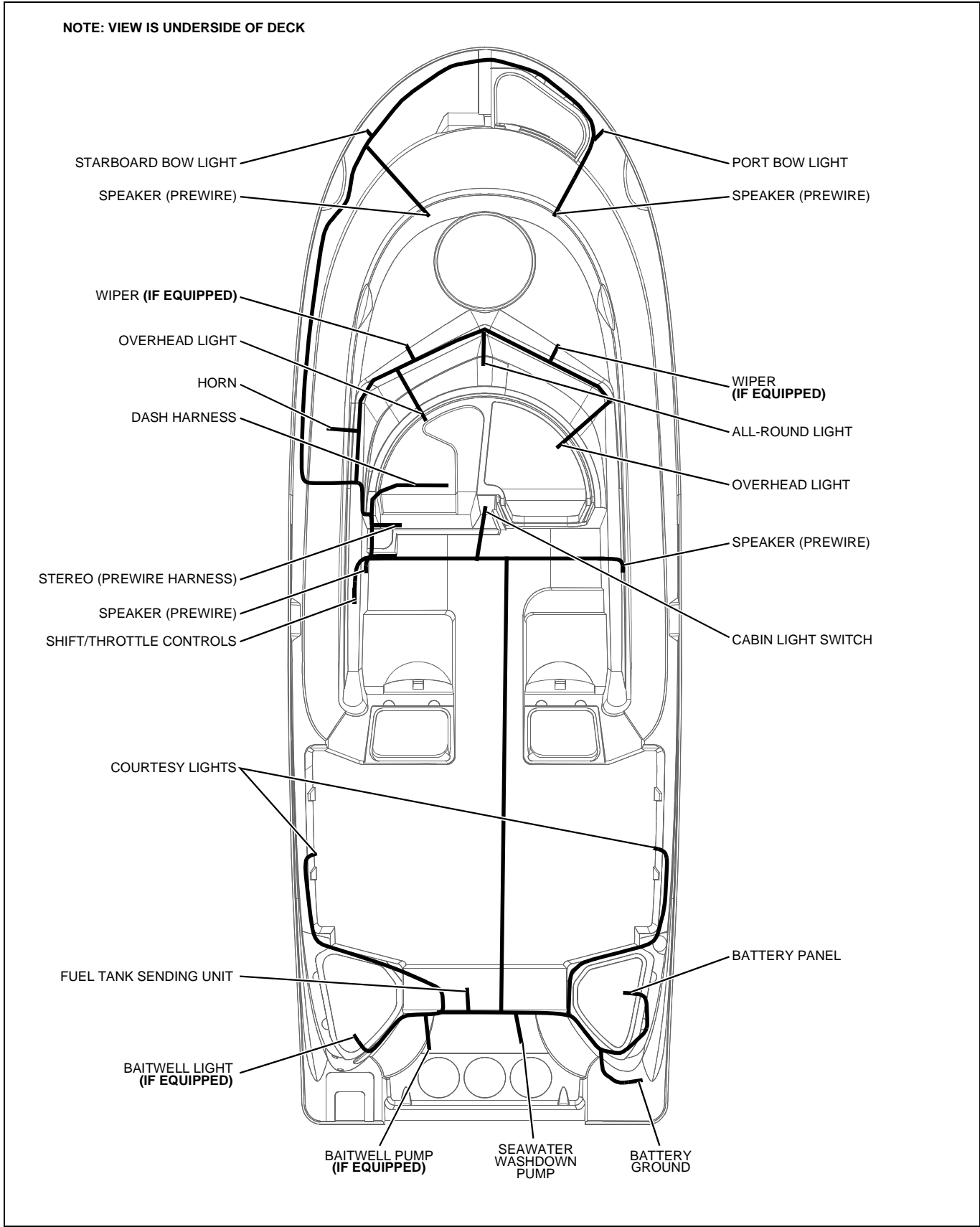
- Monitor the polarity indicator lights *every time* you connect to shore power.
- If a reversed polarity light turns *On* when you are connecting to shore power, do *NOT* turn *On* the main breaker switches.
- Instead, *immediately* unplug the shore power cord (*always* from the dockside outlet first) and alert marina management.

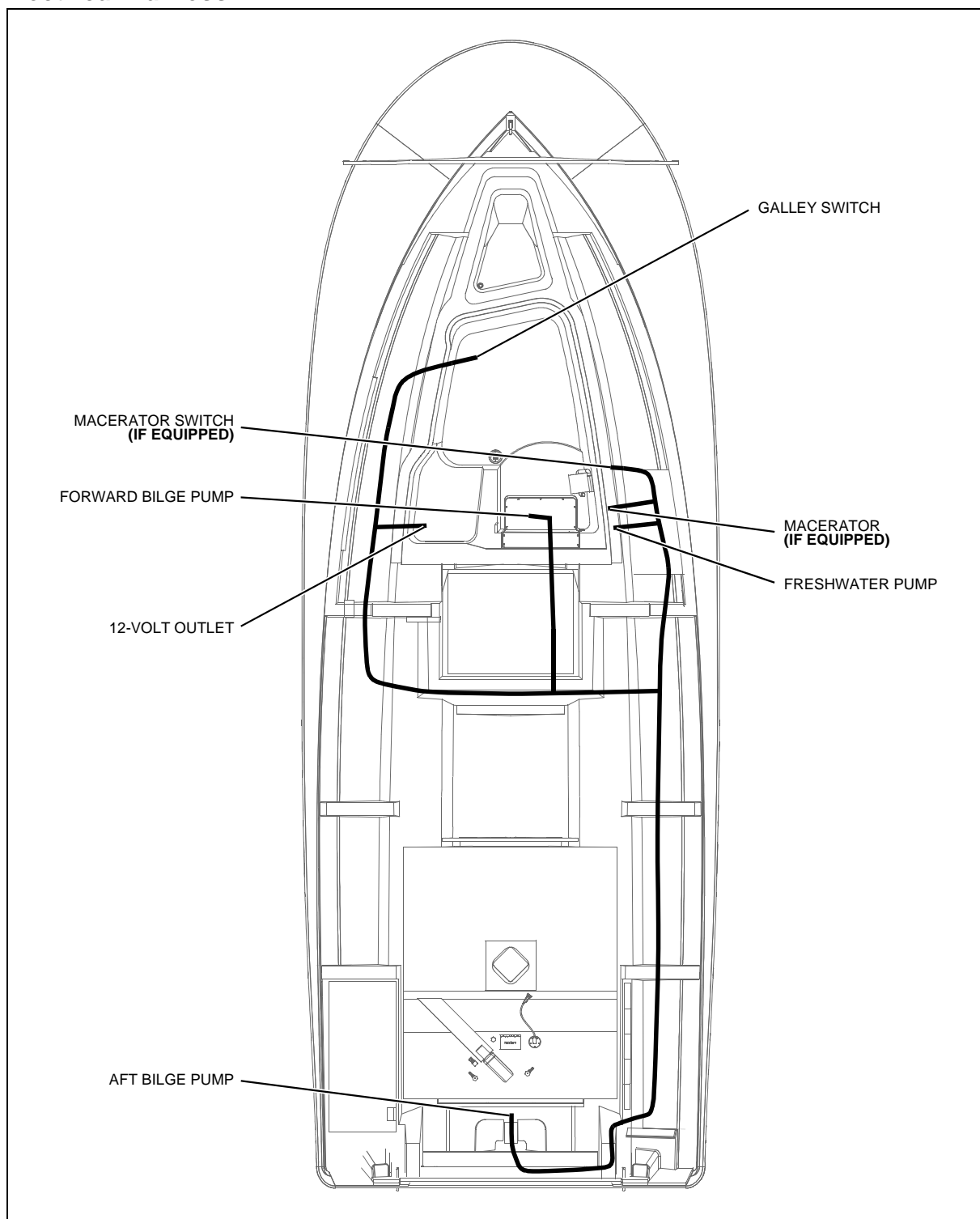
1. Review *all* hazard information at the beginning of this section, *Shore Power*.
2. Turn *Off* *all* breakers and switches on the AC master panel.
3. Attach the shore power cord to the boat inlet first, then to the dockside outlet.
4. Turn *On* the "SHORE POWER 1" master breaker.
5. Turn *On* the individual component breakers as required.



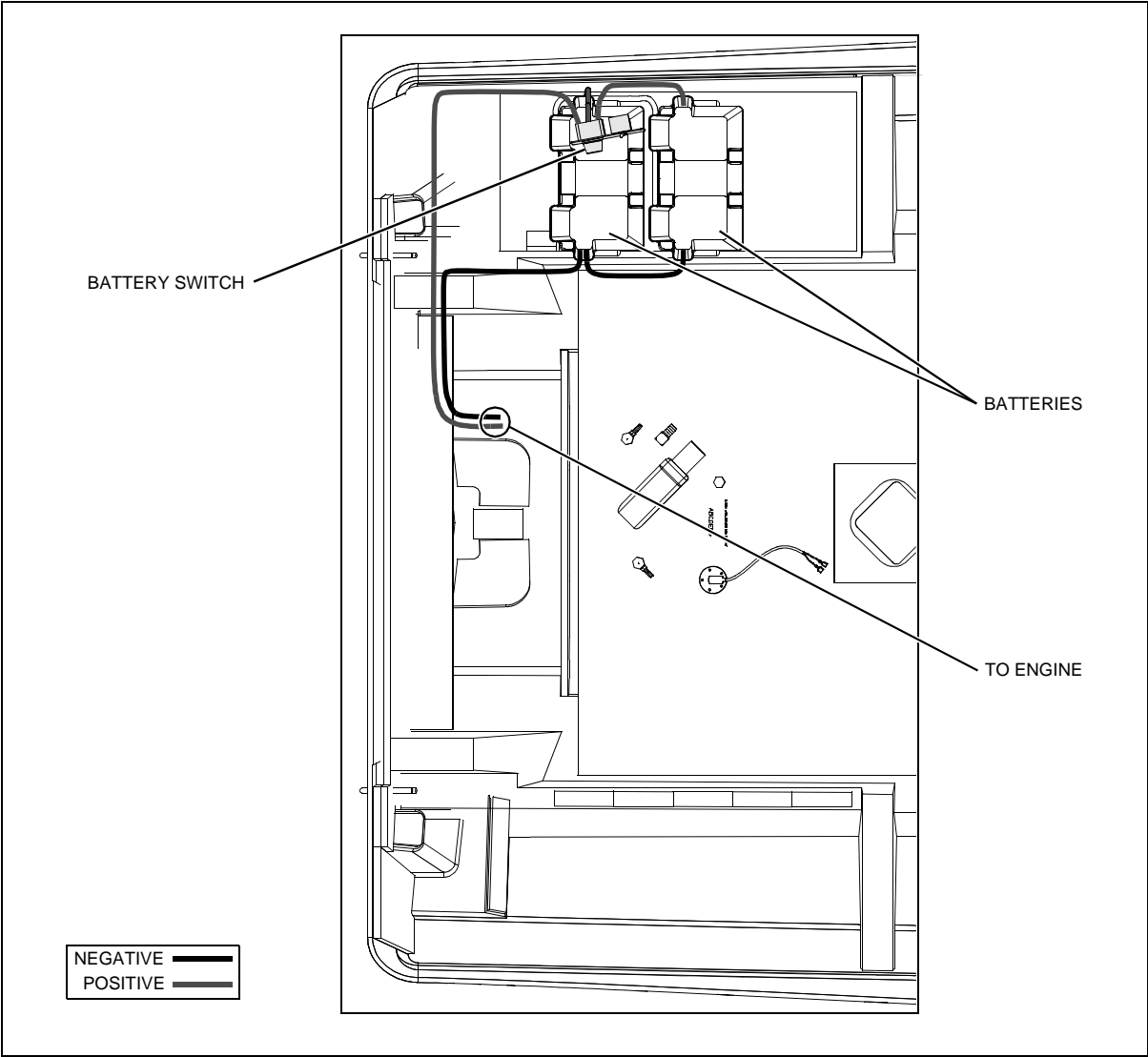
Electrical Routings

Deck Electrical Harness



Hull Electrical Harness

Battery System View



Wiring Diagram

NOTICE

The wiring diagrams were not available when this supplement went to print.

The diagrams will be added to the supplement as soon as possible.

As soon as the wiring diagrams are added, the updated supplement will be available for download at: <http://www.trophyfishing.com>

12-Volt DC Electrical System

110-Volt AC Electrical System

Important Records

Selling Dealer

_____	Name Of Dealership
_____	Address
_____	Phone/FAX/E-mail
_____	Sales Manager
_____	Service Manager

Engine(s)

_____	Manufacturer	_____	Model Name/Number
_____	Port (or only) Engine Serial Number	_____	Starboard Engine Serial Number
_____	Oil Type/SAE	_____	Quarts per Engine
_____		_____	Filter Type

Propeller

_____	Manufacturer	_____	Pitch

Model Number			

Key Numbers

_____	Ignition	_____	Other
-------	----------	-------	-------

Electronics

_____	Manufacturer	_____	Model Name/Number

Serial Number			
_____	Manufacturer	_____	Model Name/Number

Serial Number			
_____	Manufacturer	_____	Model Name/Number

Serial Number			

Float Plan

Before going boating, fill out a copy of this float plan (or similar) and leave it with a **reliable** person whom you can depend on to contact the Coast Guard or other rescue organization, if you do not return as scheduled.

Description of Boat

Registration/Documentation Number		
Length	Make	Type
Hull Color		Trim Color
Fuel Capacity	Engine Type	Number of Engines
Distinguishing Features		
Distinguishing Features		

Operator of Boat

Full Name		
Male or Female	Age	Health
Address		
Address		
Phone/FAX/E-mail		
Operator's Experience		

Persons on Board

Full Name		
Age	Health	Phone Number
Full Name		
Age	Health	Phone Number
Full Name		
Age	Health	Phone Number
Full Name		
Age	Health	Phone Number
Full Name		
Age	Health	Phone Number

Survival Equipment

Marine Radio (Yes/No)	Type	Frequencies
Number of PFDs	Flares (Yes/No)	Mirror (yes or no)
Smoke Signals (Yes/No)	Flashlight (Yes/No)	Food (Yes/No)
Water (Yes/No)	Anchor (Yes/No)	Raft/Dinghy (Yes/No)
Paddles (Yes/No)	EPIRB (Yes/No)	Other
Other	Other	Other

Vehicle Description

Make	Model
Color	License Number
Where is the Vehicle Parked?	

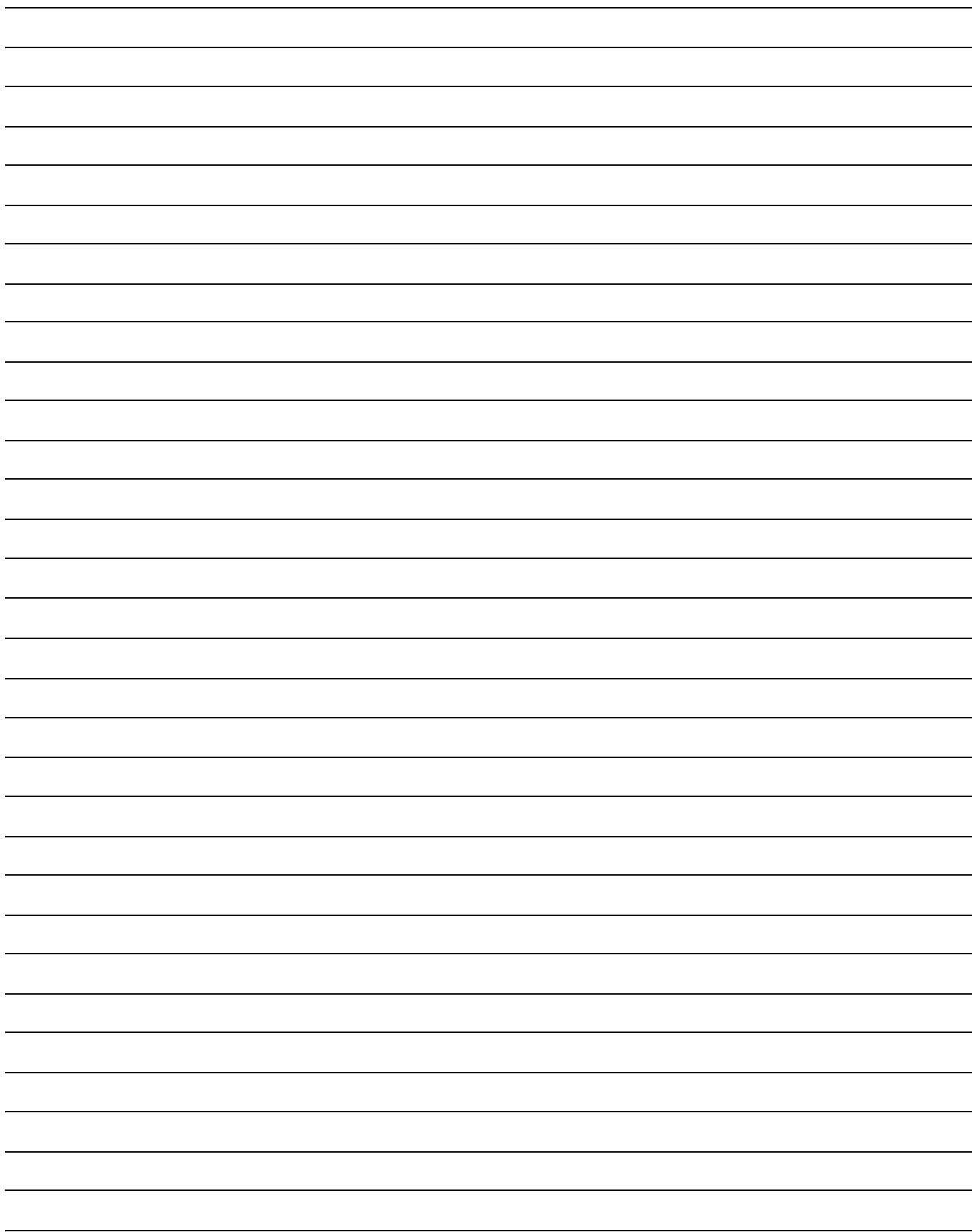
Trip Expectations

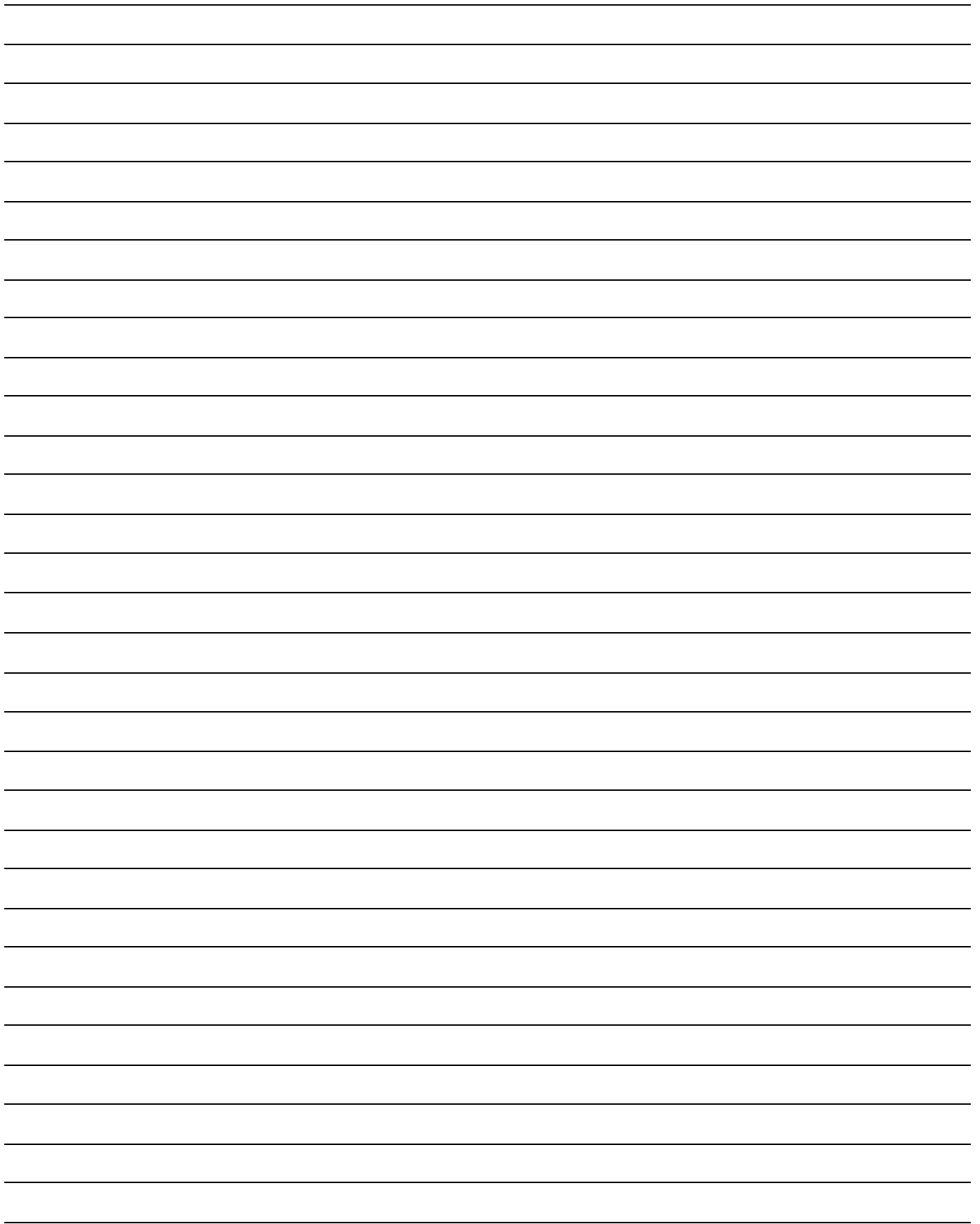
Departing From	
Departure Date	Departure Time
Stopover 1	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 2	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 3	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 4	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 5	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 6	
Arrive No Later Than: Date	Arrive No Later Than: Time
Final Destination Port (If Different Than Home Port)	
Arrive No Later Than: Date	Arrive No Later Than: Time

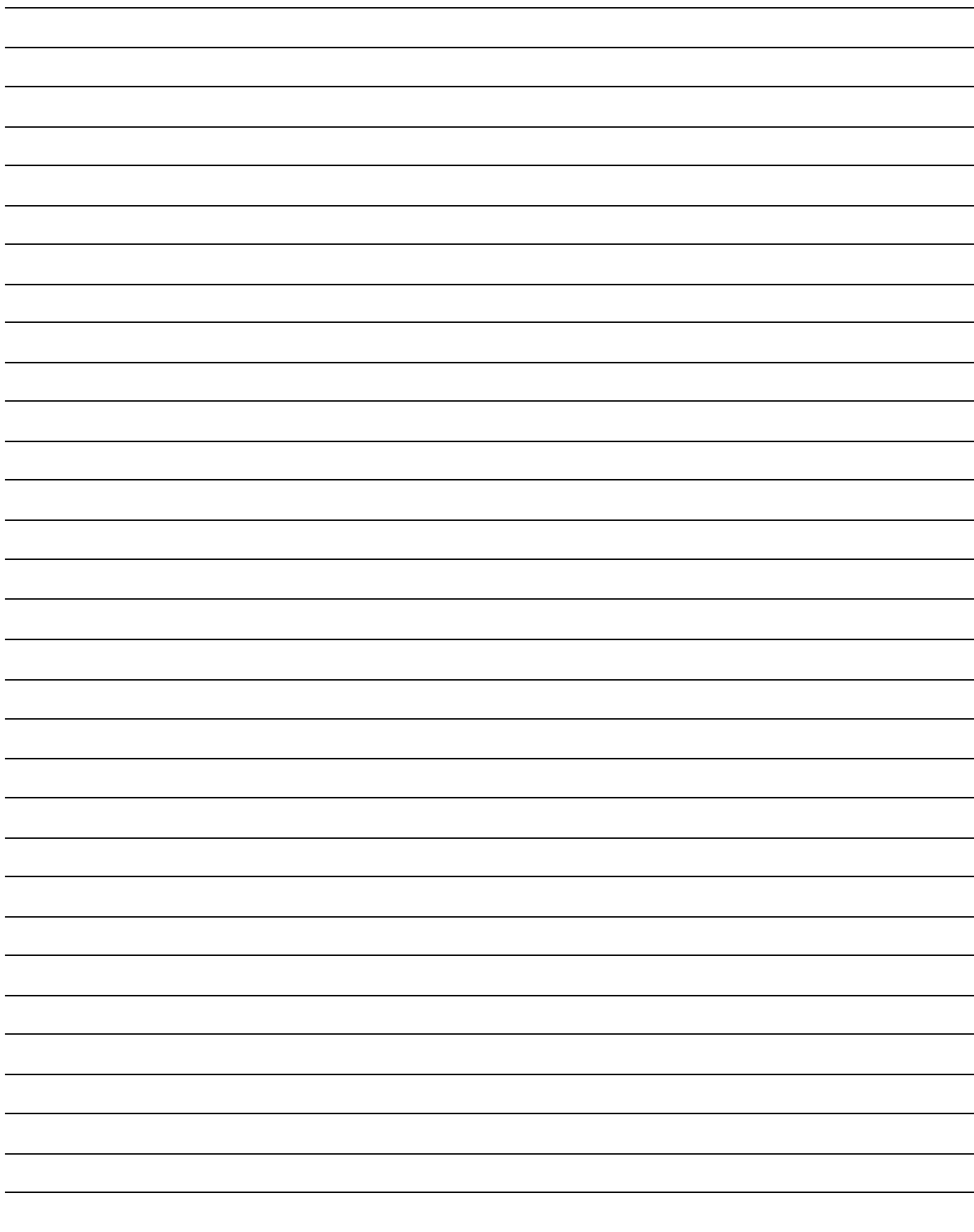
If not returned by the date and time listed above, call the Coast Guard or other local authority.

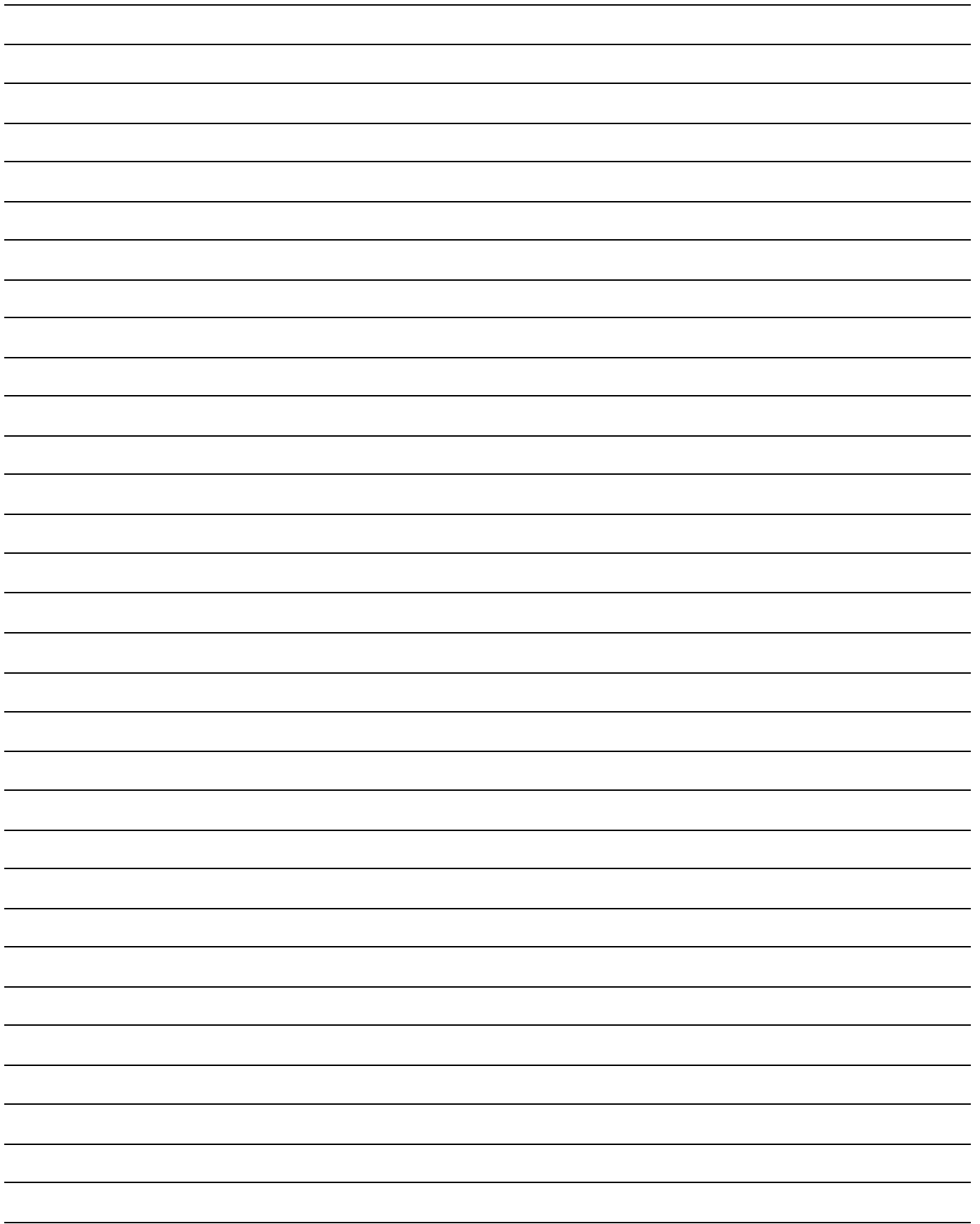
Coast Guard Phone Number
Local Authority Phone Number

[illegible]









Part Number 1791200

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