

TROPHY
2359 HARDTOP

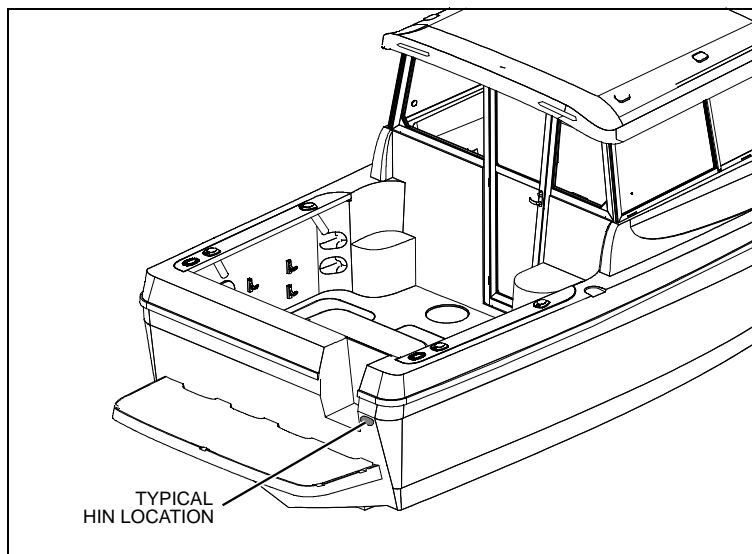
OWNER'S MANUAL SUPPLEMENT

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!

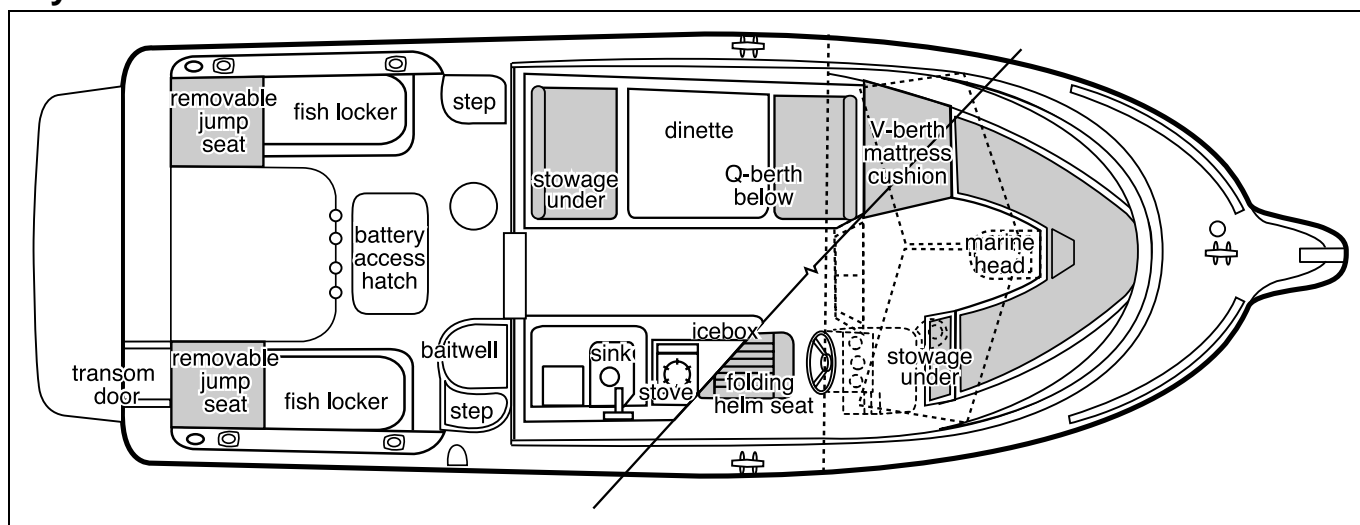
Chapter 1: Welcome Aboard!

This *Owner's Manual Supplement* provides specific information about your boat that is not covered in the *Sport Boat Owner's Manual*. Please study the *Sport Boat Owner's Manual* and this *Supplement* carefully. Keep the *Sport Boat Owner's Manual* and this *Supplement* on your boat in a secure, yet readily available place.

Dimensions and Tank Capacities

Overall Length	Bridge Clearance	Beam	Draft (Drive Down)	Draft (Drive Up)	Fuel Tank (gallons)	Freshwater Tank (gallons)	Waste Holding Tank (gallons)
23' 5"	7' 3"	8' 5"	2' 12"	1' 7"	87	20	15

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 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 the 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>
- 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.

Safety Standards


 **DANGER!**




FALLING and ROTATING PROPELLER HAZARD!


NEVER allow anyone to ride on parts of the boat *not* 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 will cause personal injury or death.

 **DANGER!**



DANGER
CARBON MONOXIDE



ROTATING PROPELLER and CARBON MONOXIDE POISONING HAZARD!

- **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!**

PERSONAL SAFETY HAZARD!

ALWAYS secure the anchor and other loose objects before getting underway. The anchor and other items that are *not* properly secured can come loose when the boat is moving and cause personal injury or death.

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

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 can result in cancellation of your warranty protection. Always check with your dealer before making any modifications to your boat.

Engine & Accessories Literature

- The engine and accessories installed on your boat come with their own operation and maintenance manuals.
- Read and understand 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 or 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 *Owner's Manual Supplement*, the engine owner's manual and all accessory instruction sheets and manuals.



Special Care For Moored Boats

NOTICE

- **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!	
	<ul style="list-style-type: none">• Carbon monoxide gas (CO) is colorless, odorless, tasteless, and extremely dangerous.• <i>All</i> 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 BRAIN DAMAGE or DEATH.• Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal.

Facts about CO

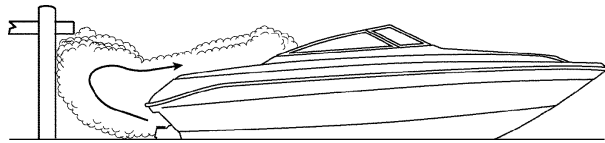
- CO poisoning causes a significant number of boating deaths each year.
- Called the "silent killer", CO is an extremely toxic, colorless, odorless and tasteless gas.
- CO can harm or even kill you inside or outside your boat.
- CO can affect you whether you're underway, moored, or anchored.
- CO symptoms 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

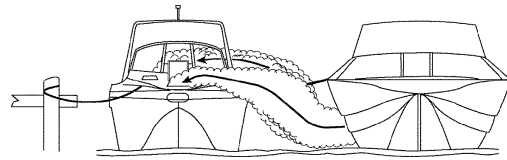
- Age
- Smokers or people exposed to high concentrations of cigarette smoke
- Consumption of alcohol
- Lung disorders
- Heart problems
- Pregnancy

Where and How CO Can Accumulate

Stationary Conditions That Increase CO Accumulations Include:



A. Using engine, generator, or other fuel burning device when boat is moored in a confined space.

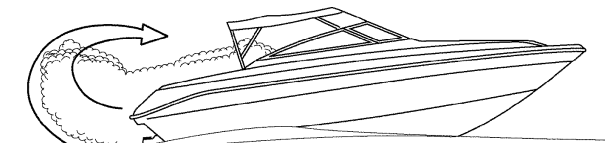


B. Mooring too close to another boat that is using its engine, generator, or other fuel burning device.

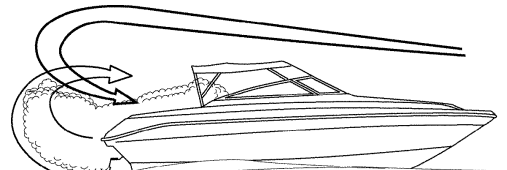
To correct stationary situations A and/or B:

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

Running Conditions That Increase CO Accumulations Include:



C. Running boat with trim angle of bow too high.



D. Running boat without through ventilation (station wagon effect).

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 alarms inside your boat. **Do not** ignore any alarm. Replace alarms as recommended by the alarm 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>

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.
- ☐ Confirm that water flows from the exhaust outlet when the engines and generator are started.
- ☐ Listen for any change in exhaust sound, which could indicate an exhaust component failure.
- ☐ Test the operation of each CO alarm 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).

Carbon Monoxide Alarm System

 DANGER!	
	<p><i>CARBON MONOXIDE POISONING HAZARD!</i></p> <ul style="list-style-type: none"> • The house battery switch <i>must</i> be in the <i>On</i> position for the CO Monitors to work.

NOTICE
<p>The stereo memory and CO monitor(s) place a small, but constant drain on the battery. If your boat <i>will</i> be unattended for an extended amount of time, plug into shore power with the battery charger turned <i>On</i>, or disconnect the battery if shore power is <i>not</i> an option.</p>

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

If your boat is ***not*** equipped with a carbon monoxide alarm, consider purchasing one from your dealer or marine supply store.

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

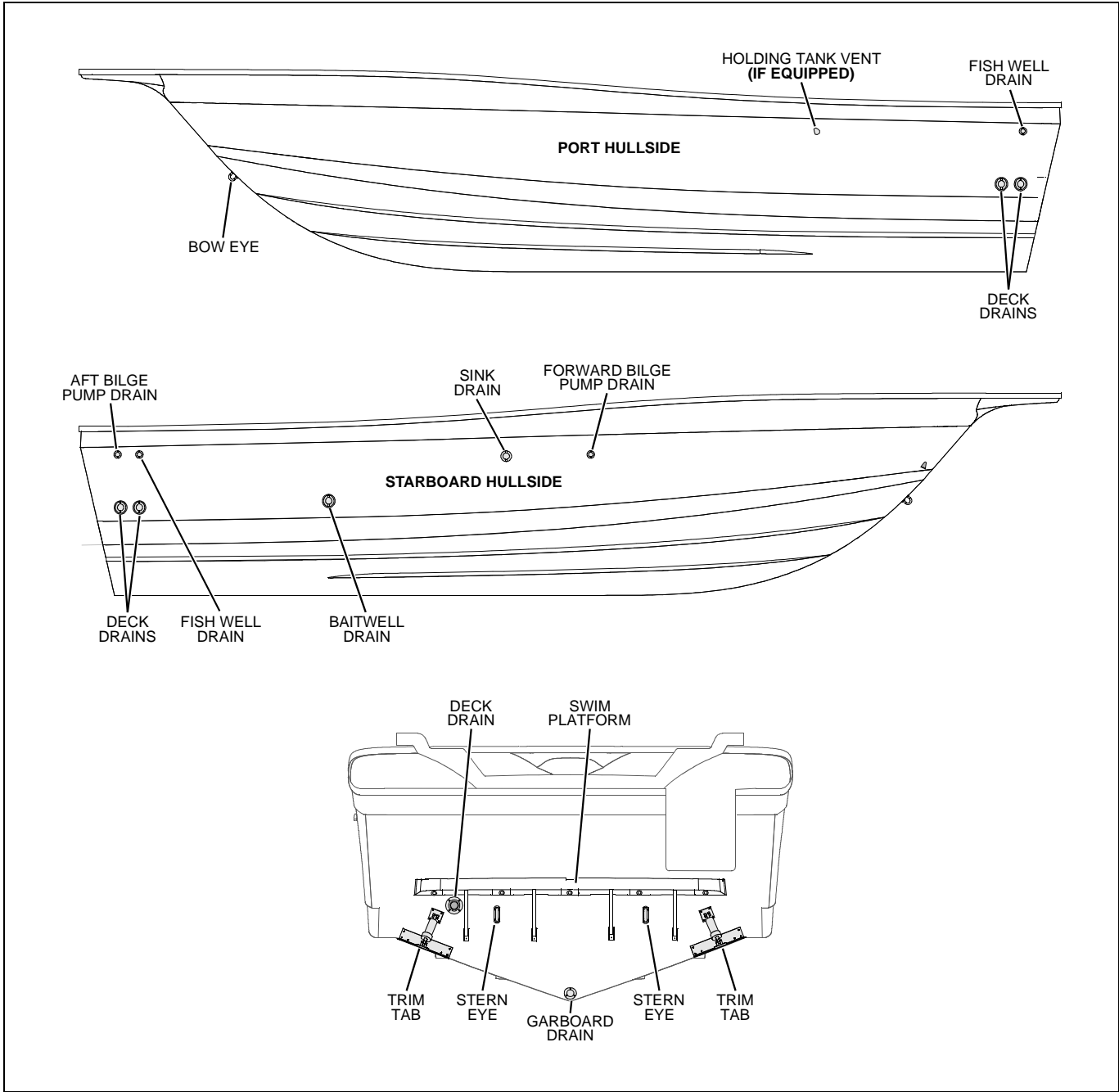
For information on how to get a free VESSEL SAFETY CHECK, visit www.vesselsafetycheck.org or contact your local U.S. Coast Guard Auxiliary or United States Power Squadrons®.

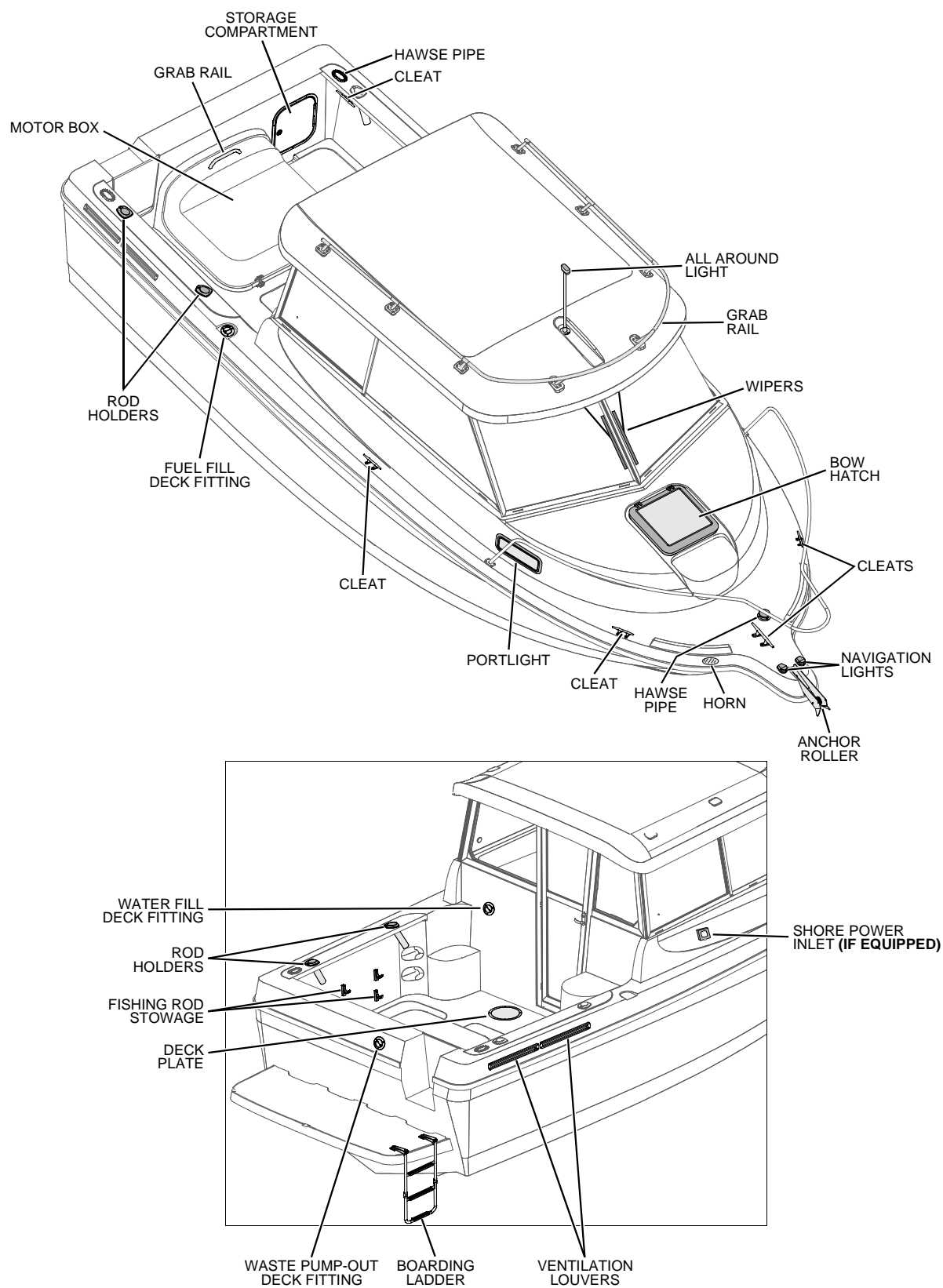
- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: <http://www.cgaux.org>
- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: <http://www.usps.org>

Chapter 2: Locations

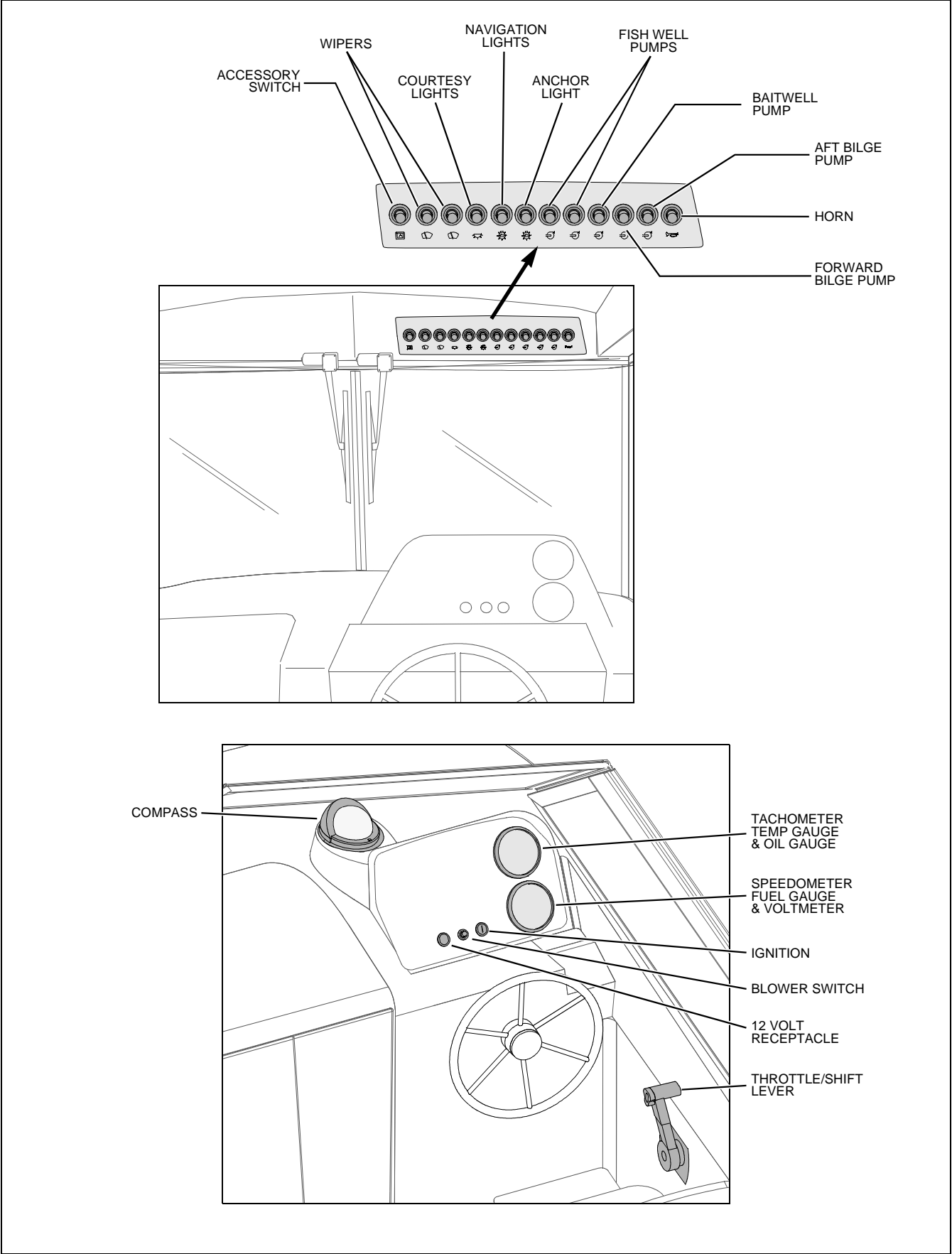
Exterior Views

Exterior Hull Views



Deck Views

Helm View



Component Locations

12-Volt Accessory Outlet:

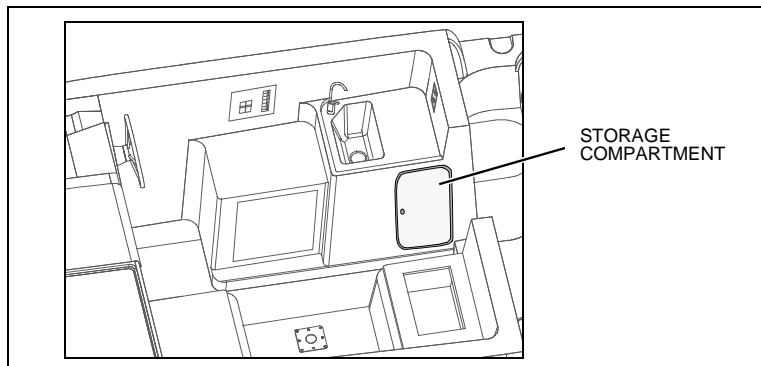
- Located at the helm next to the ignition switch.

All Around Light Socket:

- Located on the center forward hard top (refer to deck views on page 8).

Battery Switch:

- Located under the sink in the galley storage compartment.

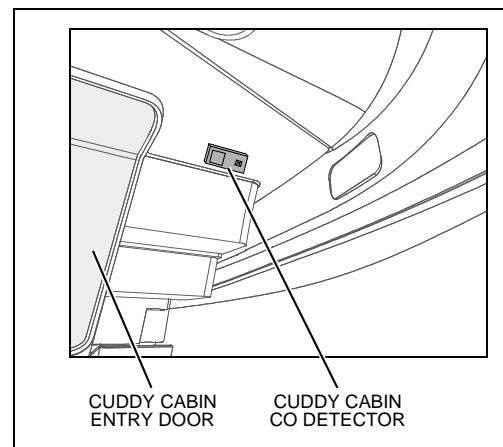


Bilge Pumps:

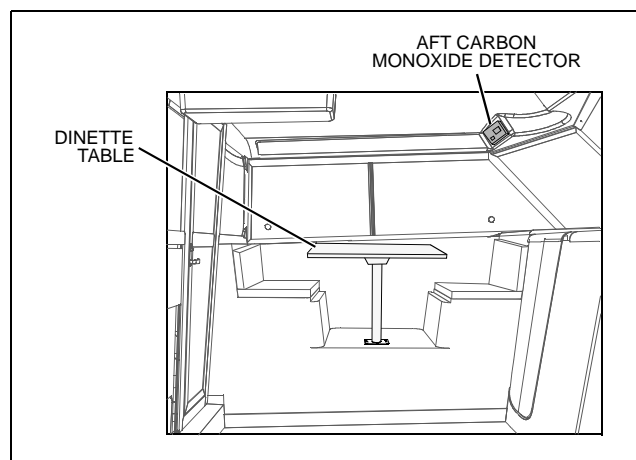
- Access to the aft bilge pump is through the motor box.
- Access to the forward bilge pump is under the cuddy cabin entry step.

Carbon Monoxide (CO) Detectors:

- The cuddy cabin CO detector is located on the port side next to the entry door.



- The aft CO detector is located on the ceiling, above the forward dinette seat.



Engine Circuit Breaker:

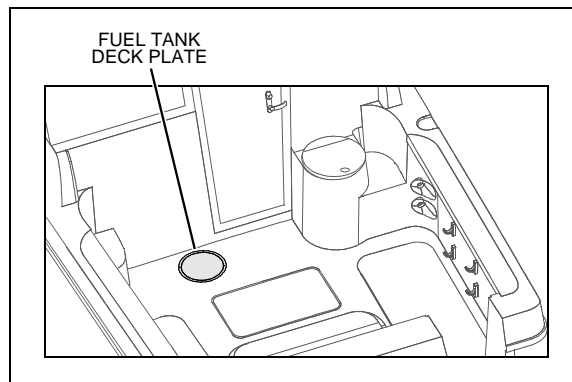
- On the engine (refer to the Engine Owner's manual).

Fuel Fill:

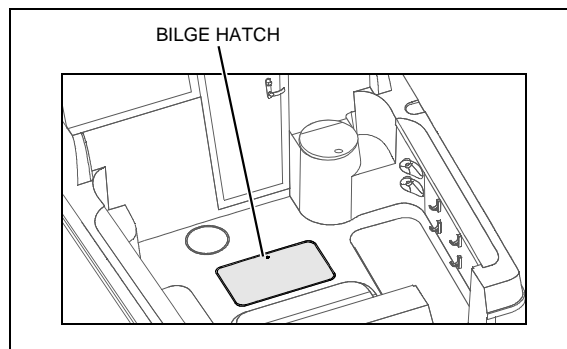
- Located on the starboard deck trail next to the baitwell (refer to page 8 for location view).

Fuel Tank:

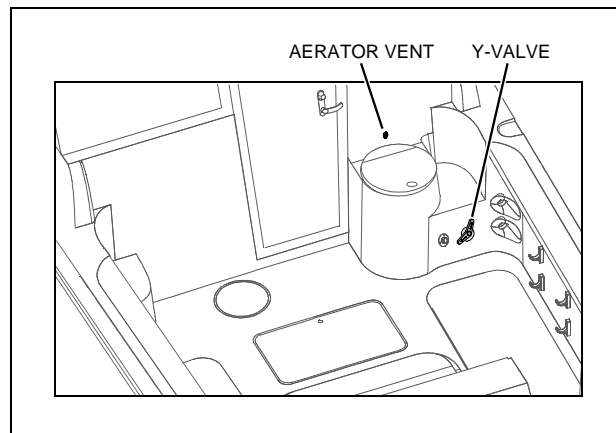
- Access is through the deck plate on the forward cockpit floor.

**Baitwell Seawater Intake Seacock:**

- Access is through the bilge hatch, forward of the motor box.

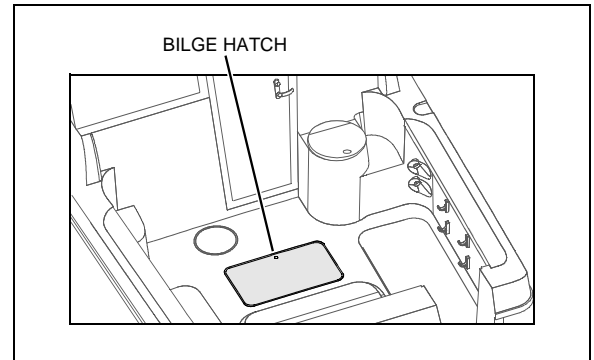
**Baitwell Y-valve (If Equipped):**

- Located in the starboard forward cockpit, below the deck trail step.



Macerator Underwater Discharge Seacock (If Equipped):

- Access is through the bilge hatch, forward of the motor box.

**Marine Head Seawater Intake Seacock (If Equipped):**

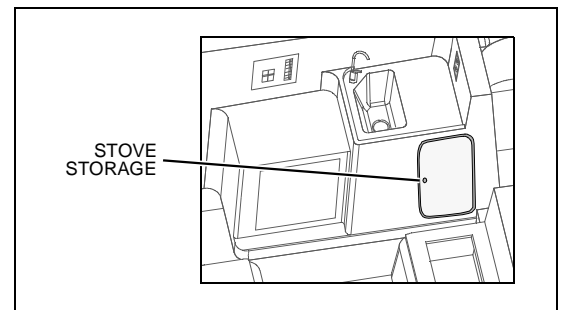
- Access is under the v-berth entry step (refer to the Marine Head Systems view in Chapter 6: Plumbing).

Shore Power Inlet (If Equipped):

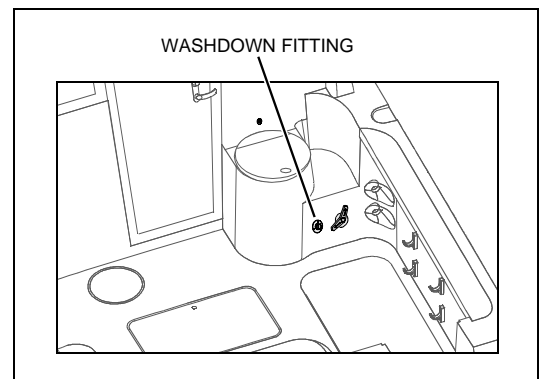
- Located above the starboard deck trail, forward of the fuel fill (refer to the deck views on page 8).

Stove Storage:

- Located under the sink in the galley storage compartment.

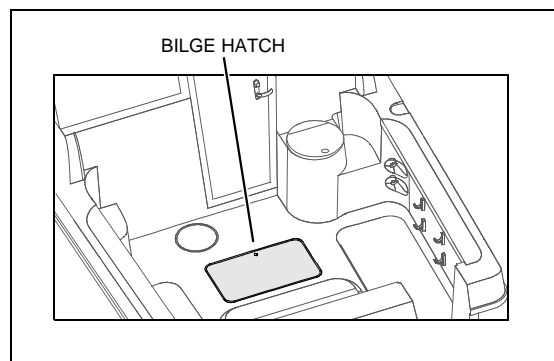
**Washdown Faucet (If Equipped):**

- Located in the starboard forward cockpit, below the deck trail step.



Waste Holding Tank (If Equipped):

- Access is through the bilge hatch forward of the motor box.

**Waste Pump-Out Deck Fitting (If Equipped):**

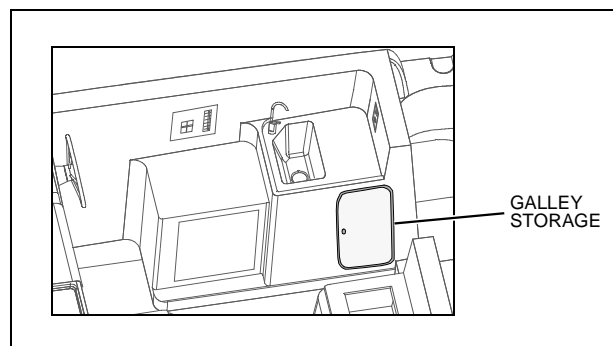
- Located on the center aft transom, above the swim platform (refer to page 8 for location view).

Water Fill Deck Fitting:

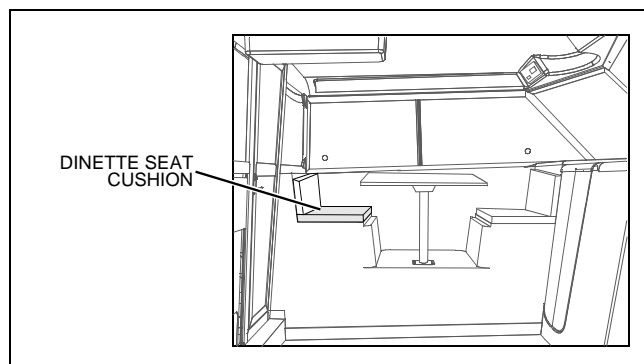
- Located on the outside of the bulkhead behind the dinette (refer to page 8 for location view).

Water Pump and Filter:

- Located under the sink in the galley storage compartment.

**Water Tank:**

- Access is under the aft dinette seat cushion.





Chapter 3: Propulsion & Related Systems

Engine

Read the manufacturer's operating instructions *before* starting or doing any maintenance on the engine.

Engine Room Ventilation System

 **WARNING!**



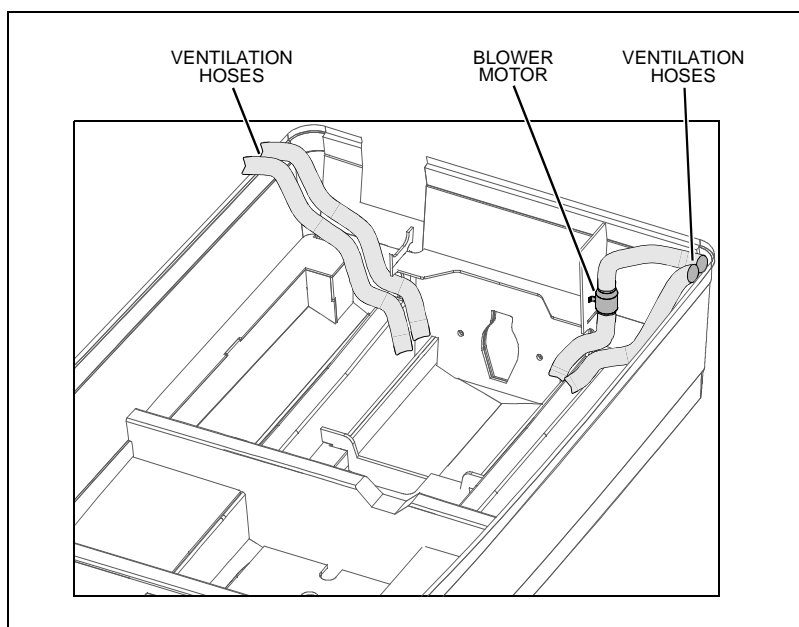
FIRE/EXPLOSION HAZARD

- Use of the blower system is *NOT A GUARANTEE* that explosive fumes have been removed.
- If you smell fuel, *DO NOT* start the engine and *DO NOT* turn *On* any electrical devices.
- If you smell fuel and the engine is already running, *SHUT OFF* the engine and *TURN OFF* *all* electrical devices. Investigate immediately.
- DO NOT* obstruct or modify the ventilation system.

- The bilge blower removes explosive fuel fumes from the engine compartment.
- Fresh air is drawn into the compartment through the deck vents.
- The bilge blower switch is at the helm.

To make sure the engine compartment is ventilated with fresh air, run the bilge blower:

- For at least four minutes *before* starting the engine.
- During starting.
- Anytime your boat is running below cruising speed.



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.

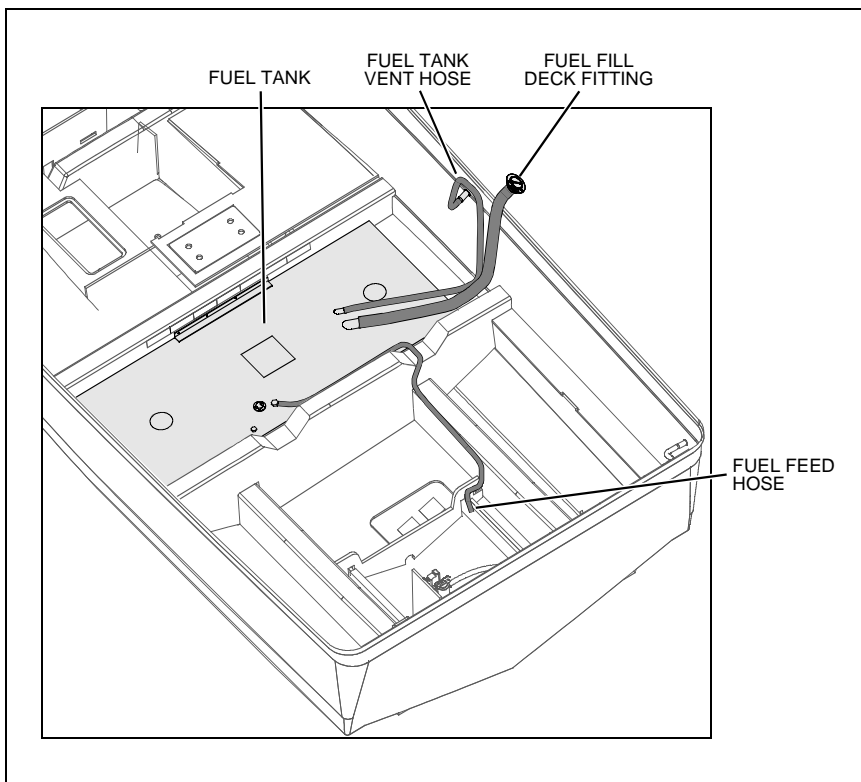


CAUTION

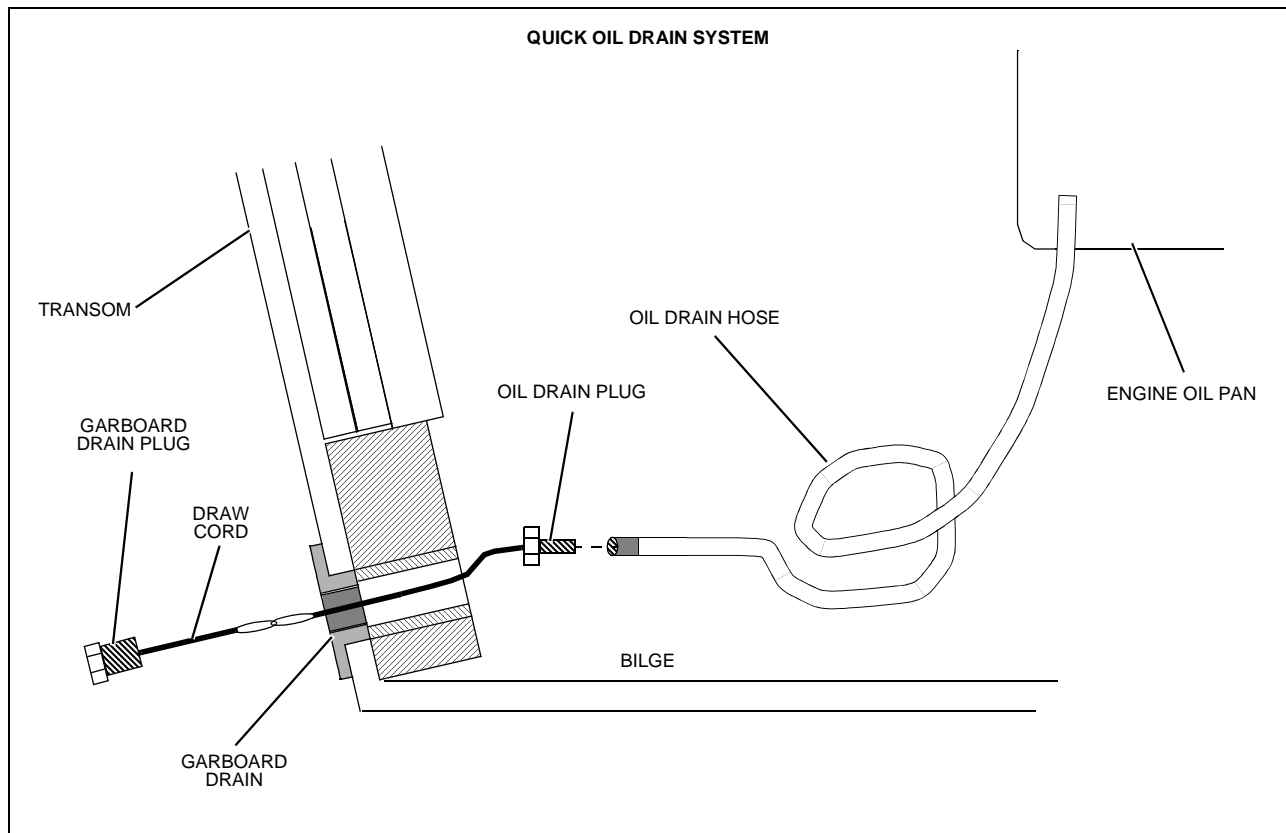
Avoid the storage or handling of gear near the fuel lines, fittings and tank.

Fuel Fill and Vent

- The fuel fill deck fitting is marked "GAS".
- If you experience difficulty filling the fuel tank, check to see if the fuel fill hose is kinked or collapsed. If there are no visible signs of a problem, contact your local dealer.



Quick Oil Drain System



To drain the engine oil:

1. Remove the boat from the water.
2. Unscrew the garboard drain plug.
3. Pull the draw cord until the oil drain plug and the oil drain hose slide out of the garboard drain.
4. Place the end of the oil drain hose into a suitable container.
5. Unscrew the oil drain plug and drain the engine oil.
6. Replace the oil drain plug.
7. Push the drain hose back into the bilge.
8. Replace the garboard drain plug.

Always dispose of waste oil in accordance with local regulations.

Chapter 4: Controls

Steering

- This boat features a power assisted rack-and-pinion steering system.
- Check the fluid level in the power steering reservoir *every time you use your boat*.
- Boat steering is **not** self-centering.

Shift/Throttle

	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 lever in the shifter/throttle manual, the engine operation manual, and the *Sport Boat Owner's Manual*.

Power Trim and Tilt

- The stern drive on your boat is equipped with power trim and tilt.
- Read the trim and tilt instructions provided in the engine operation manual.

Trim Tabs



WARNING!

LOSS OF CONTROL HAZARD!

Improper use of trim tabs will cause loss of control!

- ***DO NOT*** allow anyone unfamiliar with trim tabs to use them.
- ***DO NOT*** use trim tabs in a following sea as they will cause broaching or other unsafe handling characteristics.
- ***DO NOT*** use trim tabs to compensate for excessive unequal weight distribution.

- Your boat may be equipped with trim tabs.
- The trim tabs may be used to help keep your boat level at cruising speeds.
- The trim tabs are controlled by two rocker switches at the helm.
- Before using the trim tabs read and understand the trim tab operation manual.

Observe the following:

- Once cruising speed is reached, the port or starboard trim switch may be used (one at a time) to level the boat.
- Perform trim tab adjustment with several short touches to the switch rather than one long one.
- After each short touch allow several seconds for the hull to react.

Chapter 5: Navigation & Communication Equipment

Read and understand the manuals for *all* navigation & communication equipment *before* using these systems for the first time and observe the following:

VHF Radio (If Equipped)

- The VHF (Very High Frequency) 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.

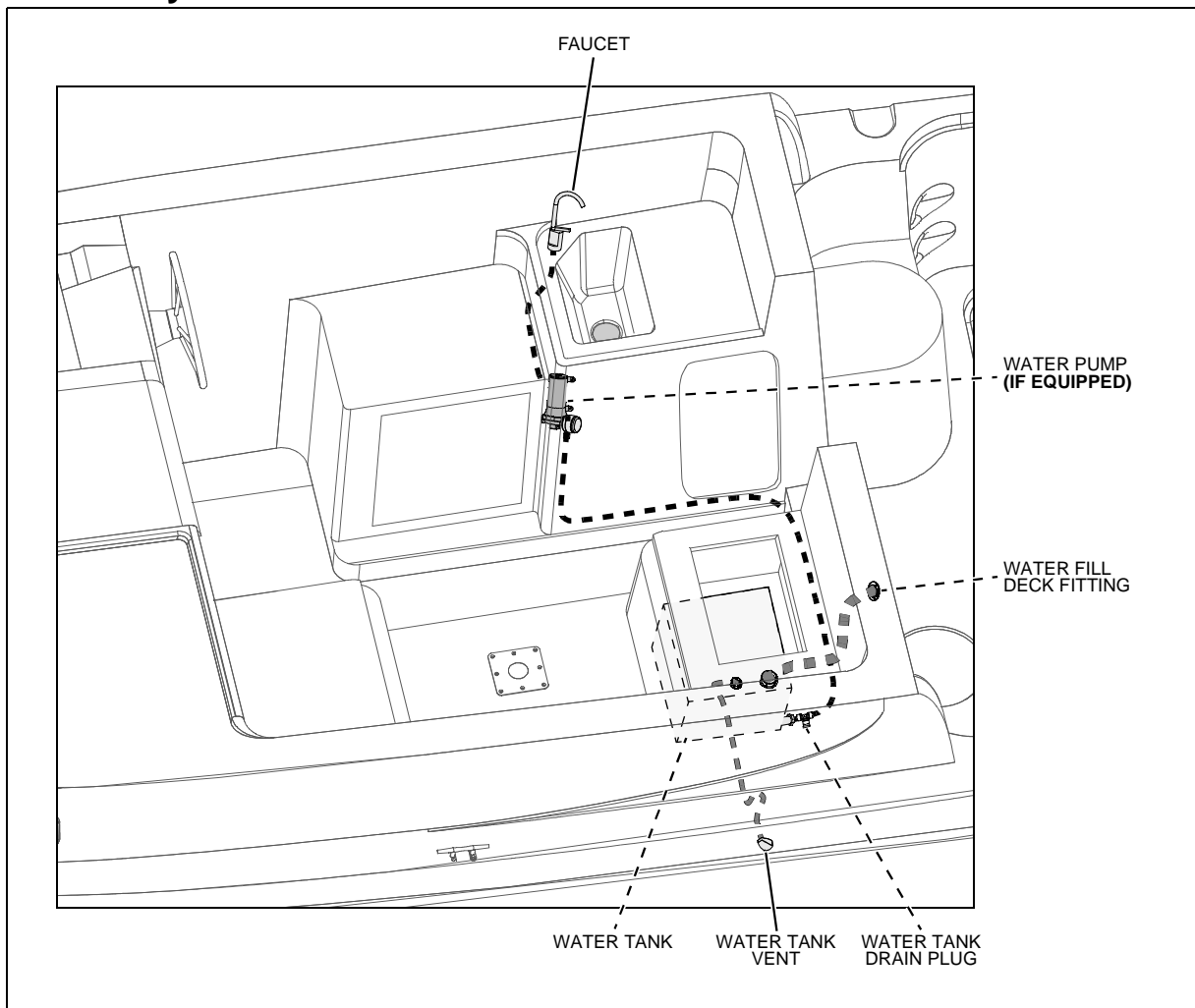
Compass

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 each helm.**

Chapter 6: Plumbing

Freshwater System



- Your boat may be equipped with a hand pump or a pressure type (demand) freshwater (potable) system.
- The pressure type system can be pressurized by turning **On** the water pump (See the *Component Locations* section of this *Supplement* for the location of the water pump switch).
- Turn **Off** the water pump when the water tank is empty or when the boat is **not** in use.
- Inspect and clean the water filter often (located on the water pump).
- When your boat is to be left unattended for long periods of time, pump the water 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 water system switch.
2. **Open all** of the faucets and showers and let the water system drain completely.
3. Turn **Off** the water system switch.

Any 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

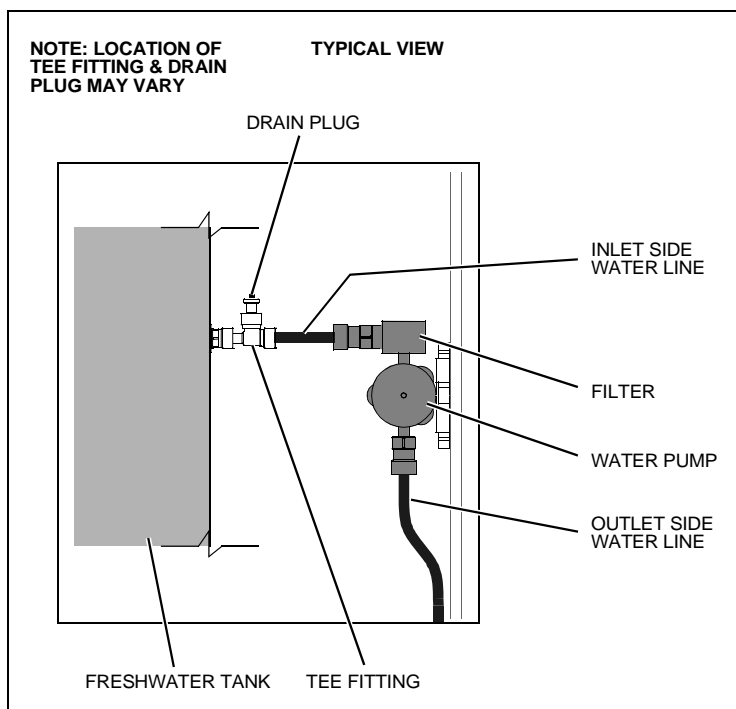
Compressed Air

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 water pump (opposite side from filter).
2. **Open** the faucet that is furthest away from the water 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

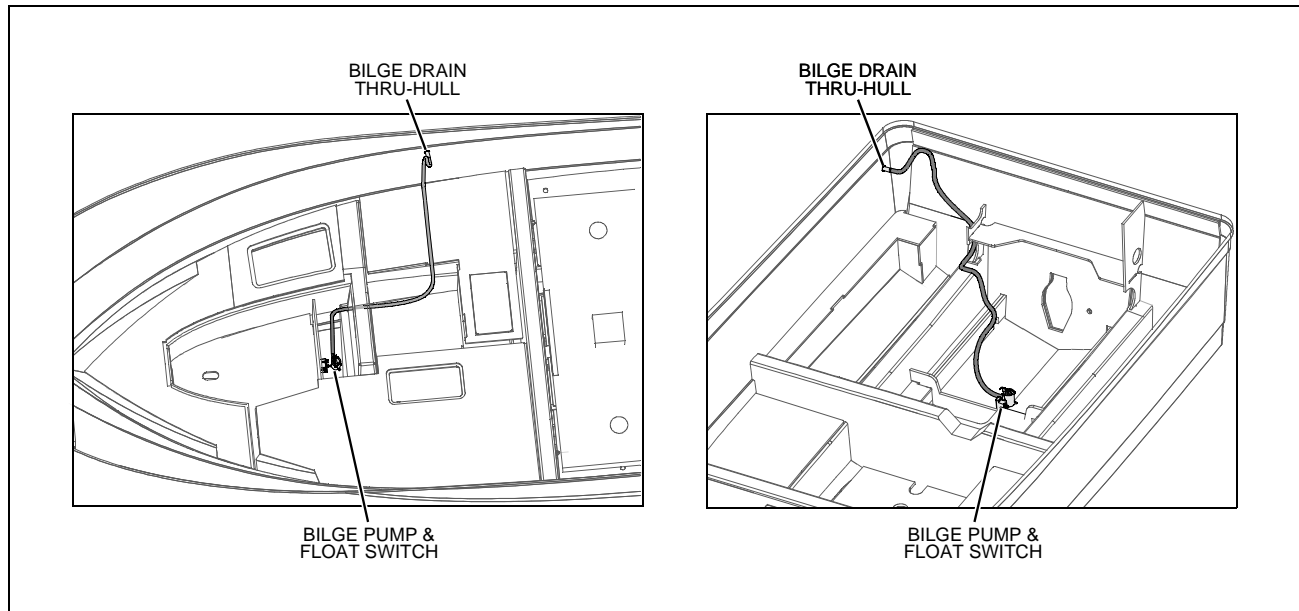
1. **Open all** faucets and showers.
2. Remove the drain plug from the tee fitting on the freshwater tank.
3. When the water has stopped draining from the freshwater tank, replace the drain plug.



Bilge Pump Systems

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 automatic 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 and will normally function even when the boat is completely shut down and left unattended.

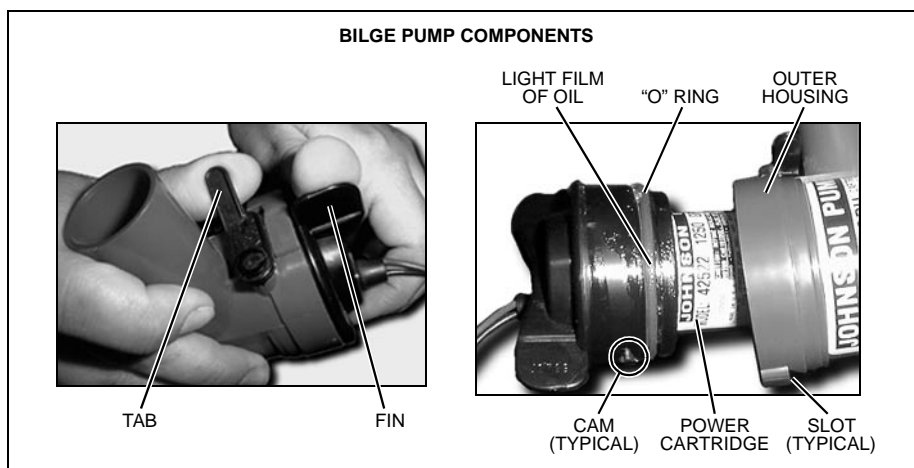
Bilge Pump Testing

- The bilge pumps are critical to the safety of your boat.
- Check the bilge pumps often to make sure they are working.

Test the pumps often as follows:

1. Turn **On** each bilge pump switch at the helm.
 2. Any water in the bilge should pump overboard.
- If a pump motor is running, but **not** pumping, inspect the discharge hose for a kink or collapsed area.
 - If no problems are found, check the bilge pump housing for clogging debris as follows:

1. Remove the power cartridge:
 - a. Lift the tab while rotating the fins counter-clockwise.
 - b. Lift out the power cartridge.
 - c. Clear the outer housing of debris.
2. Reinstall the power cartridge:
 - 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 power cartridge with the two slots on the outer housing
 - d. Press the power cartridge into the housing while twisting clockwise.
3. Check the reinstallation by trying to twist the fins counter-clockwise without lifting the tab; the cartridge should stay in place.

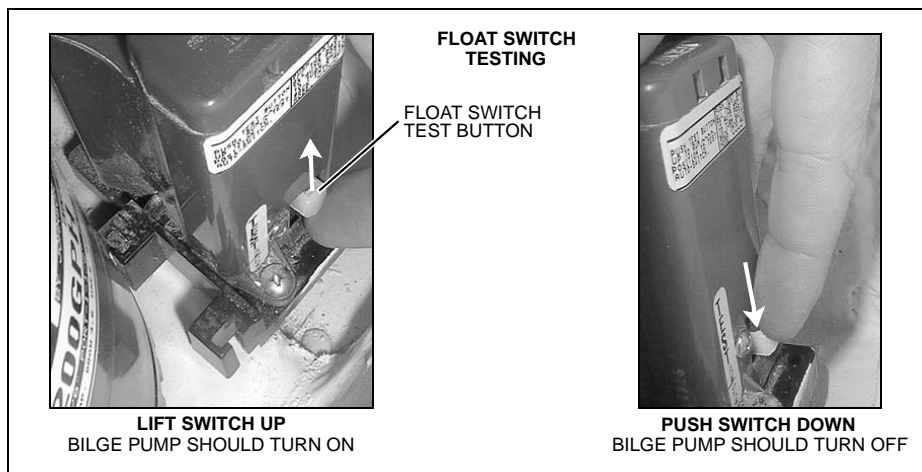


Autofloat Switch

- Automatic bilge pumps use float switches (autofloat) to turn **On** the pumps whenever water rises above a preset level in the bilge.
- An autofloat switch is mounted next to each automatic bilge pump.
- Autofloat switches are wired directly to the battery and will normally function even when the boat is completely shut down and left unattended.

Test the autofloat switches often as follows:

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. Push test button all the way **down** to return the float switch to auto mode.



CAUTION

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

Drain Systems

Deck Drains

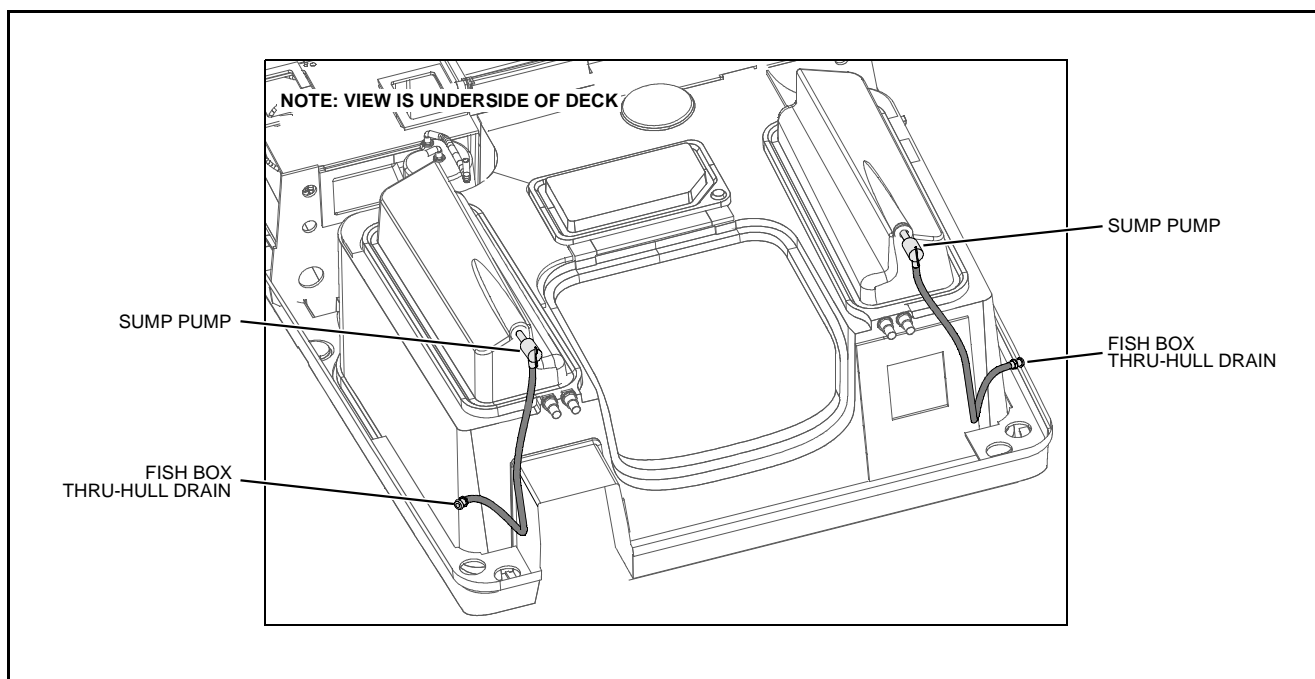
- Water on the deck is drained overboard through the deck drains.
- Keep the deck drains free of debris.

Fish Well 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 fish well is drained into the sump box then pumped overboard with the sump pump.
- Keep the fish well drains free of debris.

Seawater System

Seacock

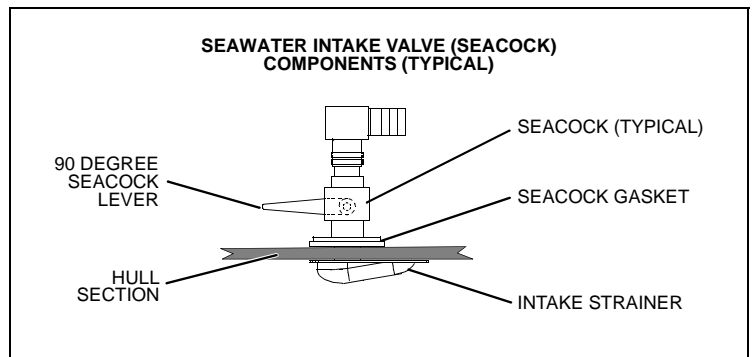


CAUTION

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 seacock whenever the system will *not* be used for long periods of time.

- A seacock is a valve, controlled by a 90° lever, used to manage the intake of seawater through the hull and below the water line.
- The seawater intake systems used on your boat are for the Marine Head System (if equipped) and the Baitwell System.

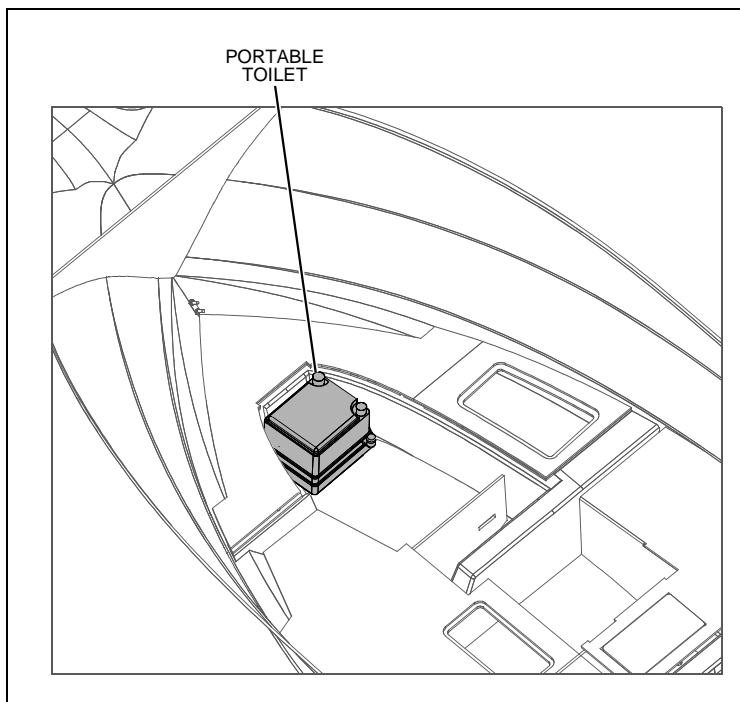


Portable Toilet (If Equipped)

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.



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.
- The holding tank is plumbed to a waste fitting on the deck for dockside pump-out.
- Look at the side of the holding tank to check the content level.
- Empty the holding tank at every opportunity.

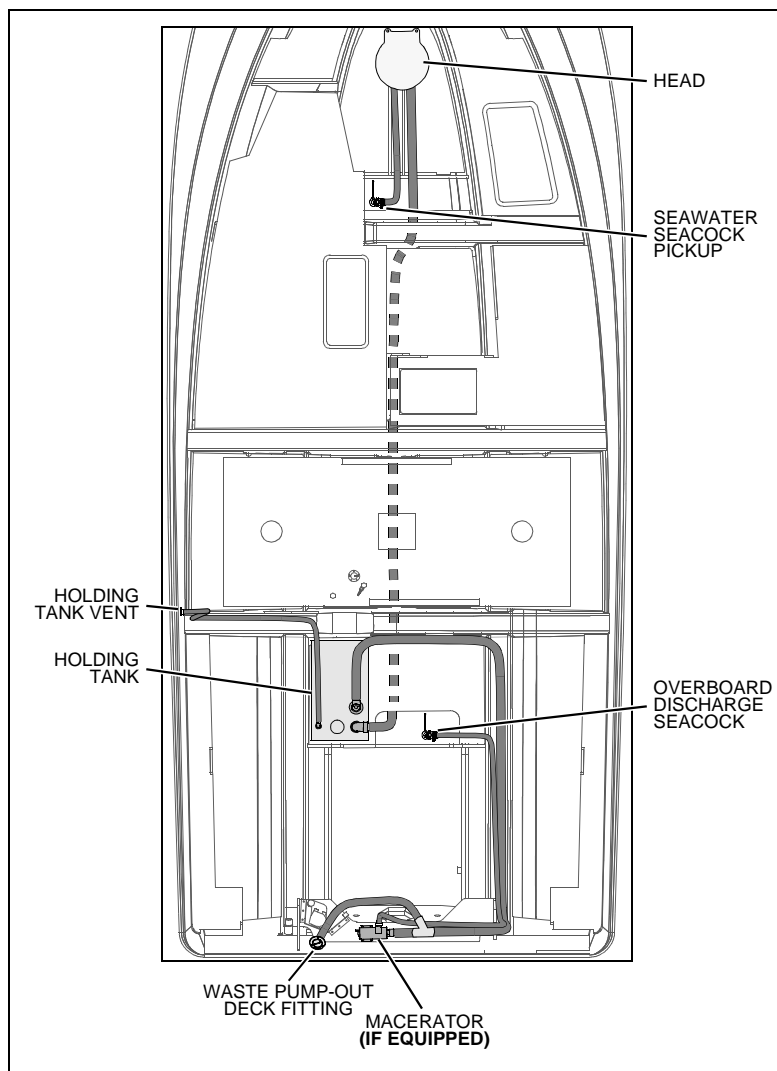
Using The Marine Head

1. Open the head's seawater pickup seacock.
 2. **Before** using the head, pump water into the bowl to wet the sides.
 3. After use, pump the head 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 whenever the boat is left moored in the water.

Macerator (If Equipped)

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

1. **Open** the overboard discharge seacock.
2. Press both macerator switches at the same time to run the pump. **Do not** continue running the macerator if the waste holding tank is empty.
3. **Close** the overboard discharge seacock when you are done pumping.



Winterizing The Marine Head

1. Shut **Off** the intake seacock and pump the head until the bowl is dry.
 2. Remove the drain plug in the base of the toilet and pump again to remove **all** of the water.
- **Do not** fill the bowl with anti-freeze.

Baitwell System & Seawater Washdown System



WARNING!

FLOODING & SWAMPING HAZARD!

- While the seawater washdown system or baitwell system is running, *NEVER* leave the boat unattended for any length of time.
- Any leak or break in the system could allow large amounts of water to pump into the bilge, swamping the batteries and engine, and possibly sinking the boat.
- *Close* the seacock whenever the seawater system or baitwell system is *not* in use.

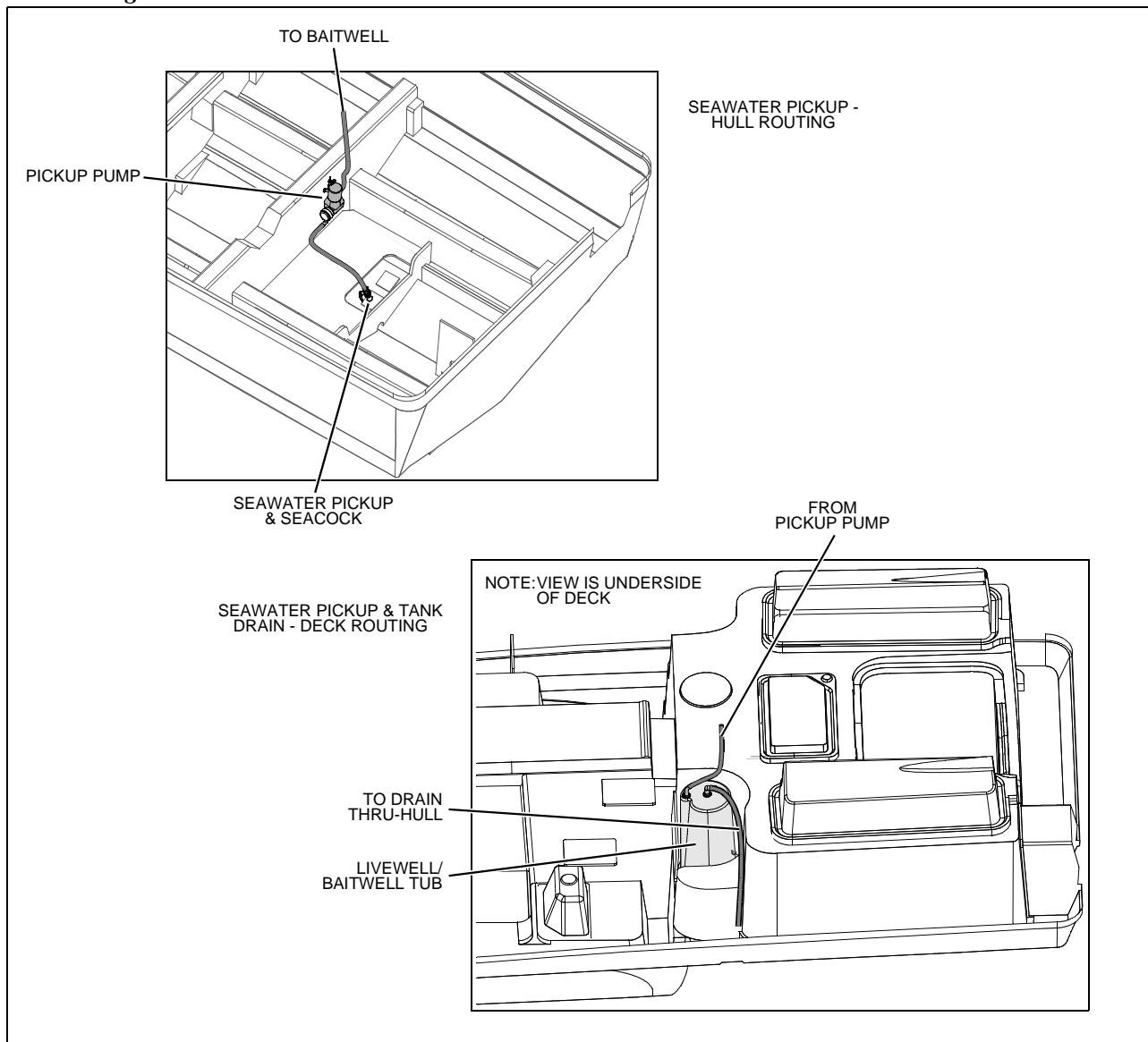


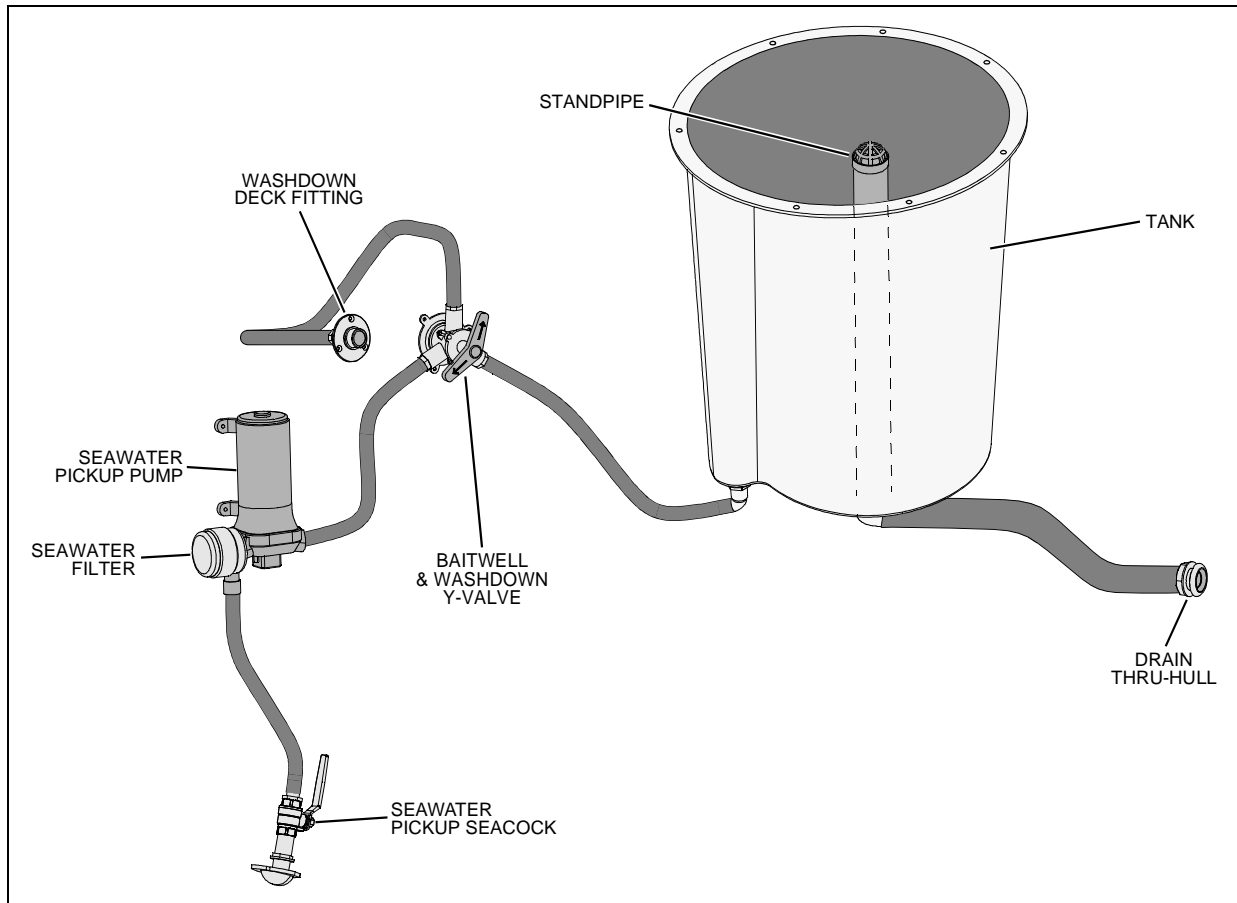
CAUTION

SYSTEM DAMAGE HAZARD!

- *Before* using the seawater washdown system or baitwell system, make sure that the system's seacock is in the *OPEN* position and keep the seacock *Open* until the system is shut *Off*.

System Routing



System Detail View**Filling & Using the Baitwell**

1. Insert the rubber end of the drain standpipe into the drain fitting at the bottom of the tank.
2. If equipped, turn the y-valve clockwise to the baitwell position.
3. **Open** the seawater pickup seacock.
4. On the main 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 y-valve is turned to the wrong position.
- The seacock is **Closed**.
- The baitwell fuse is blown.

Raw Water Washdown (If Equipped)



WARNING!

FLOODING & SWAMPING HAZARD!

- While the raw water system is pressurized, **NEVER** leave the boat unattended for any length of time.
- Any leak or break in the system could allow large amounts of water to pump into the bilge, swamping the batteries and engine, and possibly sinking the boat.
- **Close** the seacock whenever the raw water system or baitwell system is *not* in use.

1. Turn the baitwell & washdown y-valve clockwise to the washdown position.
2. **Open** the seawater intake seacock.
3. On the main switch panel, turn **On** the baitwell.

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.

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

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

Chapter 8: Appliances & Entertainment Systems

NOTICE

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

All appliances and entertainment systems come with their own manuals. These manuals contain detailed instructions and important safeguards. Read and understand these manuals *before* using your boat's appliances and entertainment systems.

- If necessary, make sure the AC breaker is turned *On* for the appliance you wish to use.

Alcohol Stove



DANGER!



CARBON MONOXIDE POISONING HAZARD!

- The alcohol stove is a source of dangerous carbon monoxide gas (CO).
- *BEFORE* using the alcohol 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 tops, main frame sides and back, sea rails and pot holders) until they have had sufficient time to cool.

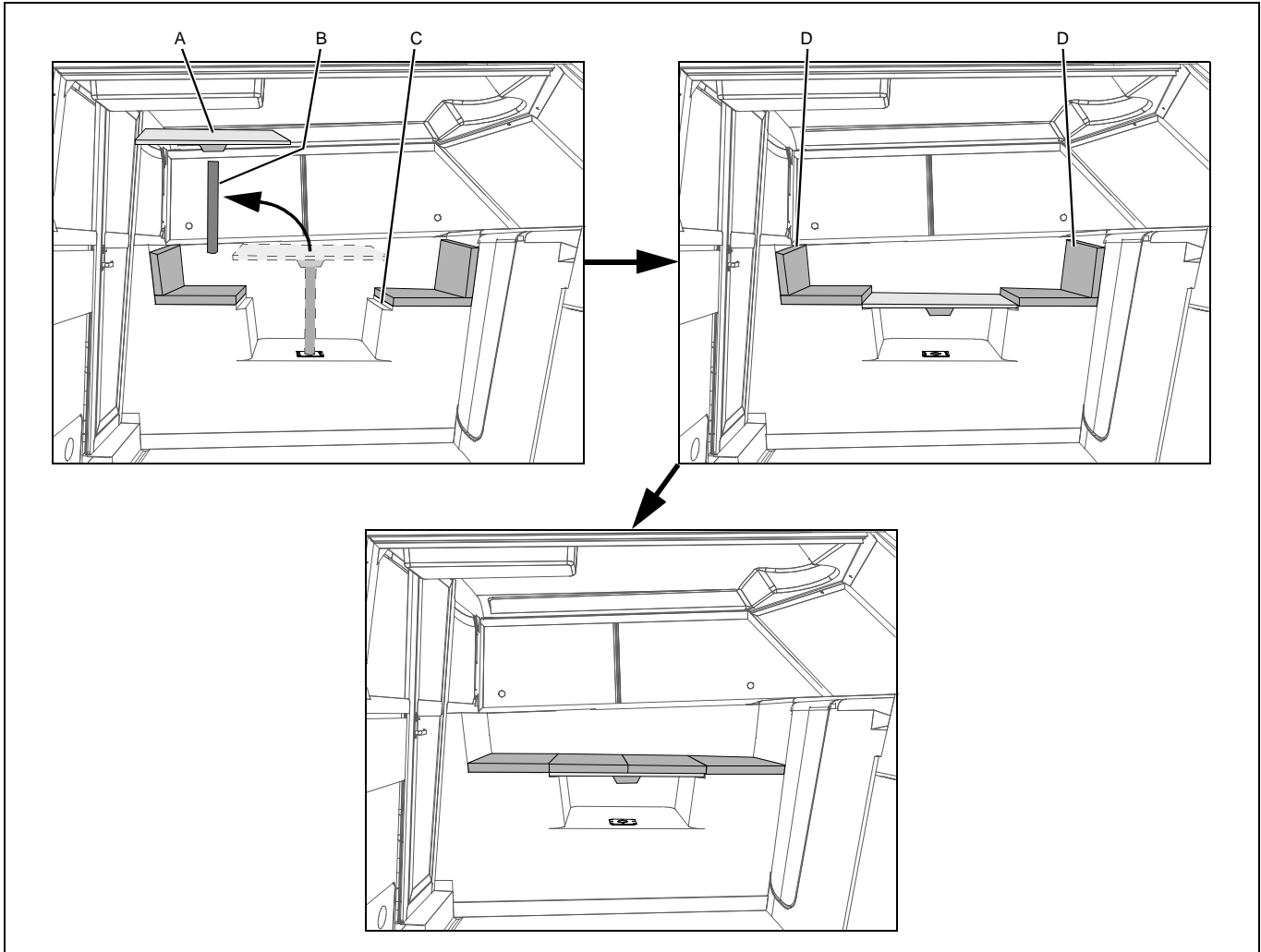
Audio System (If Equipped)

NOTICE

AM radio reception may be impaired anytime the engine is running.

Chapter 9: Convertible Seats, Beds, & Tables

Dinette/Berth



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 (C) at the front of the dinette seats.
3. Place the filler cushions (D) on top of the table.

Chapter 10: Lights



CAUTION

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

- The lights are powered by the boat's 12-volt DC system.

Navigation Lights



CAUTION

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

Read and understand the navigation light section of *Sport Boat Owner's Manual*.

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*.

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 compartments.
- **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.



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 and fuel compartments for fumes or accumulation of fuel.
- **ALWAYS** run the bilge blowers for at least four minutes *before* turning on electrical devices, starting the engine, or electrical system maintenance.
- Minimize the danger of fire and explosion by *not* exposing the batteries to open flame or sparks. **NEVER** smoke anywhere near the batteries.



CAUTION



SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

NEVER disconnect the battery cables while the engine is running since it can cause damage to your boat's electrical system components.

NOTICE

Electrical connections are prone to corrosion. To reduce corrosion caused electrical problems, keep *all* electrical connections clean and apply a spray-on protectant that is designed to protect connections from corrosion.

12-Volt DC System

Batteries

The batteries supply electricity for lights, accessories, and engine starting.

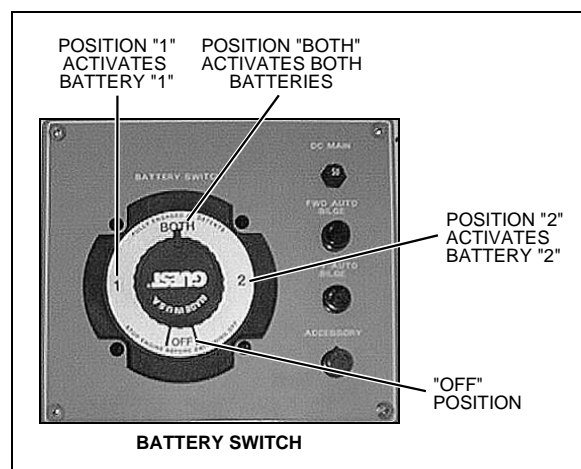
The Electrical section of Chapter 8, in the *Sport Boat Owner's Manual*, provides battery, care and maintenance instructions.

Fuses and Circuit Breakers

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

Battery Switch

- The battery switch has four (4) positions.
- Some "Standby Loads", such as the CO monitor, the automatic bilge pumps, and the stereo memory, are **not** affected by the battery switch since they are wired directly to the battery (see the *Wiring Diagrams* in this *Supplement* for more details).



Battery Switch Positions

NOTICE

Since the batteries on your boat were dealer-installed, the battery switch positions listed below may vary. Make sure you get a full explanation of battery switch use from your selling dealer.


Battery Switch Position	Engine Starting	Accessories and Lights	Engine Alternator	Battery Charger (If Equipped)
POSITION <u>1</u>	Battery <u>1</u> Provides Starting Power	Battery <u>1</u> Provides Power for Accessories and Lights	Charges Battery <u>1</u>	Charges BOTH Batteries
POSITION <u>2</u>	Battery <u>2</u> Provides Starting Power	Battery <u>2</u> Provides Power for Accessories and Lights	Charges Battery <u>2</u>	Charges BOTH Batteries
POSITION <u>BOTH</u>	<u>BOTH</u> Batteries Provide Starting Power	<u>BOTH</u> Batteries Provide Power for Accessories and Lights (not advised unless engine is running)	Charges <u>BOTH</u> Batteries	Charges BOTH Batteries

Alternator

The engine alternator will keep the batteries properly charged when running at 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
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.

Read and understand the battery charger manual *before* using the battery charger for the first time.

- The battery charger will charge the boat's batteries whenever the boat is plugged into 120V/60Hz shore power and the "BATTERY CHARGER" AC 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 the battery charger is *On*, but there *will* be a corresponding drop in charger performance.

12-Volt Accessory Outlet

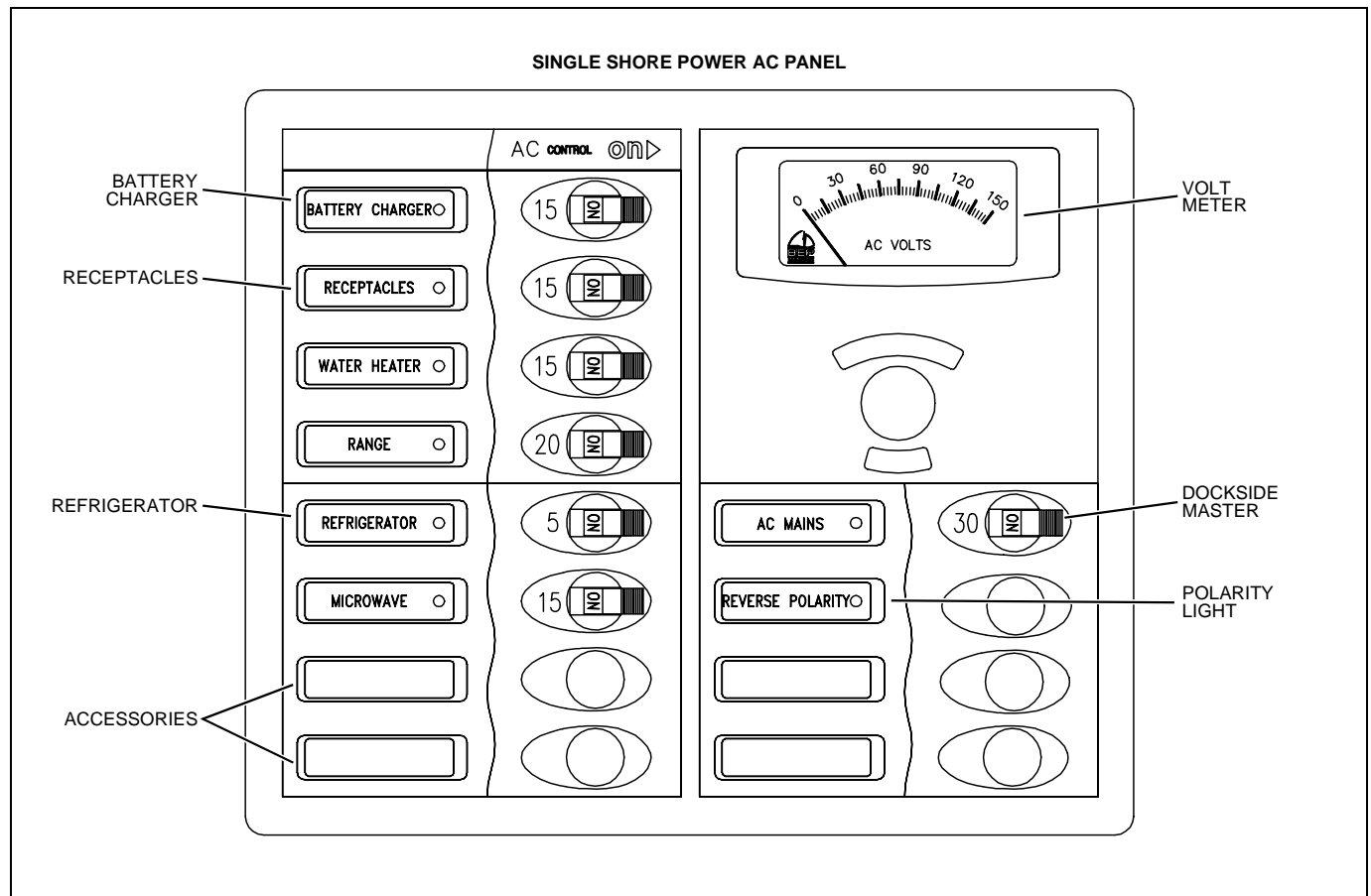
 CAUTION
DO NOT use the 12-volt accessory outlet with a cigarette or cigar lighter. High temperatures may melt the outlet.

- Your boat is equipped with a 12-volt accessory outlet at the helm.
- The outlet can be used with any 12-volt device which draws 15 amps or less.
- The 12-volt accessory outlet is protected by a 15 amp circuit breaker on the main circuit breaker panel.

120-Volt AC System (If Equipped)


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.



- The 120V/60Hz AC system can be energized by shore power.
- 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


 **DANGER!**

FIRE, EXPLOSION & SHOCK HAZARD!


- **DO NOT** alter 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 to the boat inlet first; then to the dockside outlet. When unplugging from shore power, unplug the shore power cord from the dockside outlet first.
- **NEVER** leave a shore power cord plugged in to the dockside outlet only.
- Only use shore power cords approved for marine use. **NEVER** use ordinary indoor or outdoor extension cords that are *not* rated for marine use.


 **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(s) for defects or damage.
- **NEVER** use damaged or faulty cords since the danger of fire and electrical shock exists.
- **DO NOT** pinch shore power cords 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, **THOROUGHLY** dry the blades and contact slots before reusing.

 **CAUTION**




ELECTRICAL SYSTEM DAMAGE HAZARD!


- **NEVER** connect to dockside power outside of North America unless you have purchased 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.

NOTICE

- Some dockside outlets may be rated less than 30 amps, therefore, you may need to purchase lower amp adapters.
- Whenever a lower amp adapter is used, however, there *will* be a corresponding drop in supplied power from the dockside system.

Connecting To Shore Power

 **WARNING!**

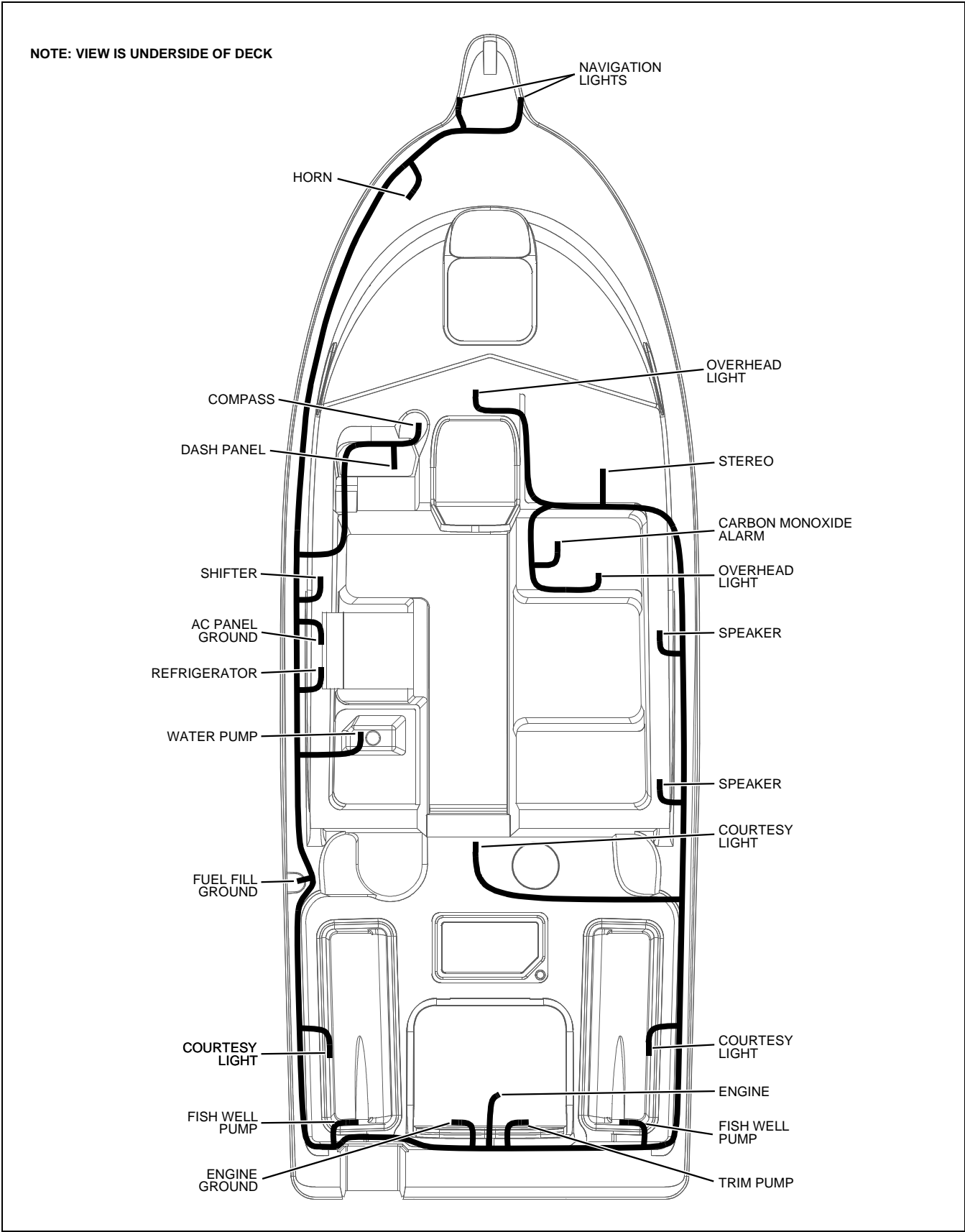
 **SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!**

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- Instead, **IMMEDIATELY** unplug the shore power cord (**ALWAYS** from the dockside outlet first) and alert marina management.

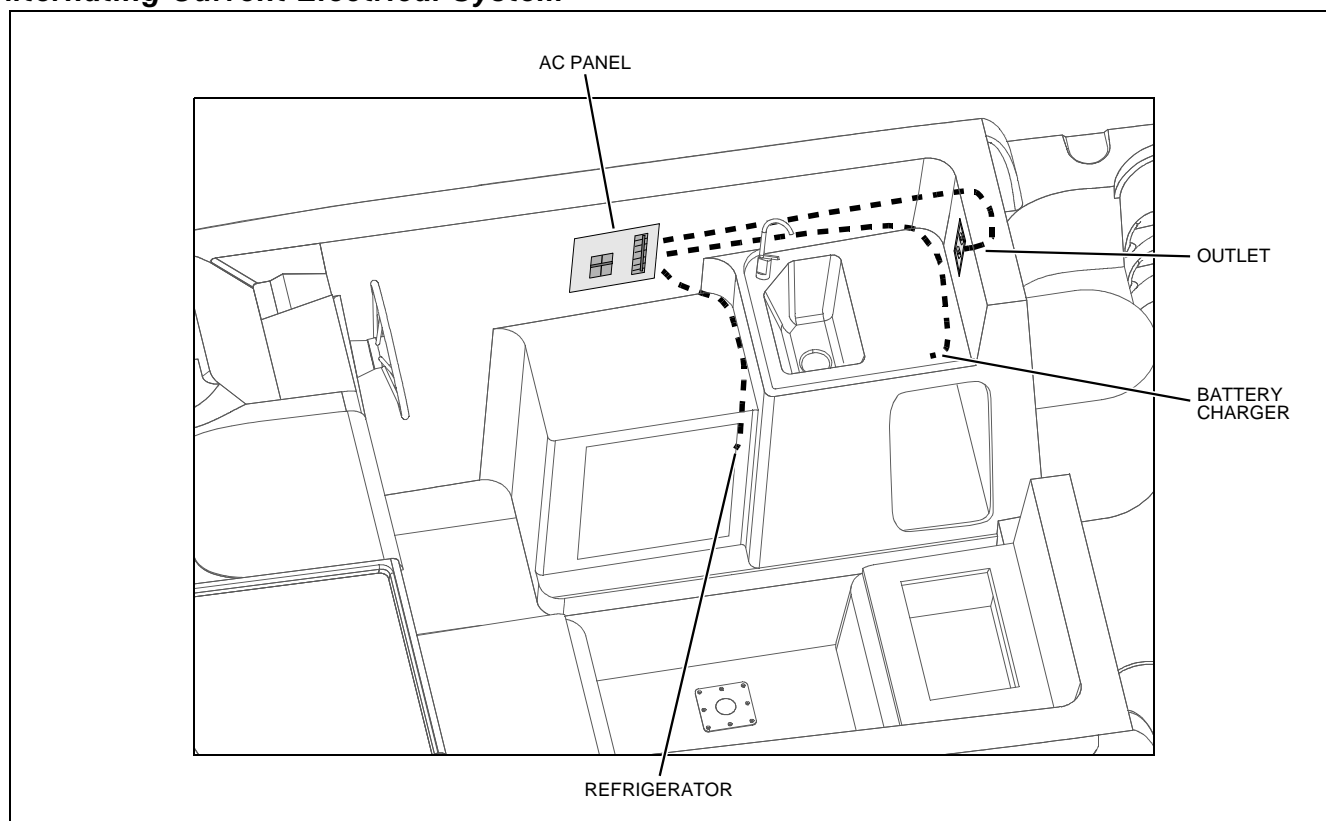
1. Review *all* hazard information at the beginning of this section, *Shore Power*.
2. Turn *Off* all breakers and switches on the AC master panel.
3. Attach the shore power cord to the boat inlet first, then to the dockside outlet.
4. Turn *On* the master breaker and individual component breakers as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

Deck Wire Harness Routings

Direct Current Electrical System

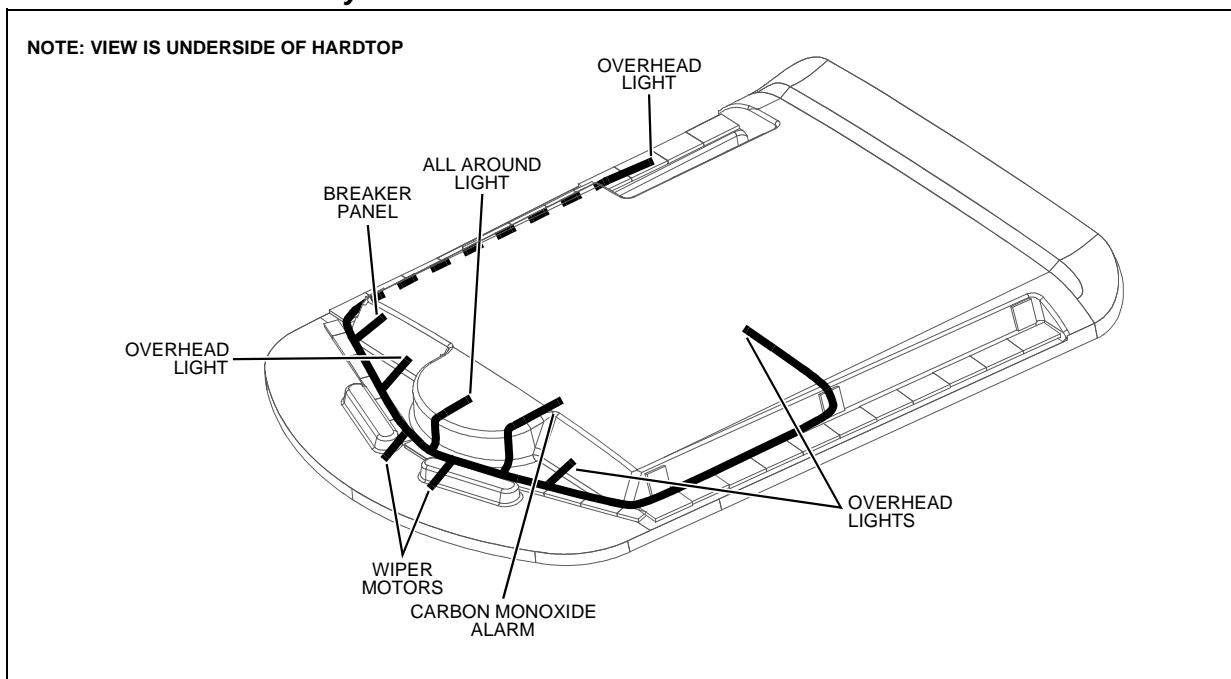


Alternating Current Electrical System



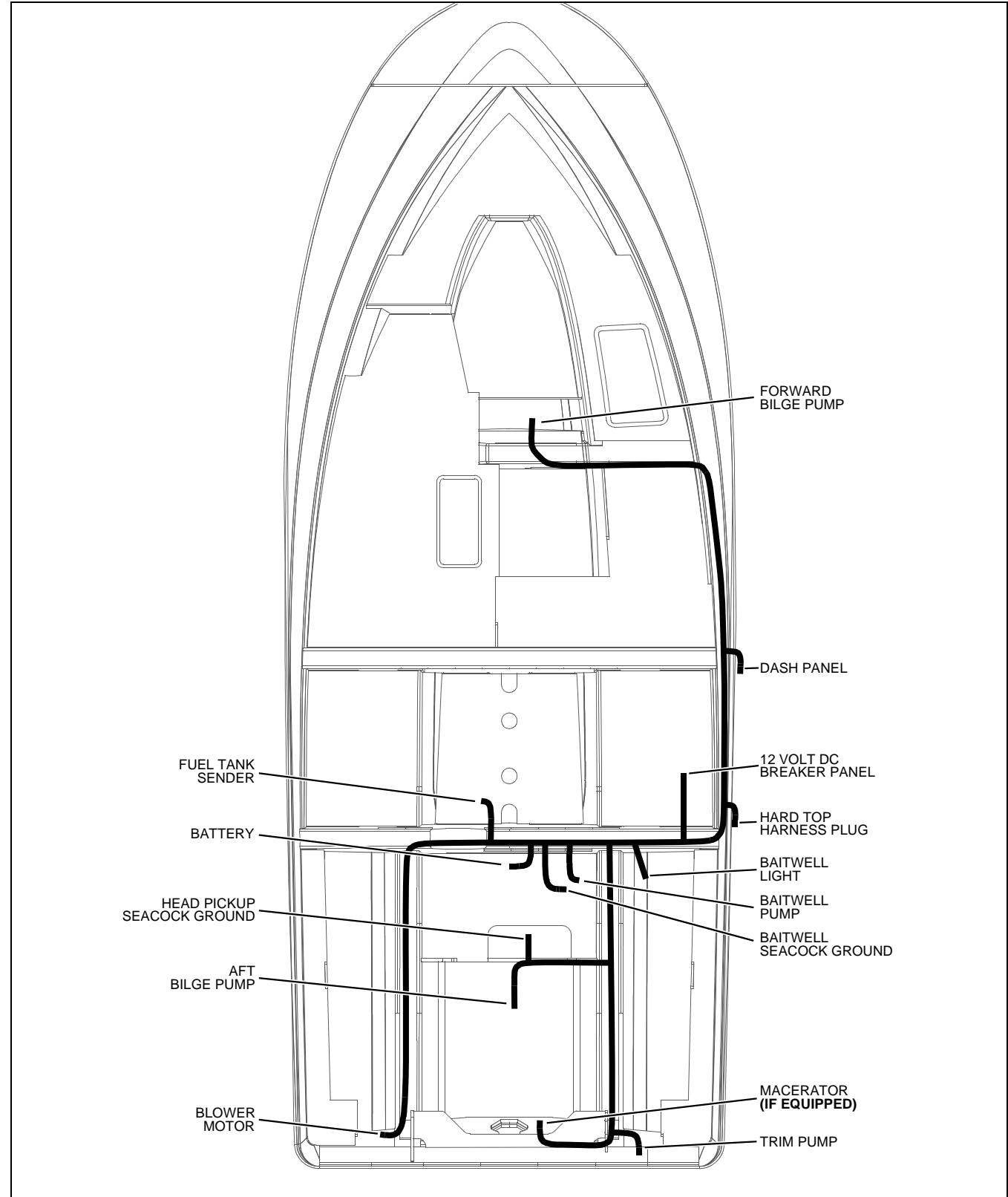
Hardtop Wire Harness Routings

Direct Current Electrical System

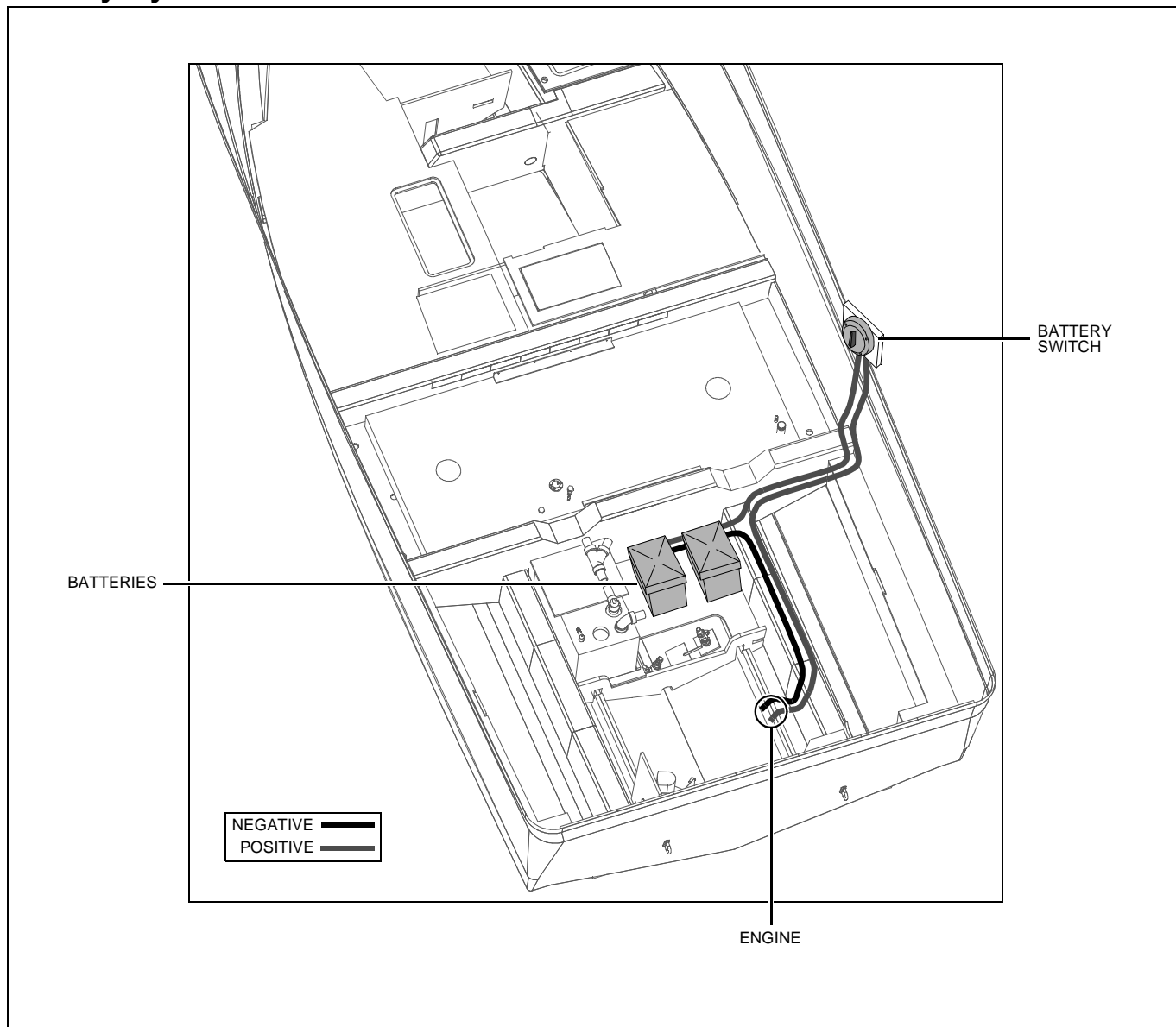


Hull Wire Harness Routing

Direct Current Electrical System



Battery System



Important Records

Selling Dealer

Name Of Dealership

Address

Phone/FAX/E-mail

Sales Manager

Service Manager

Engine

ManufacturerModel Name/Number

Engine Serial Number

Oil Type/SAEQuarts per EngineFilter Type

Propeller

ManufacturerPitch

Model Number

Key Numbers

IgnitionOther

Electronics

ManufacturerModel Name/Number

Serial Number

ManufacturerModel Name/Number

Serial Number

ManufacturerModel 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 1742431

Trophy • P.O. Box 9029 • Everett, WA 98206 • 360-435-5571