

TROPHY
2902 WALKAROUND

OWNER'S MANUAL SUPPLEMENT

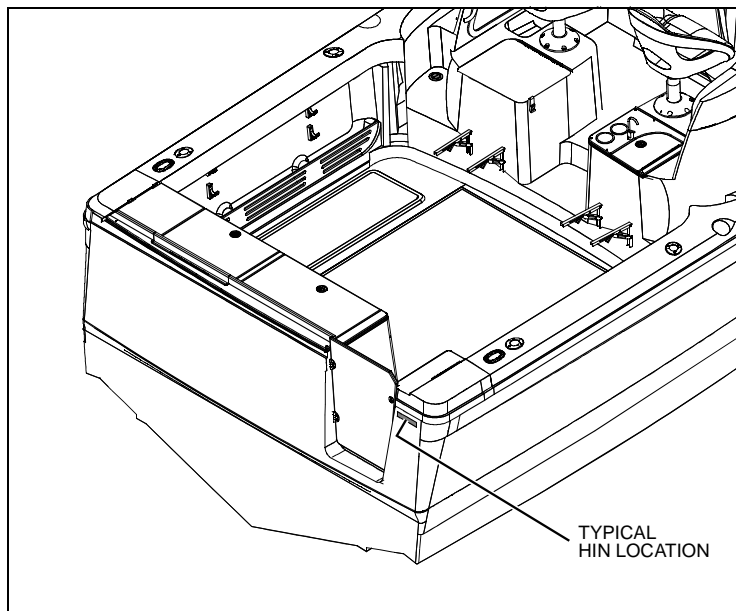
Port Engine Serial Number: _____

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!**

**CO
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 & Tank Capacities

Overall Length	Bridge Clearance	Beam	Draft (Hull)	Draft (Maximum)	Fuel Capacity	Freshwater Capacity	Holding Tank Capacity
31' 5"	9' 2"	9' 10"	2' 0"	2' 10"	218 Gallons	30 Gallons	30 Gallons

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 your 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, get handling and operating experience **before** assuming command of your 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 & Accessory Guidelines

NOTICE

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

NOTICE

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.

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

Engine & Accessory Literature

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

Propellers



CAUTION

ENGINE DAMAGE HAZARD!

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

Immediately contact your local Trophy dealer if:

- The engines cannot reach the full rated RPM when full-throttle is applied, or;
- The engines exceed the full rated RPM when full-throttle is applied.

- Keep the propellers 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.

Qualified Maintenance



WARNING!

To maintain the integrity and safety of your boat, allow *ONLY* qualified personnel to perform maintenance on, or change, in any way, 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.


Special Care for Moored Boats


NOTICE

- To help seal the hull bottom and reduce the chance of gel coat blistering while your boat is moored, 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 your boat's beauty, greatly affect its performance, and may damage the gel coat.
- Periodically haul your boat out of the water and scrub the hull bottom with a bristle brush and a solution of soap and water.


Safety Standards


 **DANGER!**




FALLING and ROTATING PROPELLER HAZARD!

- **NEVER** allow anyone to ride on parts of your boat **NOT** designed for such use.
- Sitting on seat backs, lounging on the forward deck, bow riding, gun-wale riding or occupying the transom platform while underway is especially hazardous and **WILL** cause personal injury or death.


 **DANGER!**






FALLING, 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 your boat is moving and cause personal injury or death.

 **WARNING!**

A wide variety of components used on this vessel contain or emit chemicals known to the State of California to cause cancer and birth defects and other reproductive harm.

Examples Include:

- Engine and generator exhaust
- Engine and generator fuel, and other liquids such as coolants and oil, especially used motor oil
- Cooking fuels
- Cleaners, paints, and substances used for vessel repair
- Waste materials that result from wear of vessel components
- Lead from battery terminals and from other sources such as ballast or fishing sinkers

To Avoid Harm:

- Keep away from engine, generator, and cooking fuel exhaust fumes.
- Wash exposed skin thoroughly with soap and water after handling the substances above.

- 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, and all of them were designed to insure your safety and the safety of other people, vessels and property.

Read this *supplement*, the *Sport Boat Owner's Manual*, and **all** accessory instructions for important safety standards and hazard information.

Boat Lifting



WARNING!

PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!

- Lifting slings can slip on the hull, which could cause serious injury or death.
- Reduce the risk of sling slippage by **ALWAYS** securing the lifting slings together **BEFORE** lifting.



WARNING!

PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!

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



WARNING!

PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!

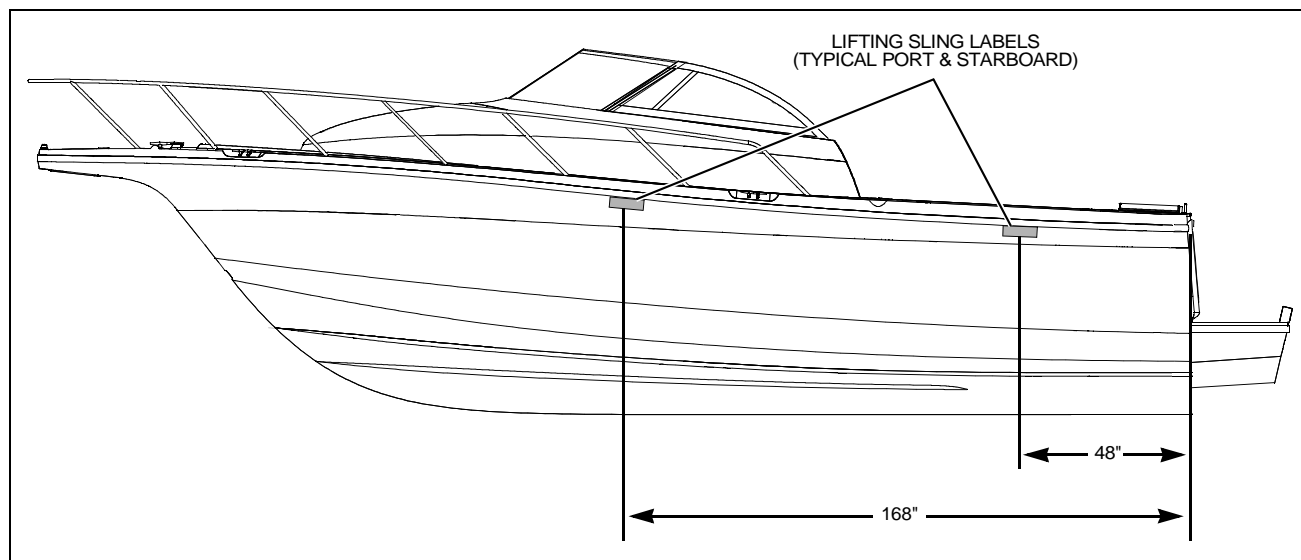
- Water in the bilge can shift and change the balance of the load.
- If water is present in the bilge, pump or drain the water out of the bilge areas **BEFORE** lifting your boat.



CAUTION



PRODUCT or PROPERTY DAMAGE HAZARD!

When lifting any boat, **ALWAYS** use a spreader bar. The spreader bar **MUST** be equal to the width of your boat at each lifting point.



- **Always** follow the lift equipment's instructions and requirements.
- When lifting your boat, **always** position the lifting slings at the port and starboard lifting sling label positions as shown in the illustration.

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 <i>BRAIN DAMAGE</i> or <i>DEATH</i>.• Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal.

CO Facts

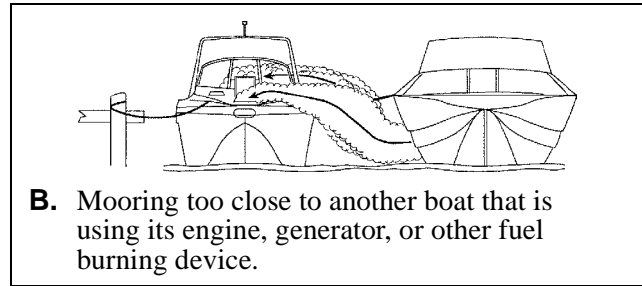
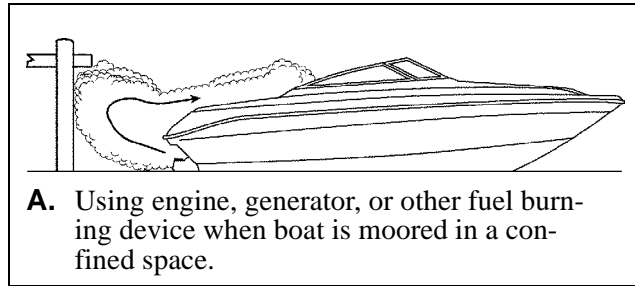
- CO poisoning causes a significant number of boating deaths each year.
- Called the "silent killer", CO is an extremely toxic, colorless, odorless and tasteless gas.
- CO can harm or even kill you inside or outside your boat.
- CO can affect you whether you're underway, moored, or anchored.
- CO symptoms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

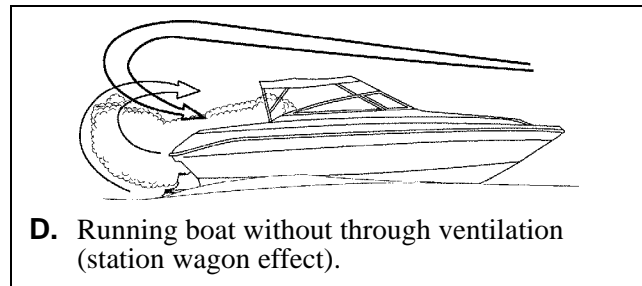
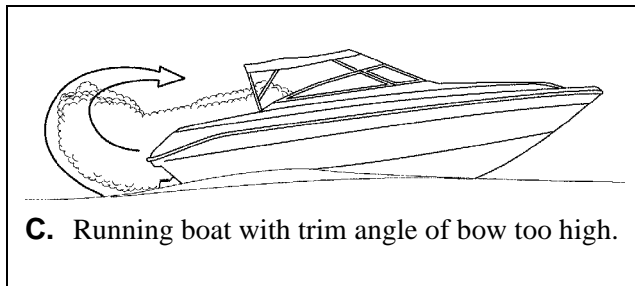
Stationary conditions that increase CO accumulations include:



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 & Others From CO

- Know where and how CO may accumulate in and around your boat (see above).
- **Always** maintain fresh air circulation throughout your boat.
- 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 engines 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 your 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. **Never** 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 mean 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 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 they will be mailed to you.**

If your boat is *not* equipped with a CO monitor, 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
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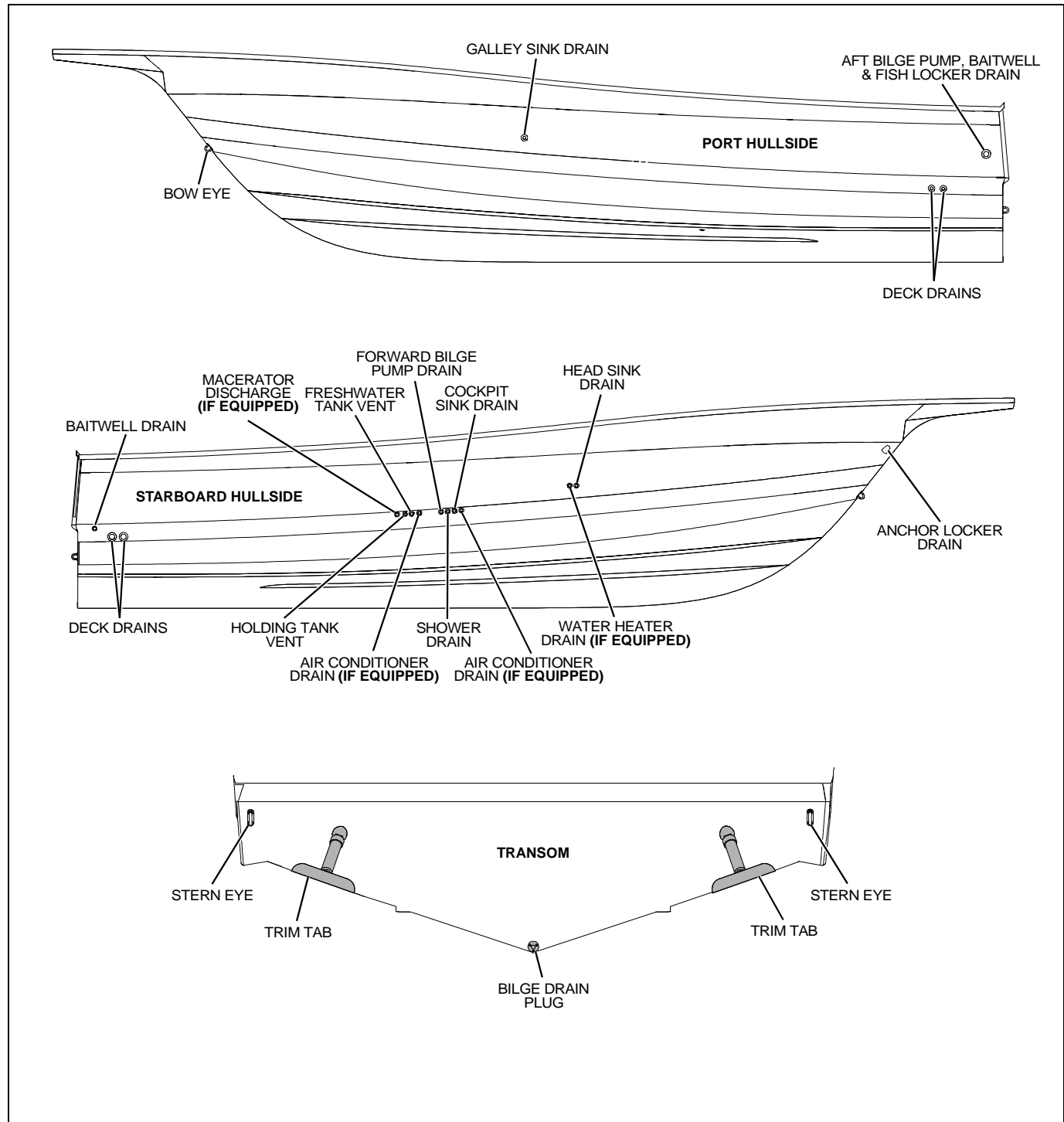
For information on how to get a free VESSEL SAFETY CHECK, visit www.vesselsafetycheck.org or contact your local U.S. Coast Guard Auxiliary or United States Power Squadrons®.

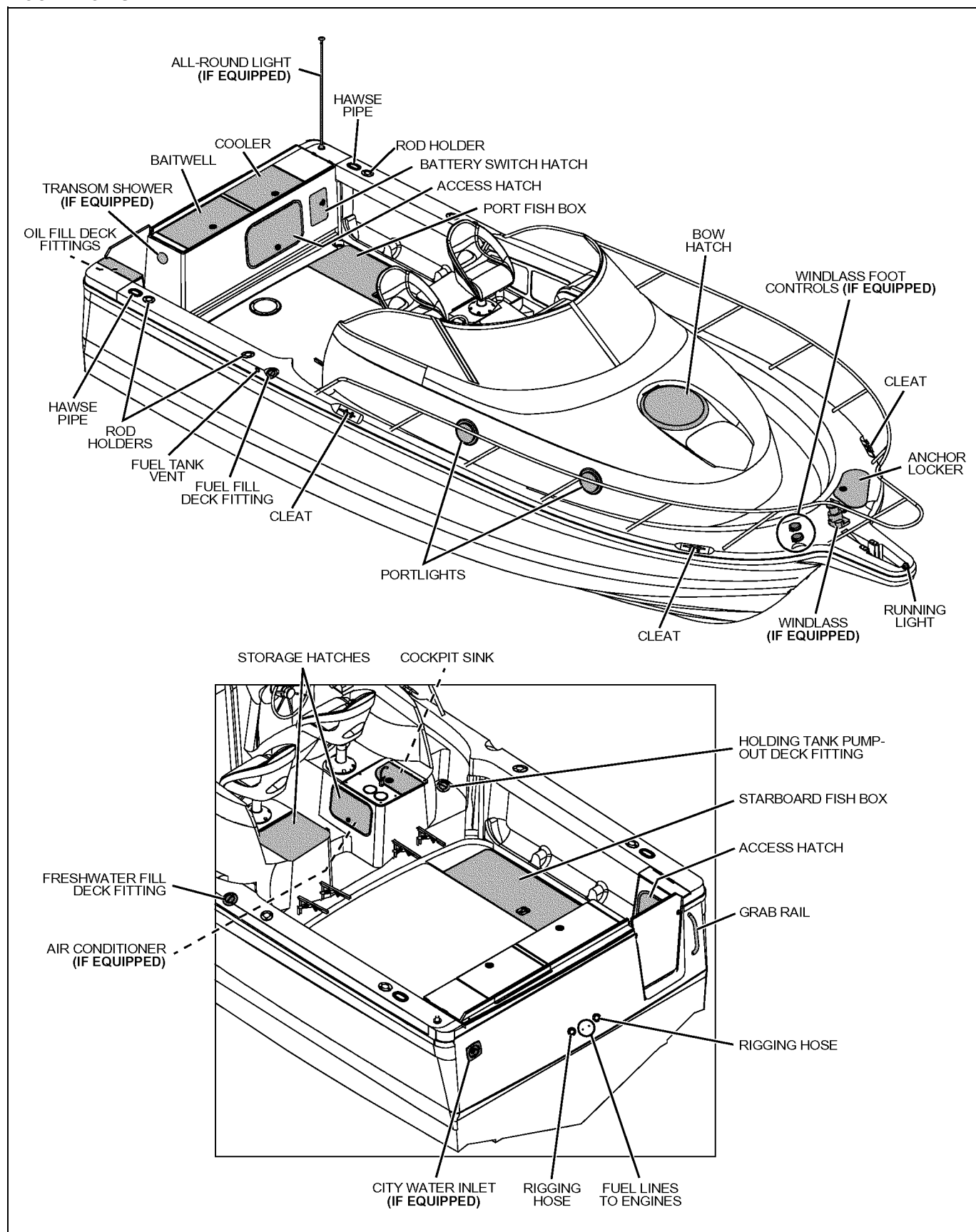
- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: <http://www.cgaux.org>
- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: <http://www.usps.org>

Chapter 2: Locations

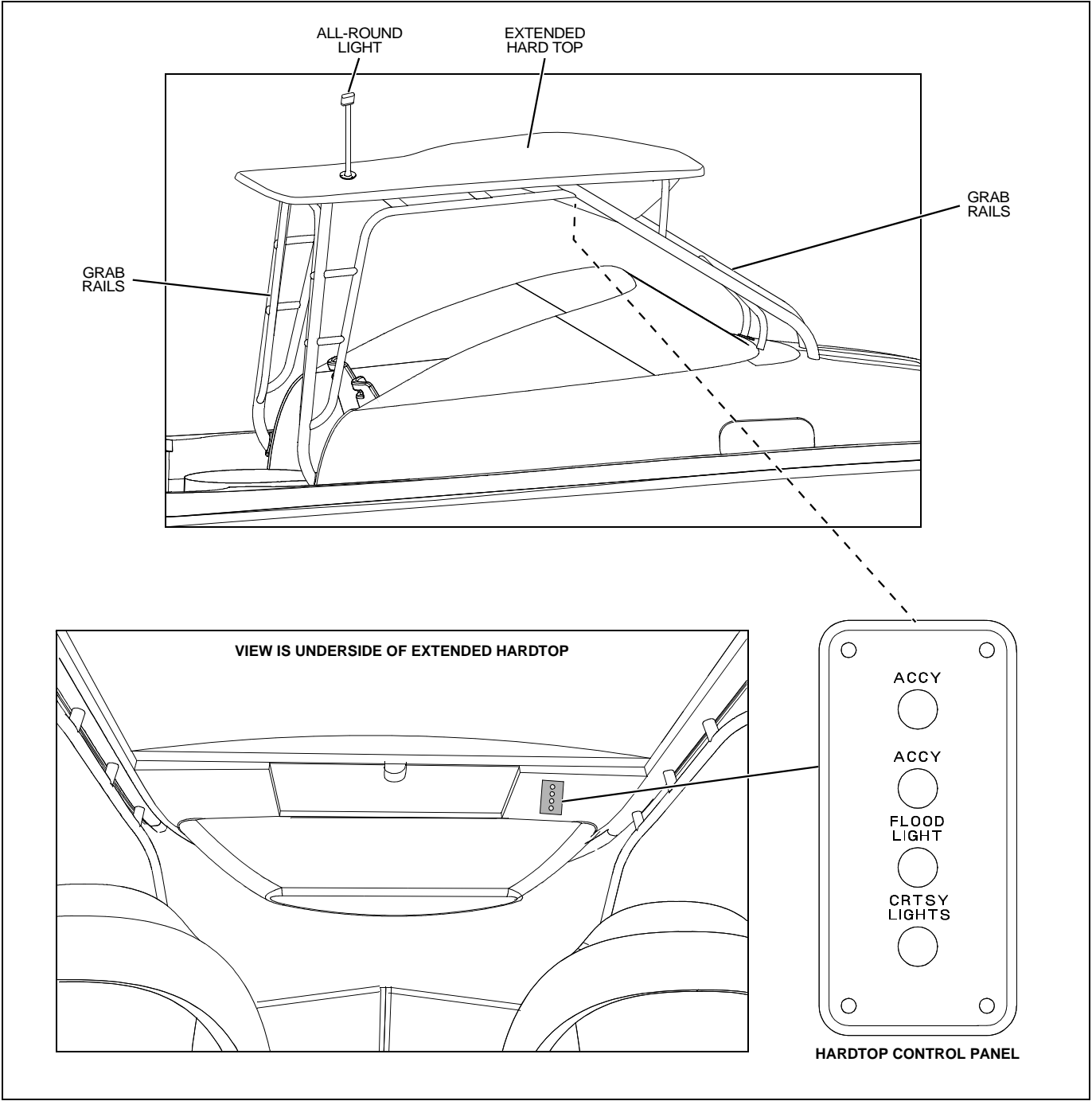
Exterior Views

Hull Views



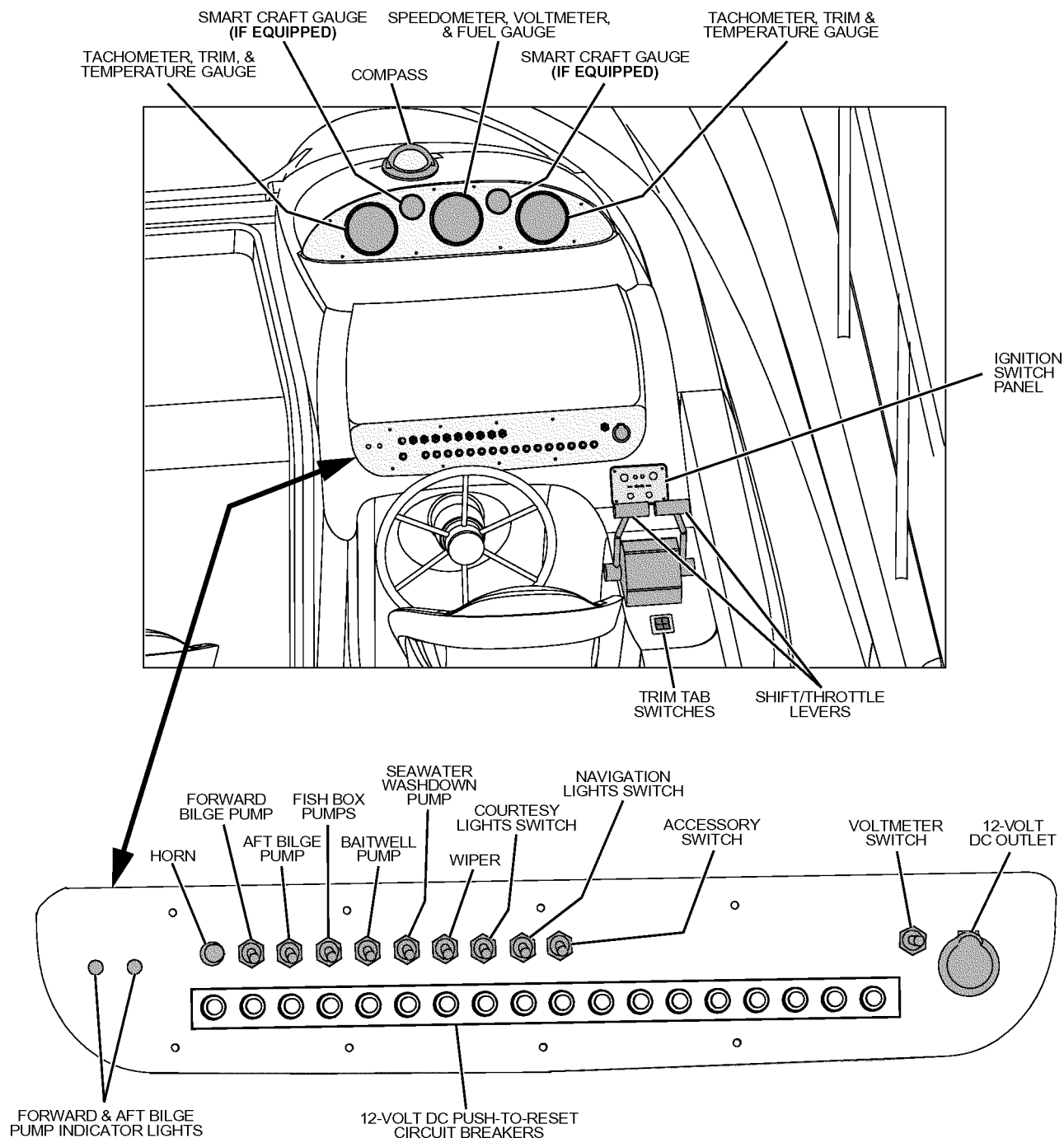
Deck Views

Extended Hardtop (If Equipped)



Helm View

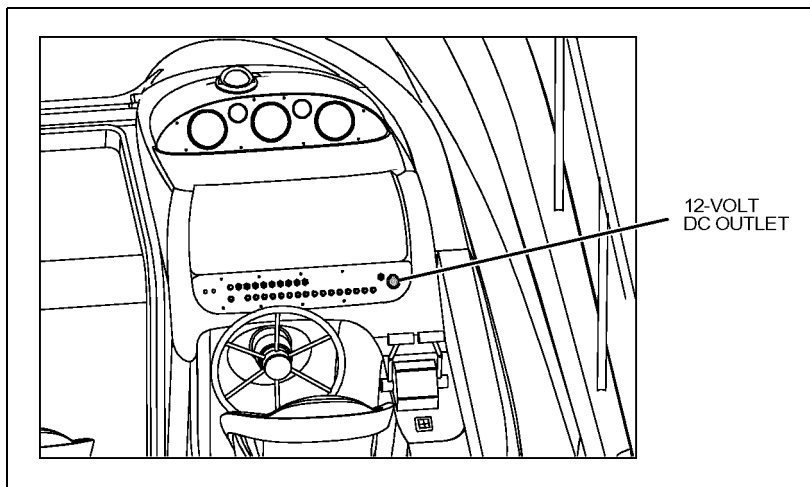
NOTE: TYPICAL HELM LAYOUT SHOWN. ACTUAL LAYOUT MAY VARY DEPENDING ON ENGINE AND ACCESSORY OPTIONS.



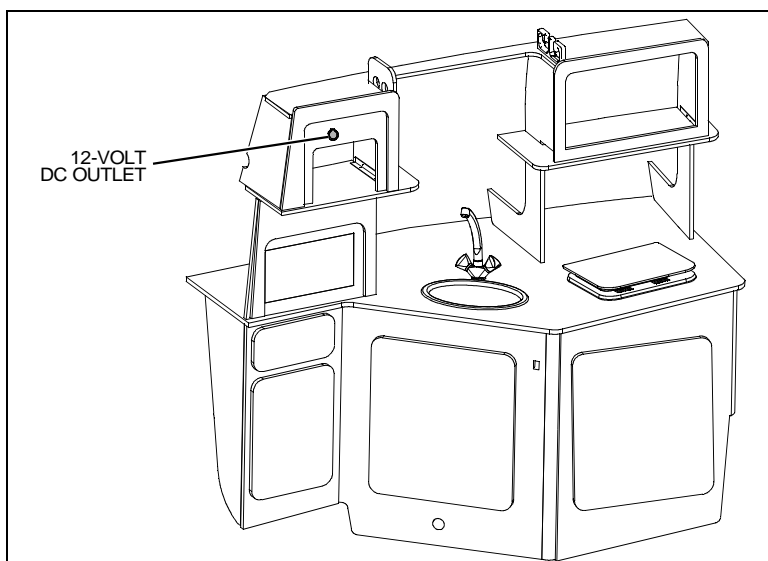
Component Locations

12-Volt DC Accessory Outlets (2 Total):

- One is located at the helm.

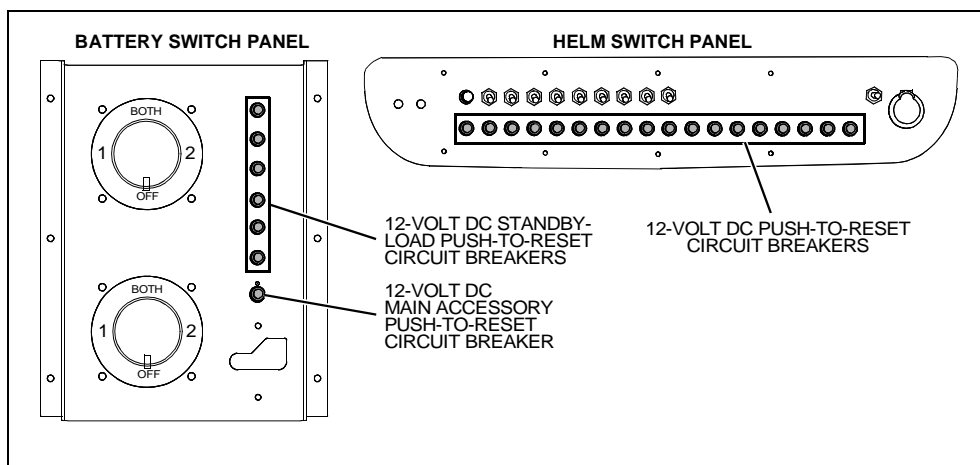


- One is located in the galley, on the aft upper cabinet.



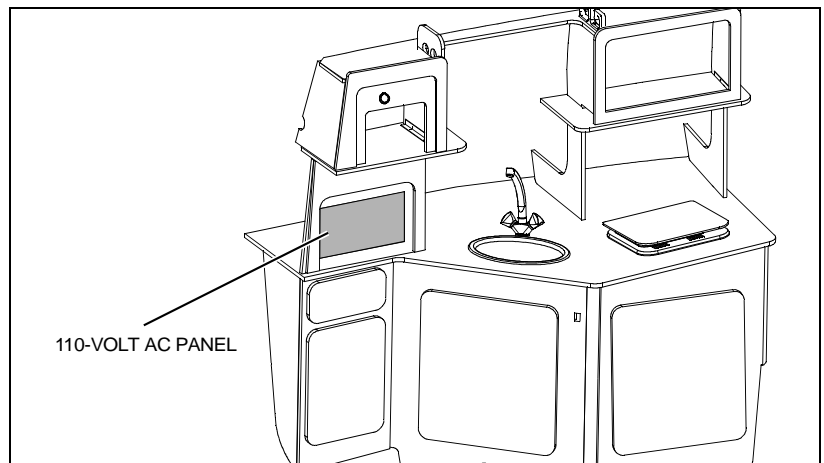
12-Volt DC Push-to-Reset Circuit Breakers:

- The 12-volt DC main accessory and standby-load push-to-reset circuit breakers are located on the battery switch panel.
- The 12-volt DC push-to-reset circuit breakers are located on the helm switch panel.

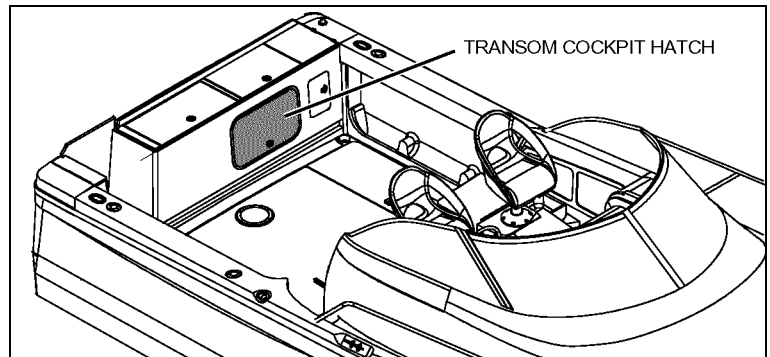


110-Volt AC Master Panel (If Equipped):

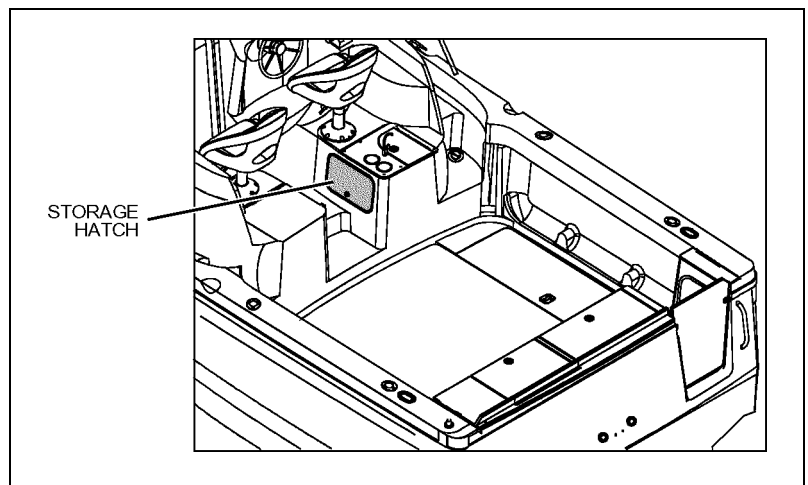
Located in the galley, aft of the sink.

**Air Conditioner Seawater Intake Seacock (If Equipped):**

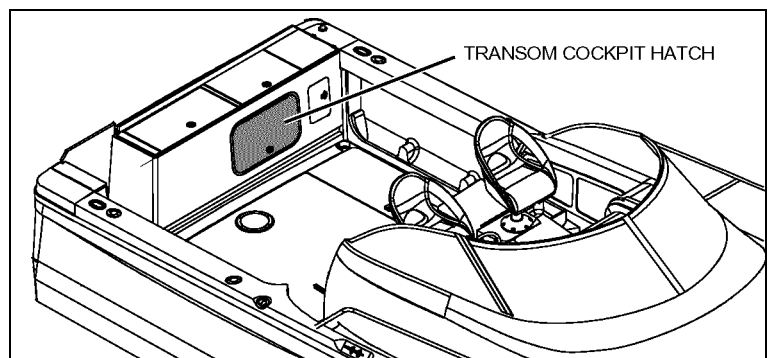
- Located in the aft bilge.
- Access through the transom cockpit hatch.

**Air Conditioner (If Equipped):**

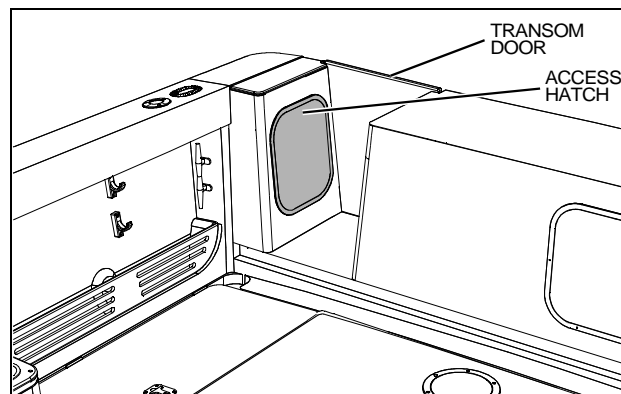
- Located under the helm seat.
- Access through the storage hatch below the helm seat.

**Baitwell Aerator Control Valve:**

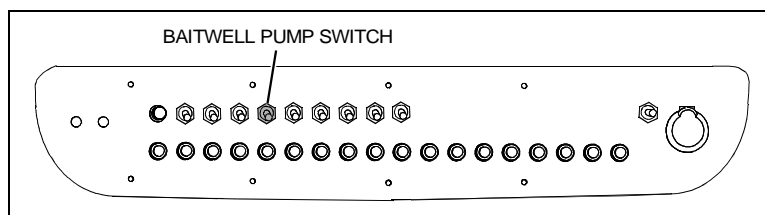
- Located in the aft bilge.
- Access through the transom cockpit hatch.



Baitwell Drain Seacock: Located in the starboard access hatch next to the transom door.

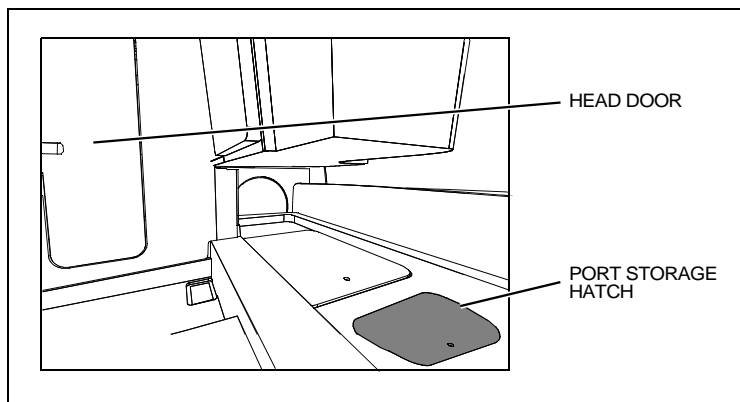


Baitwell Pump Switch: Located on the helm switch panel.

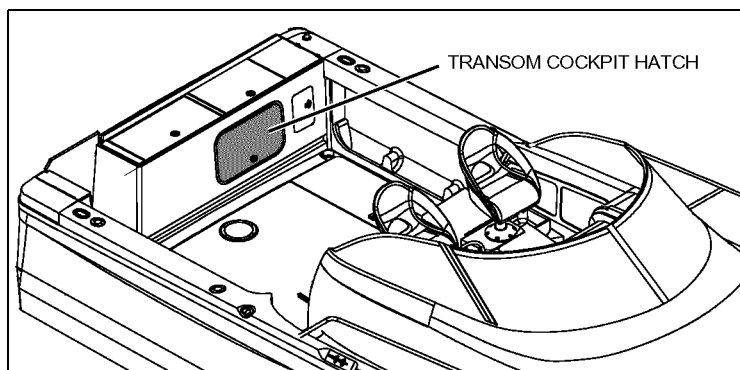


Baitwell Seawater Intake Seacock:

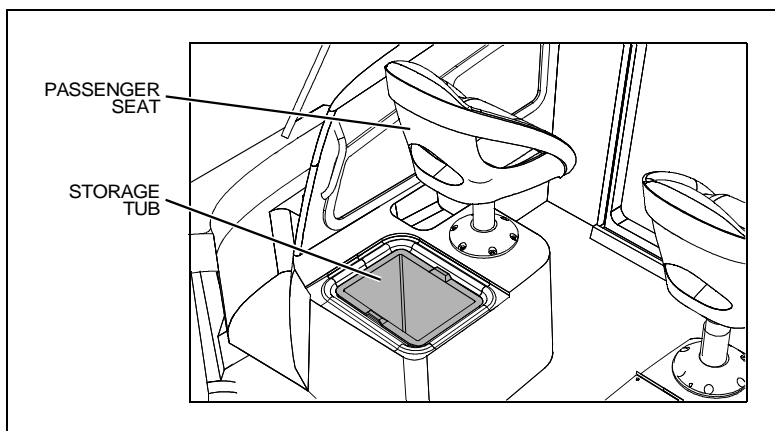
- Located in the mid-berth bilge.
- Access through the port storage hatch under the mattress.



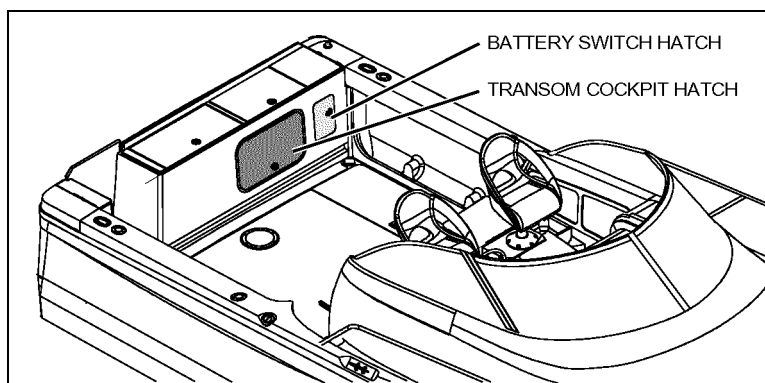
Batteries: Access through the transom cockpit hatch.



Battery Charger (If Equipped): Located under the storage tub in the passenger seat storage compartment.

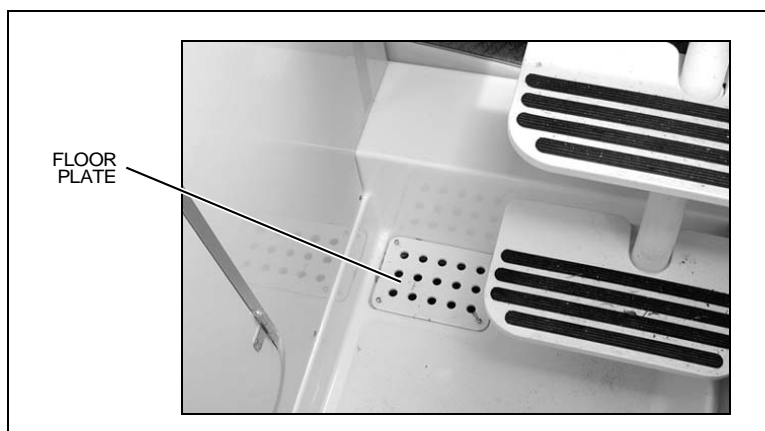


Battery Switch Panel: Access through the battery switch hatch in the port aft corner of the cockpit.

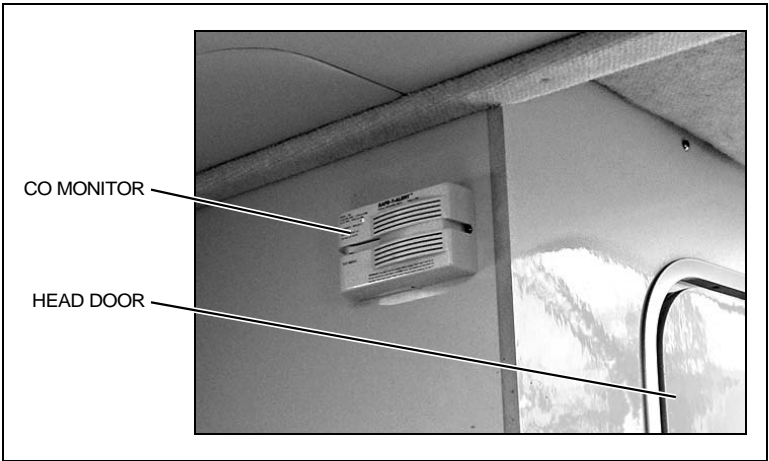


Bilge Pumps (2 Total):

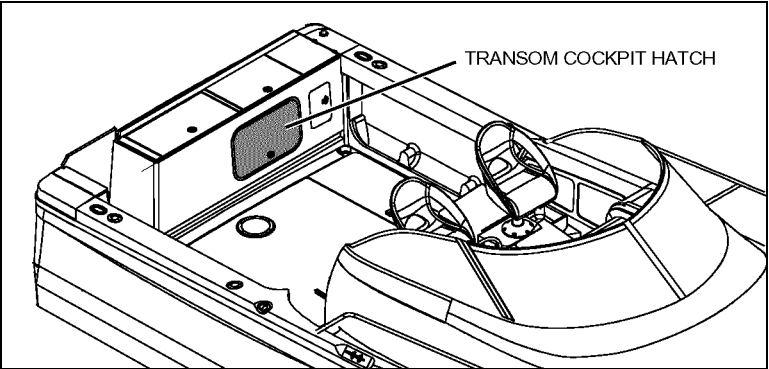
- One is located in the aft bilge.
- Access through the transom cockpit hatch.
- One is located in the bilge under the floor plate at the bottom of the entry steps.



CO Monitor: Located on the aft starboard wall of the v-berth.

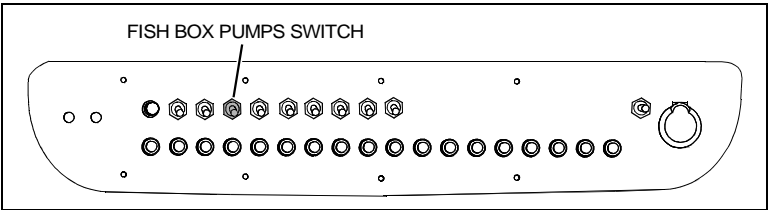


Depth Finder Transducer (If Equipped): Access through the transom cockpit hatch.

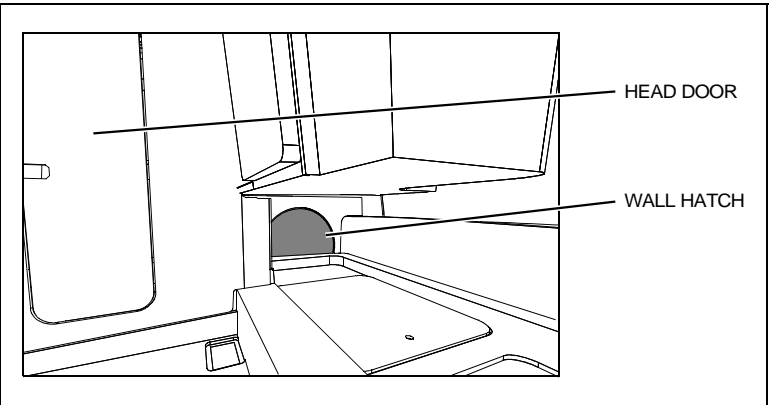


Fish Box Pumps: Access through the transom cockpit hatch.

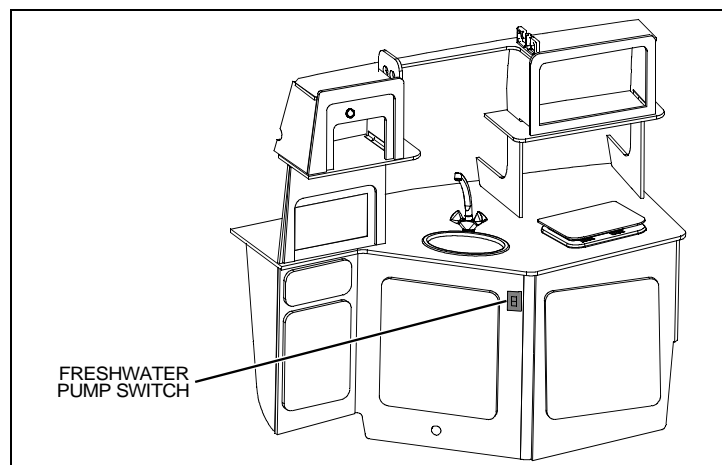
Fish Box Pumps Switch: Located on the helm switch panel.



Freshwater Pump (If Equipped): Located in the mid-berth starboard wall hatch.

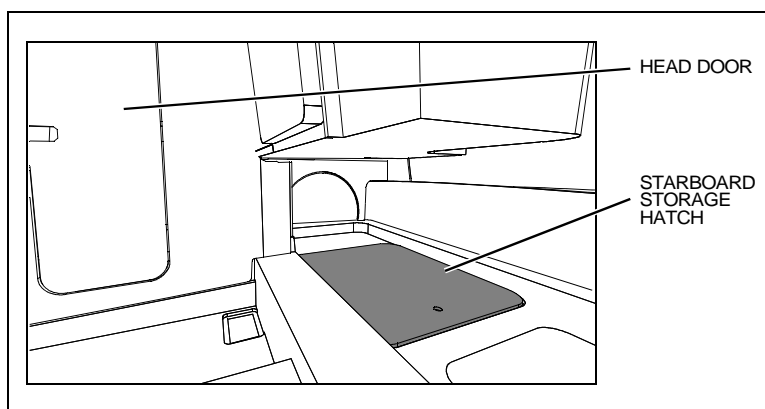


Freshwater Pump Switch (If Equipped): Located on the lower galley cabinet, below the sink.

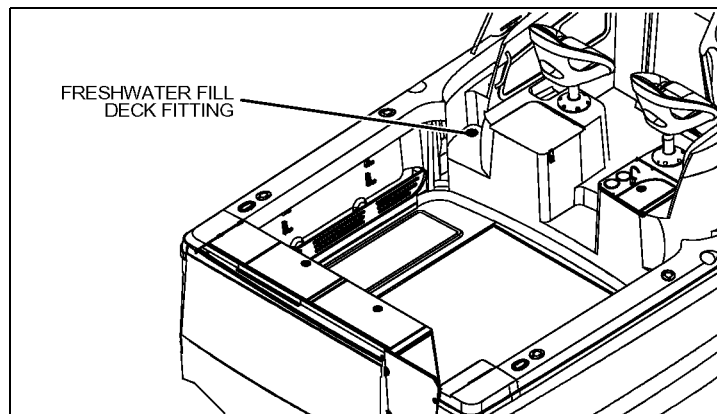


Freshwater Tank (If Equipped):

- Located in the mid-berth bilge.
- Access through the starboard storage hatch under the mattress.

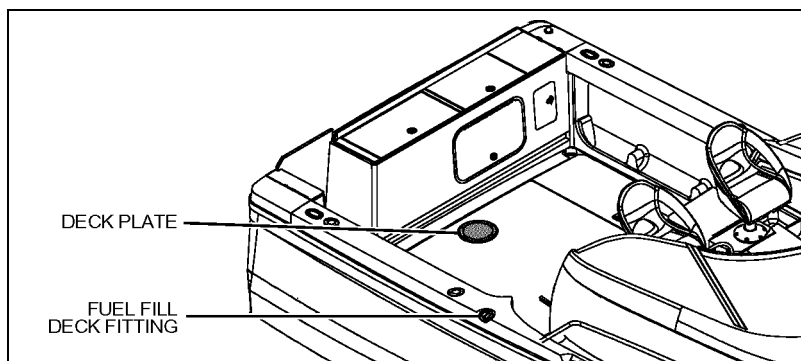


Freshwater Fill Deck Fitting: Located on the port cockpit step.



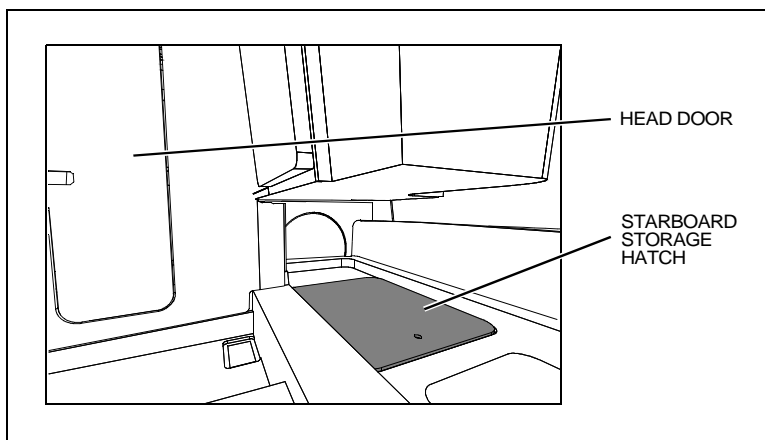
Fuel Fill Deck Fitting: Located on the starboard side of the deck.

Fuel Tank: Access through the deck plate.

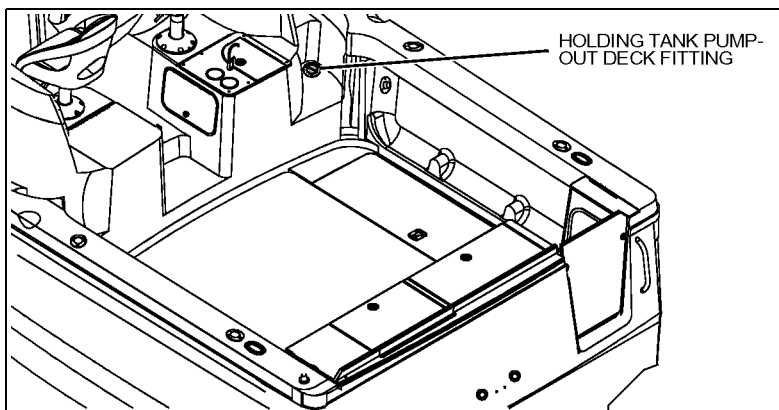


Holding Tank (If Equipped):

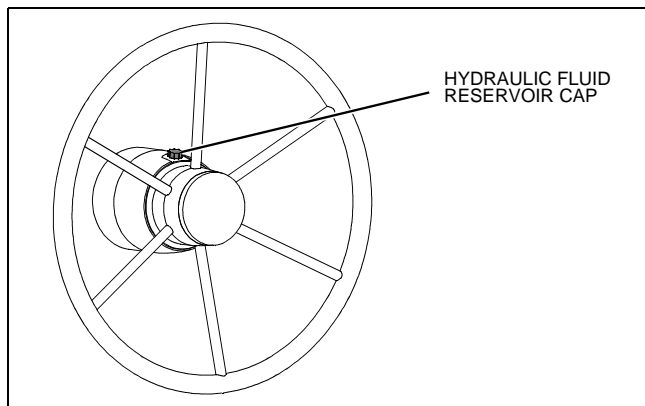
- Located in the mid-berth bilge.
- Access through the starboard storage hatch under the mattress.

**Holding Tank Pump-out Deck Fitting:**

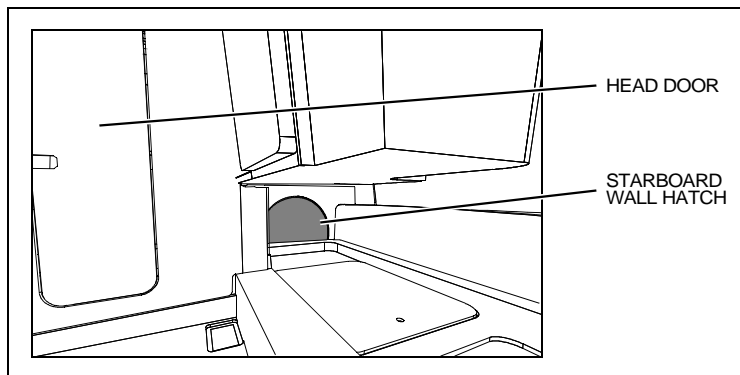
Located on the starboard cockpit step.

**Hydraulic Steering Fluid Reservoir (If Equipped)**

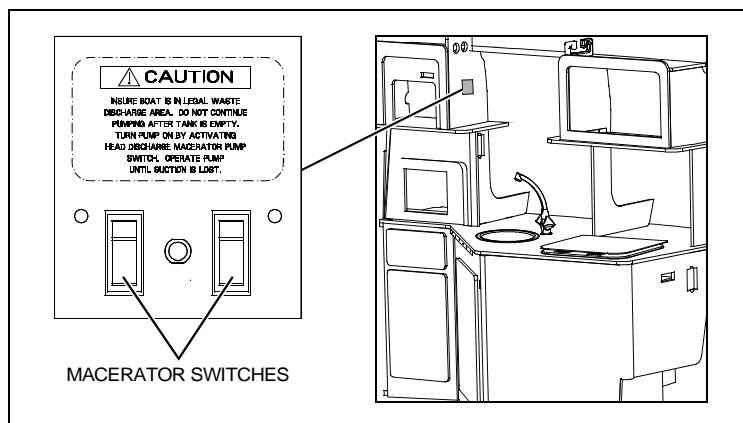
Located on the steering column.

**Macerator Discharge Seacock (If Equipped):**

Located in the mid-berth starboard wall hatch.

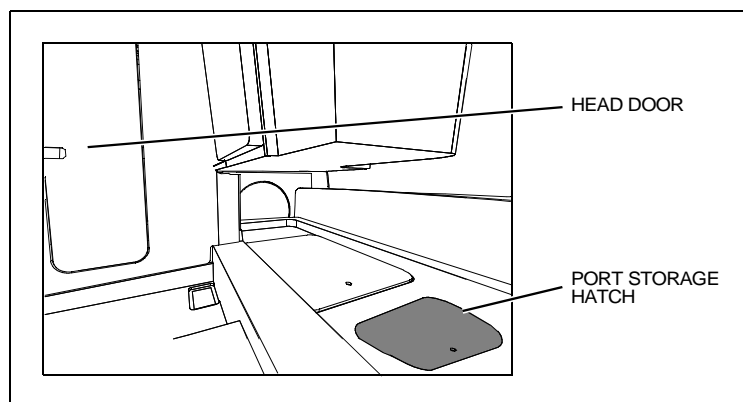


Macerator Switches (If Equipped) Located on the forward end of the aft upper galley cabinet.



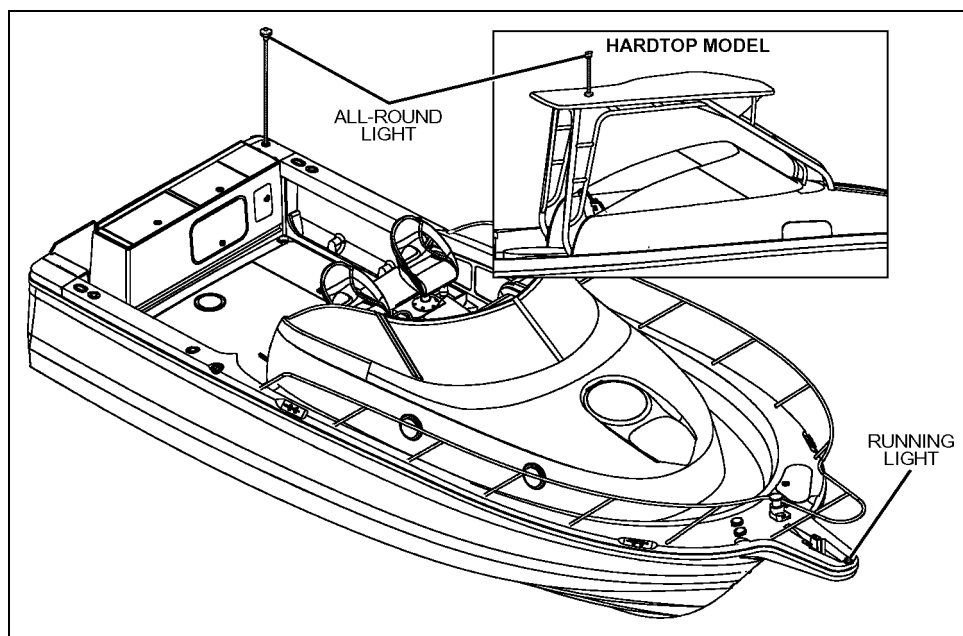
Marine Head Seawater Intake Seacock:

- Located in the mid-berth bilge.
- Access through the port storage hatch under the mattress.

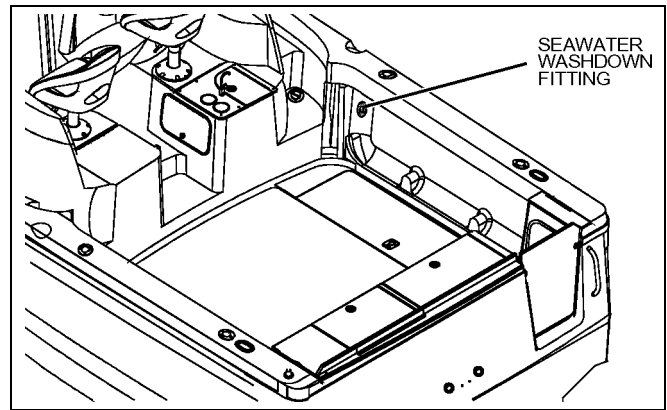


Navigation Lights:

- The white all-round light is located on the port aft corner of the deck, or on the hardtop (if equipped).
- The red and green running light is located on the bow platform.



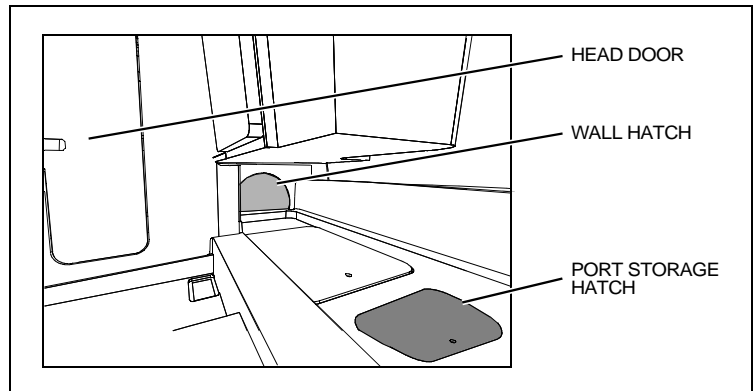
Seawater Washdown Fitting (If Equipped): Located next to the rod holders on the forward starboard cockpit wall.



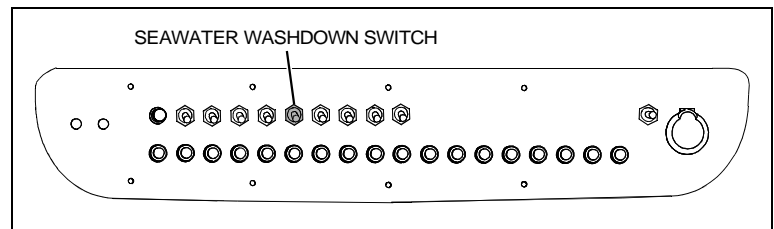
Seawater Washdown Intake Seacock (If Equipped):

- Located in the mid-berth bilge.
- Access through the port storage hatch under the mattress.

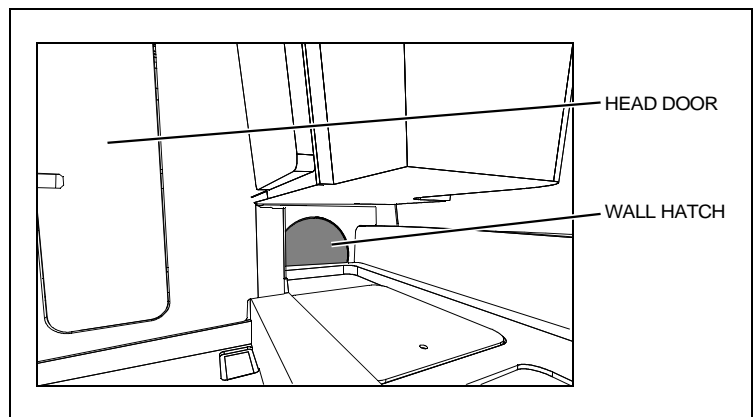
Seawater Washdown Pump (If Equipped): Located in the mid-berth starboard wall hatch.



Seawater Washdown Pump Switch (If Equipped): Located on the helm switch panel.



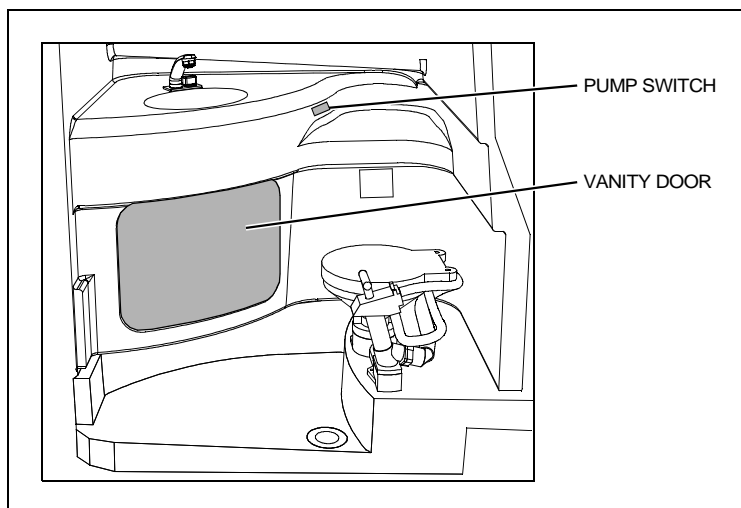
Shower Drain Pump: Located in the mid-berth starboard wall hatch.



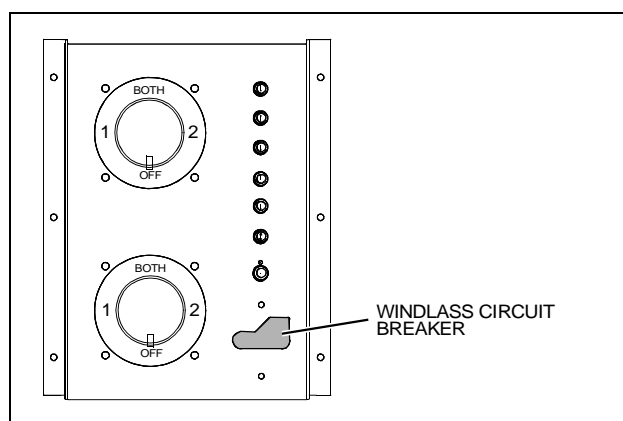
Shower Drain Pump Switch: Located on the head vanity.

Water Heater (If Equipped):

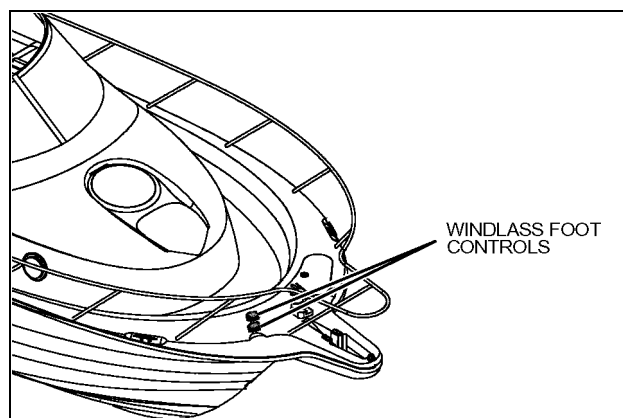
- Located under the head vanity.
- Access through the vanity door.



Windlass Circuit Breaker (If Equipped): Located on the battery switch panel.



Windlass Foot Controls (If Equipped): Located on the starboard side of the bow.




Chapter 3: Propulsion & Related Systems

Engines

Read the engine operation and maintenance manuals *before* starting or working on the engines.

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

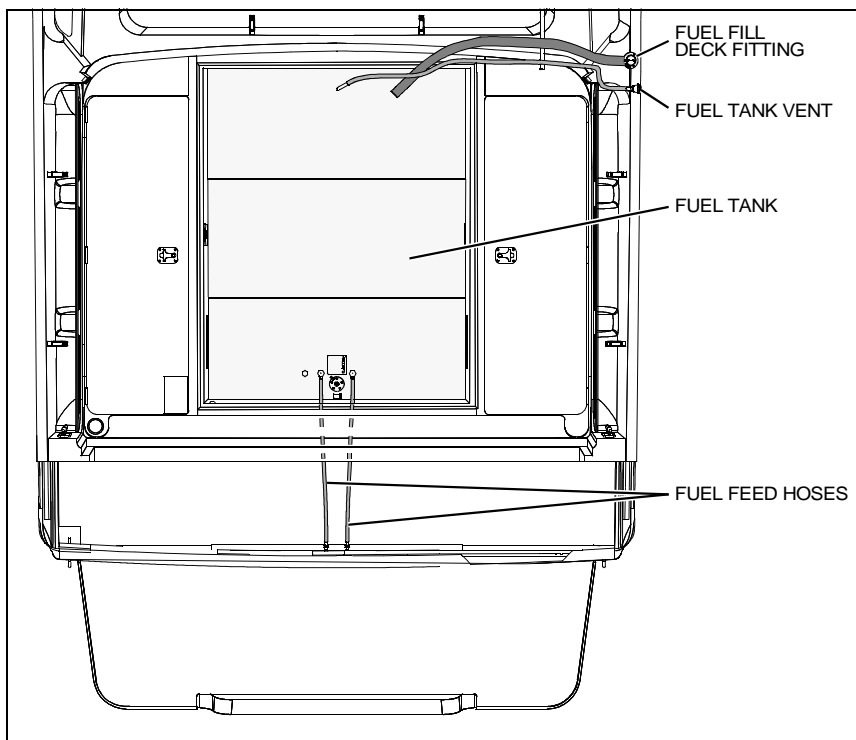
Carefully read the fuel section of both the *Sport Boat Owner's Manual* and the engine operation manual, paying special attention to the subject of *fuel recommendations*.

Fuel Fill & Vent

- The fuel fill deck 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.
- Also, 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

Manual Hydraulic Steering System

- A rhythmic pulsing when turning the wheel is a characteristic of the pump and is **not** a malfunction.
- When coming off a hard-over position, resistances may be felt, followed by a distinct sound. This is normal and is caused by the release of the system's check valve.
- 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

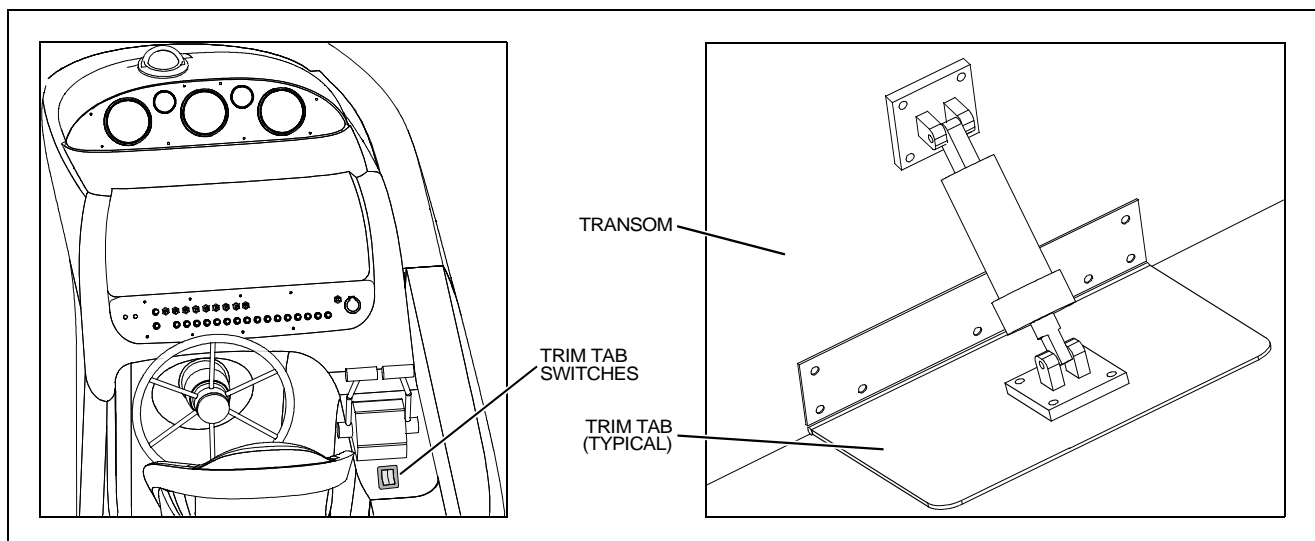
 WARNING!
<i>LOSS OF CONTROL HAZARD!</i>
Improper maintenance of shift/throttle hardware may cause a sudden loss of control!

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

Power Trim & Tilt

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


Trim Tabs



- **Before** using the trim tabs, read the trim tabs' owner's manual.
- The trim tabs are controlled by two rocker switches at the helm.
- Check and refill the trim tab hydraulic fluid reservoir as directed in the trim tabs' owner's manual. For the location of the fluid reservoir, see the *Component Locations* section in *Chapter 2* of this *supplement*.

Gauges

Cleaning the 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 <i>NOT</i> 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

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.

Depth Finder (If Equipped)



WARNING!

- Do *NOT* use the depth finder as a navigational aid to prevent collision, grounding, boat damage or personal injury.
- When your boat is moving, submerged objects will *NOT* be seen until they are already under your boat.
- Bottom depths may change too quickly to allow time for your boat to react.
- If you suspect shallow water or submerged objects, run your boat at very slow speeds.

VHF Radio (If Equipped)

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

Global Positioning System (GPS) (If Equipped)



WARNING!

- The GPS system should *NOT* be relied upon as the *ONLY* aid to navigation.
- A qualified operator *MUST* monitor the GPS system at *ALL* times and keep a look-out for other marine traffic and possible collision situations.

NOTICE

The GPS system is *ONLY* an aid to navigation. It's accuracy can be affected by:

- Equipment failure or defects
- Environmental conditions
- Improper handling or use

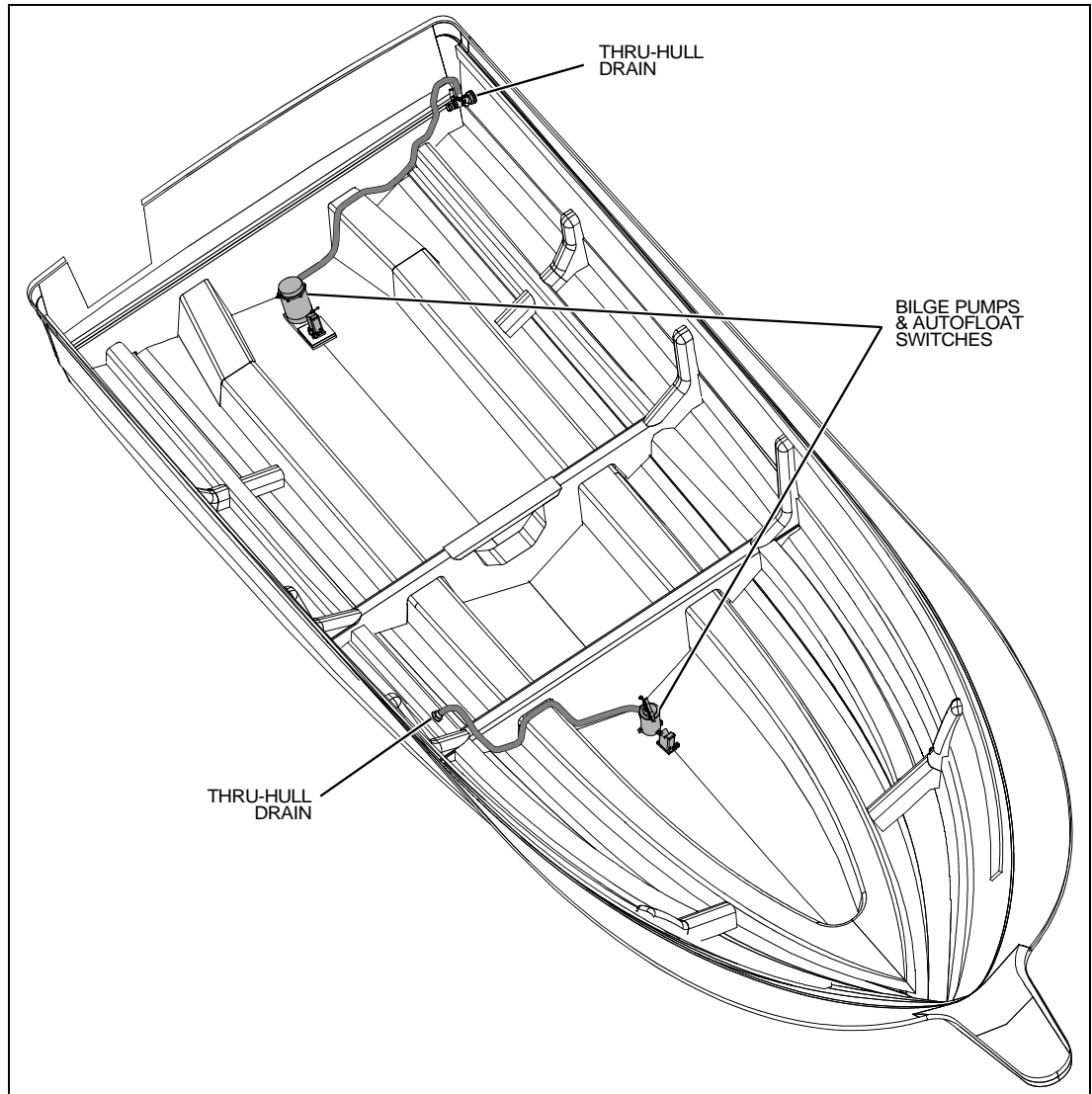
Chapter 6: Plumbing

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 has two bilge pumps for pumping water out of the bilge.
- The autofloat switches, mounted next to the bilge pumps, will turn **On** the bilge pumps if bilge water rises above a preset level.
- You can also turn **On** the bilge pumps yourself using the switches at the helm.
- The bilge pumps are wired directly to the battery. Unless the battery is dead, the bilge pump system should work even when your boat is unattended.

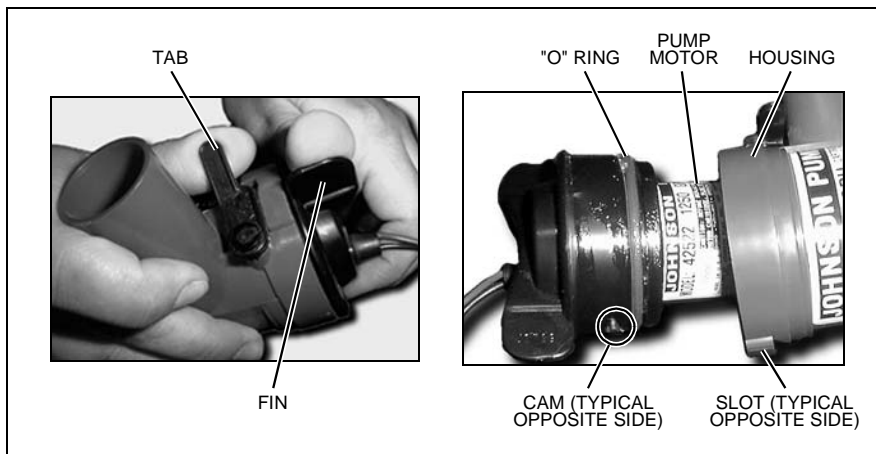


Bilge Pump Testing

- The bilge pumps are vital to the safety of your boat.
 - Test the bilge pumps often.
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.

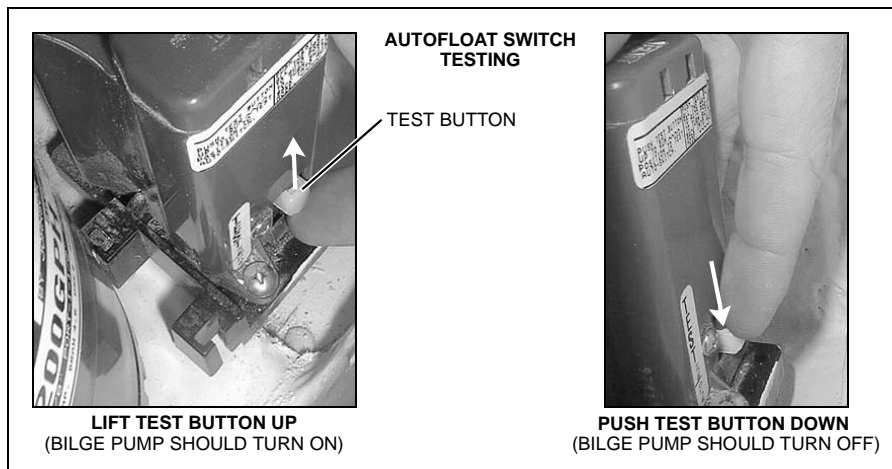


Autofloat Switches

- The autofloat switches turn the bilge pumps **On** when water rises above a preset level.
- Test each autofloat switch often.

Autofloat switch testing:

1. Lift the autofloat switch test button to turn **On** the bilge pump.
- If the pump does not turn **On**, check the push-to-reset circuit breaker.
- If the circuit breaker is good, but the switch still does not work, it may mean the switch is bad, or the battery is dead.
2. After testing, push the test button all the way **down** to reset auto mode.



CAUTION

When the test is completed on each float switch, you **MUST** push the test button **ALL THE WAY DOWN** to reset auto mode!

Seawater Systems

Seacocks



WARNING!

FLOODING and SWAMPING HAZARD!

- **Close** the seacock(s) when leaving your boat unattended for any length of time.
- If a seacock is left open, a hose failure could flood the bilge, swamp the batteries, and even sink your boat.



CAUTION

SYSTEM DAMAGE HAZARD!

- **BEFORE** using any system that has a seacock, make sure that the system's seacock is **Open**.
- Inspect and lubricate all seacocks annually.

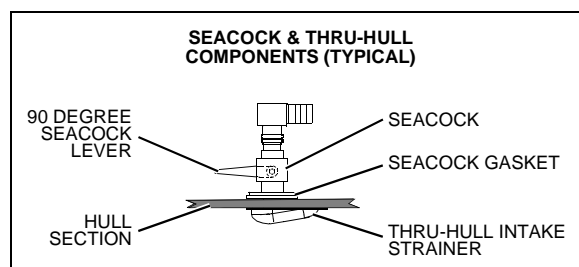
Thru-hull inlet or outlet fittings near or below the waterline feature seacock valves. You can close a seacock to stop water entry:

- If the hose connected to the seacock fails, or;
- To work on equipment served by the seacock.

Seacocks are used on your boat in seawater intake or liquid-discharge systems including, but not limited to:

- Air conditioner (if equipped)
- Marine head (toilet)

Before using any system with a seacock, make sure the seacock is **Open** and stays **Open** until the system is shut **Off**.



Seawater Strainers



CAUTION

FLOODING HAZARD!

- **BEFORE** taking apart a seawater strainer for cleaning or other maintenance, **Close** the seacock that sends seawater to that strainer.
- Failure to close the seacock before taking apart the seawater strainer may allow large amounts of water to flood the bilge, which could swamp the batteries and the engines, and even sink your boat.
- Keep the seacock **Closed** until the seawater strainer is completely reassembled.

SYSTEM DAMAGE HAZARD!

- After putting the seawater strainer back together, make sure that the seacock valve is **Open** **BEFORE** using the component/system.

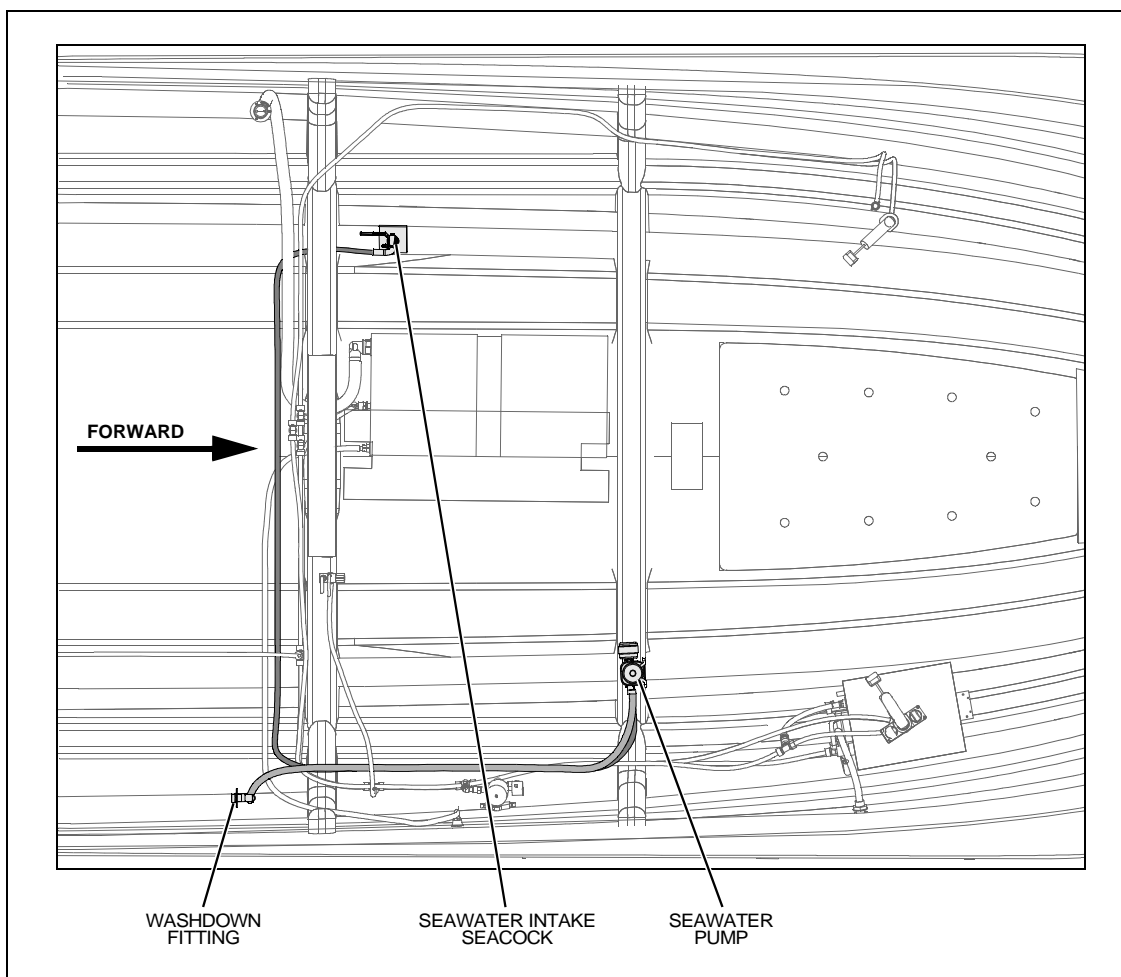
- Seawater strainers are used to filter incoming seawater in *some* seawater intake systems. NOTE: Not all seawater intake systems have seawater strainers.
- If equipped, the seawater strainer is located near the seawater intake system's seacock.
- Check the strainers for leaks and/or debris **every time** you use your boat.
- Refer to the seawater strainer instruction sheet for cleaning and maintenance information.

Seawater Washdown (If Equipped)**WARNING!****FLOODING and SWAMPING HAZARD!**

- **NEVER** leave your boat unattended while using the seawater washdown system.
- 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 your boat.
- **Close** the intake seacock when leaving your boat unattended for any length of time.

**CAUTION****SYSTEM DAMAGE HAZARD!**

BEFORE turning *On* the seawater washdown system, make sure the intake seacock is *Open*.



Baitwell System



WARNING!

FLOODING and SWAMPING HAZARD!

- **NEVER** leave your 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 batteries, and even sink your boat.
- **Close** the intake seacock when leaving your boat unattended for any length of time.



CAUTION

SYSTEM DAMAGE HAZARD!

BEFORE turning **On** the baitwell system, make sure the intake seacock is **Open**.

Filling & Using the Baitwell

1. If necessary, **Open** the seawater intake seacock.
 2. On the main switch panel, turn **On** the baitwell switch.
- **Open** the drain seacock to drain the baitwell.
 - **Close** the drain seacock after the baitwell has drained.

Troubleshooting

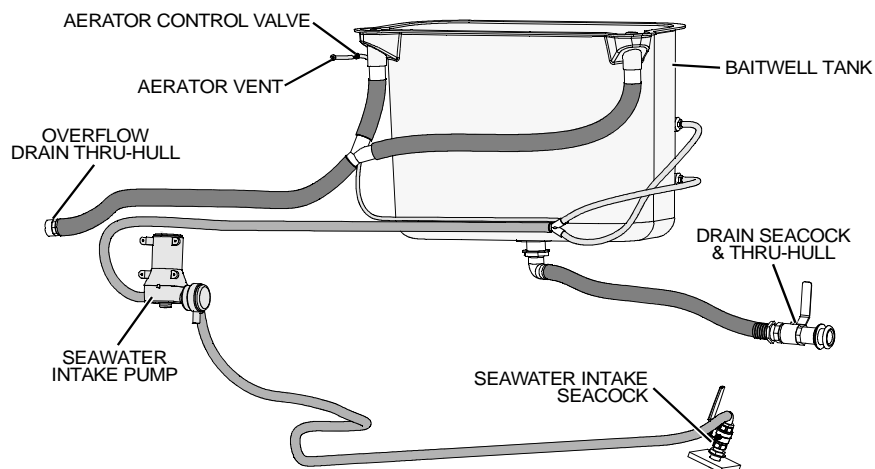
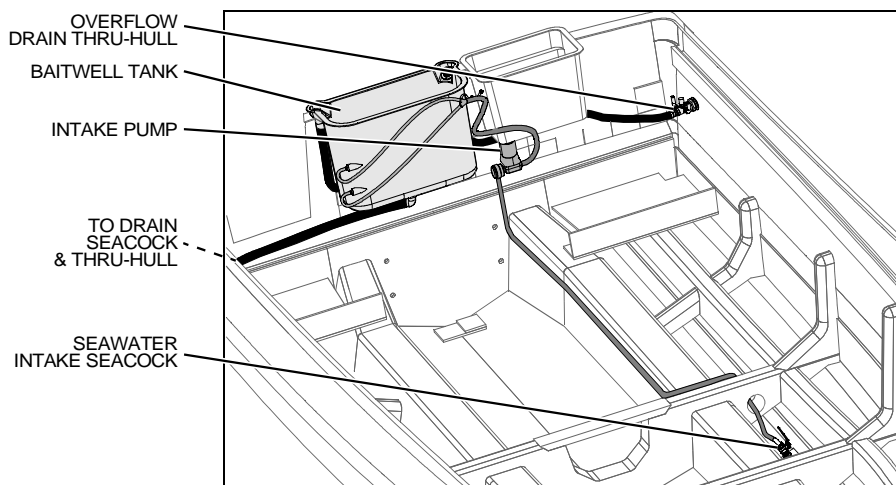
If you followed the instructions in steps 1 and 2 above, but water does **not** pump into the tank, possible causes are:

- The intake seacock is **Closed**.
- A hose is collapsed or there is clogging debris in the system.
- The baitwell circuit breaker needs to be reset.

Aeration Tips

The level of aeration is controlled by the baitwell aerator control valve (for the location of the baitwell aerator control valve see the *Component Locations* section in *Chapter 2* of this supplement).

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

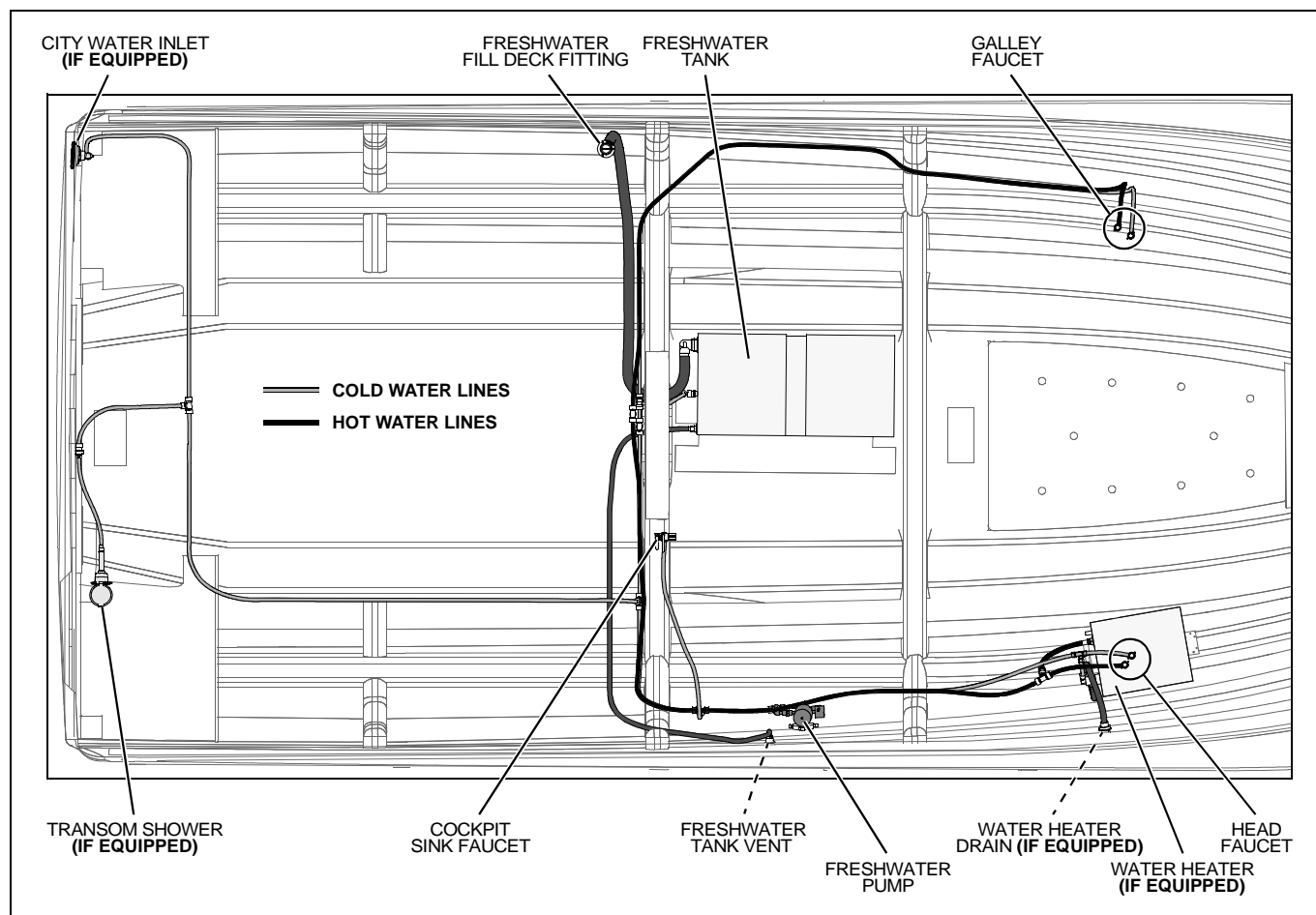


Freshwater System



WARNING!

- **ONLY** use safe drinking (potable) water in your boat's freshwater system.
- **ONLY** use FDA approved "drinking water safe" hoses when filling the freshwater tank or connecting to city water.
- **NEVER** use common garden hoses for drinking water.

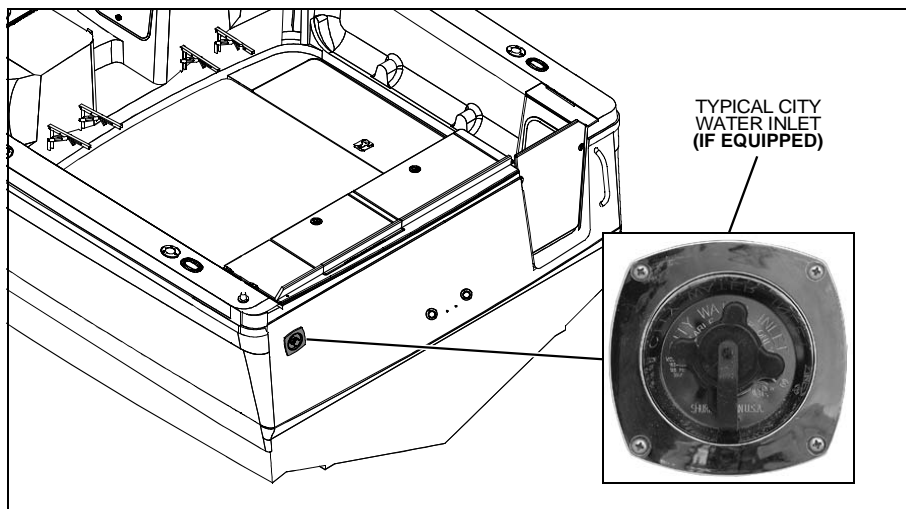


- Read the *Freshwater System* section in the *Sport Boat Owner's Manual*.
- The freshwater fill deck fitting is marked **WATER**.
- Pressurize the freshwater system by either:
 - a. turning **On** the freshwater pump switch (the battery switch must also be **On**) or;
 - b. connecting to city water (if equipped).
- For the locations of the freshwater pump switch and the city water inlet, see the *Component Locations* section in *Chapter 2* of this supplement.
- If your boat is equipped with a city water inlet, **always** turn **Off** the city water supply on the dock before leaving your boat unattended.
- Turn **Off** the freshwater pump switch when your boat is **not** in use or when the freshwater tank is empty.
- Inspect and clean the freshwater filter often (the filter is 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.

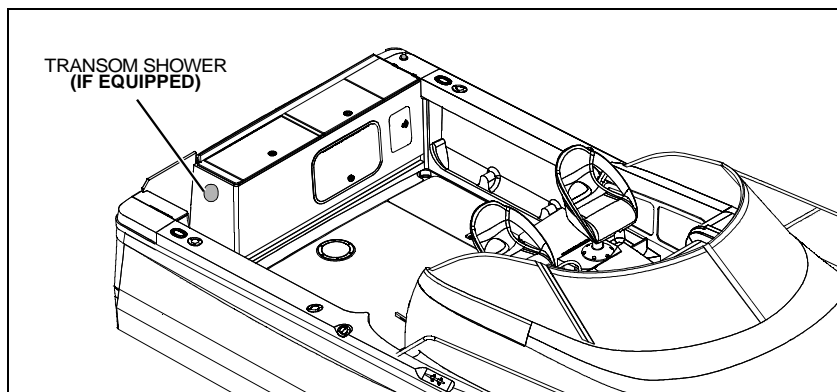
City Water Inlet (If Equipped)**WARNING!****FLOODING and SWAMPING HAZARD!**

- **NEVER** leave your boat unattended while the freshwater system is pressurized by city water.
- Any leak or break in this system may allow large amounts of water to flood the bilge, which could swamp the battery, and even sink your boat.
- **ALWAYS** turn *Off* the city water supply on the dock before leaving your boat unattended.

- Read the “City Water Hookup” portion of the *Freshwater System* section in the *Sport Boat Owner's Manual*.
- The freshwater pump switch **must** be *Off* while the freshwater system is being pressurized by a city water supply.

**Transom Shower (If Equipped)**

- Read the manufacturer's instructions **before** using the transom shower for the first time.
- To use the transom shower, your boat **must** be connected to a dockside freshwater supply, or the freshwater pump switch **must** be turned *On*.




Freshwater System Winterization

1. Turn **Off** the water heater breaker switch.
NOTE: **Tag** or **Mark** the water heater breaker switch to prevent it from being turned **On** while the water heater tank is empty.
2. Turn **On** the freshwater pump switch.
3. **Open all** of the faucets and showers and let the freshwater system drain completely.
4. Turn **Off** the freshwater pump switch.

All of the 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

 **CAUTION**

FRESHWATER SYSTEM DAMAGE HAZARD!

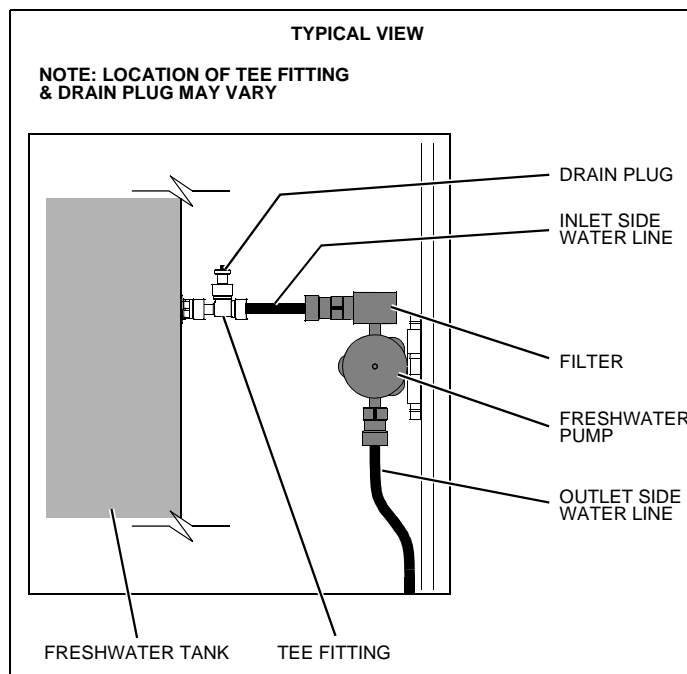
- A faucet must be open when compressed air is blown through the freshwater system.
- **NEVER** blow compressed air through the water system when **ALL** of the faucets are **Closed**.

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 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 and the water lines, replace the drain plug.



Water Heater (If Equipped)

! WARNING!

! SCALDING HAZARD!
Water heated by the water heater can be hot enough to scald the skin.

! CAUTION

WATER HEATER DAMAGE HAZARD!

- Do **NOT** turn *On* the water heater circuit breaker on the 110-volt AC master panel until the water heater tank is **COMPLETELY** filled with water.
- The tank is full if water flows from the tap when the hot water is turned *On* in the galley.
- Even brief water heater operation with a dry tank **WILL** damage the heating elements.
- Warranty replacements will **NOT** be made on elements damaged in this manner.
- Drain the water heater and turn the power *Off* when the chance of freezing exists (see the winterizing instructions below).

NOTICE

If 110-volt AC power is being provided by shore power, but the water heater is not working:

- Make sure the water heater circuit breaker on the 110-volt AC master panel is switched *On*.
- If the circuit breaker is *On*, but the water heater is still not working, ask your dealer how to check the push-to-reset circuit breaker located on the water heater.

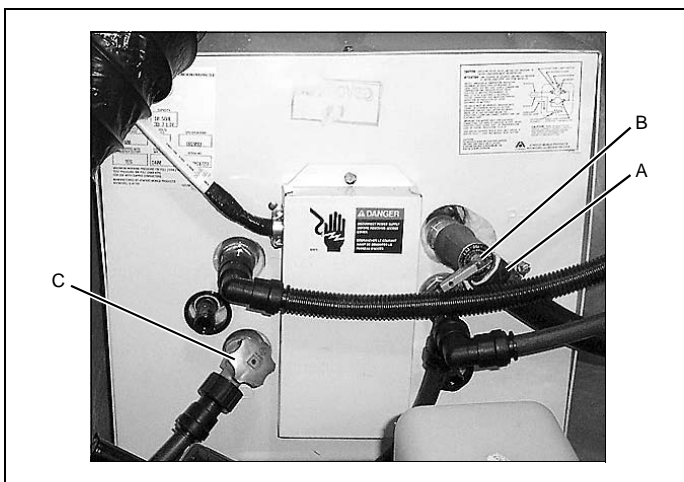
- Read the water heater instruction manual and heed the warnings above.
- The water heater is connected to the 110-volt AC power system.
- To heat the water, turn *On* the water heater circuit breaker on the 110-volt AC master panel.

Winterizing the Water Heater

NOTICE

The freshwater system **MUST** be drained **BEFORE** winterizing the water heater (see the *Freshwater System Winterization Instructions* on the previous page).

1. Turn *Off* the water heater breaker.
 2. Disconnect the hose (A) attached to the pressure relief valve (B).
 3. If there is any water in this hose, drain it into the bilge or into a bucket.
 4. *Open* the pressure relief valve (B).
 5. *Open* the drain valve (C).
- Leave the pressure relief and drain valves *Open* until you fit out your boat after storage.



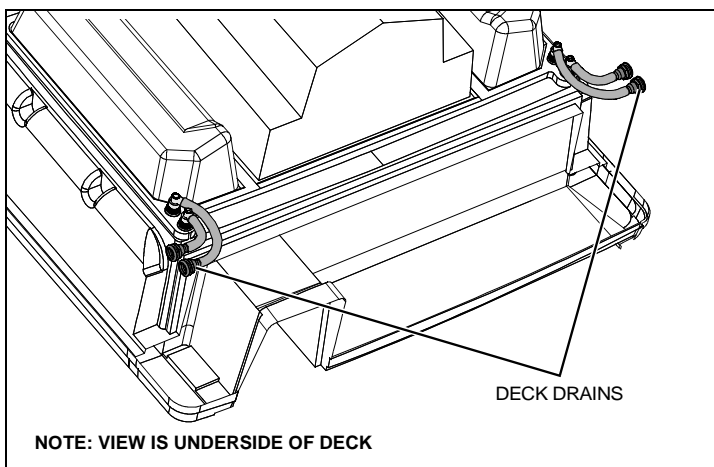
Drain Systems

Deck Drains

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

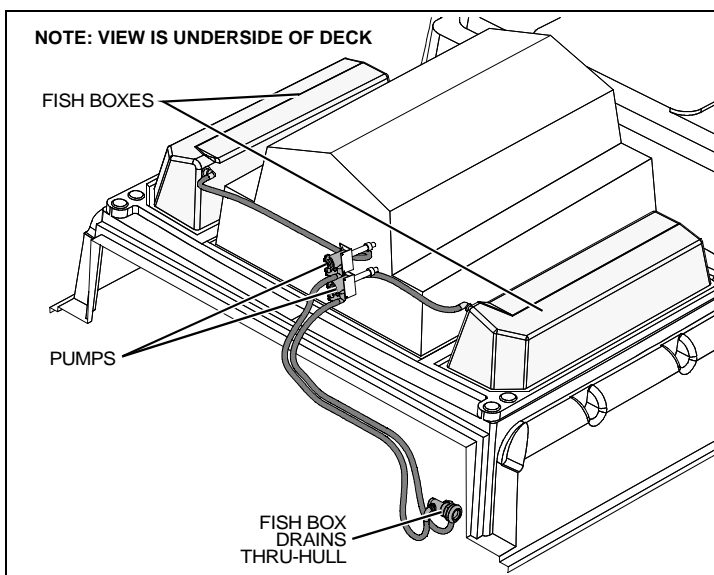
Gray Water Gravity Drains

The galley, head, and cockpit sinks are above the waterline and are gravity drained overboard.



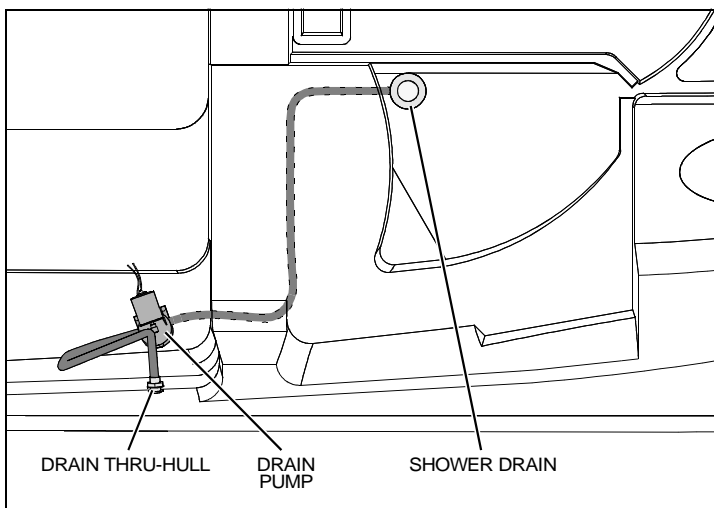
Fish Box Drain System

- Turn **On** the fish box drain pump switch to pump the fish box water overboard.
- Keep the fish box drains free of debris.
- Periodically clean the pump strainers.





Shower Drain System

- Turn **On** the shower drain pump switch to pump the shower drain water overboard.
- Periodically clean the strainer.




Air Conditioning System (If Equipped)


 **DANGER!**



CARBON MONOXIDE POISONING HAZARD!

- Dangerous carbon monoxide gas (CO) can be brought into your boat through the air conditioning system.
- Read the *Carbon Monoxide (CO)* section in *Chapter 1* of this supplement.

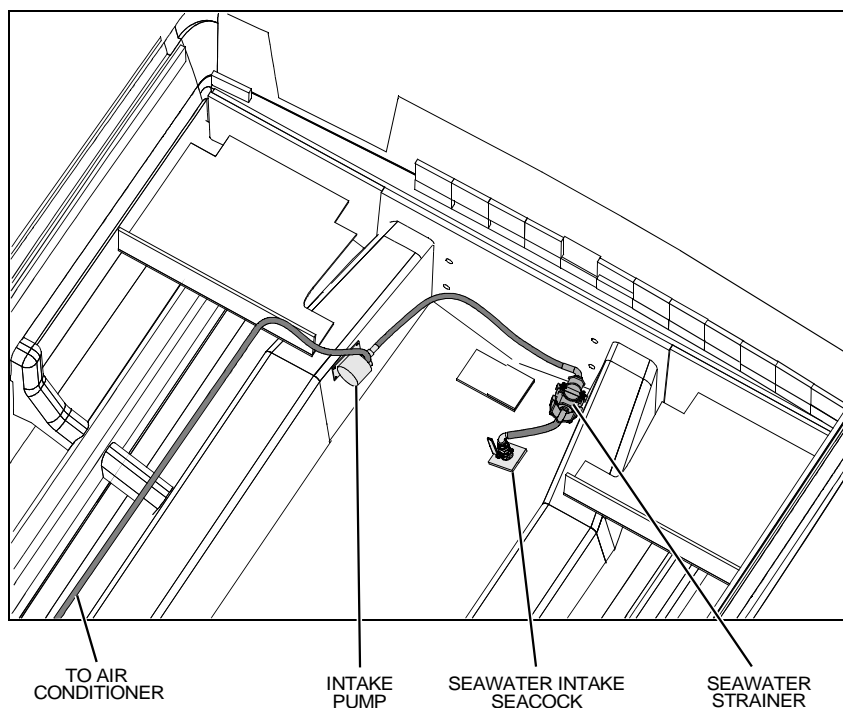


 **CAUTION**

SYSTEM DAMAGE HAZARD!

The air conditioning system's seawater intake seacock **MUST** be *Opened BEFORE* turning *On* the air conditioner and **MUST** stay *Open* during use.

- Read the air conditioner manual **before** using the air conditioning system.
- **Before** using the air conditioning system, make sure the breakers on the 110-volt AC master panel are turned **On** and that the system's seawater intake seacock is **Open**.
- The seacock **must** remain **Open** while the air conditioner is in use.
- Check the seawater strainer for debris **before** each use of the air conditioning system.
- If the strainer needs to be cleaned out, follow the directions in the *Seawater Systems* section in of this *Chapter*.



Marine Head & Holding Tank

NOTICE

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



WARNING!

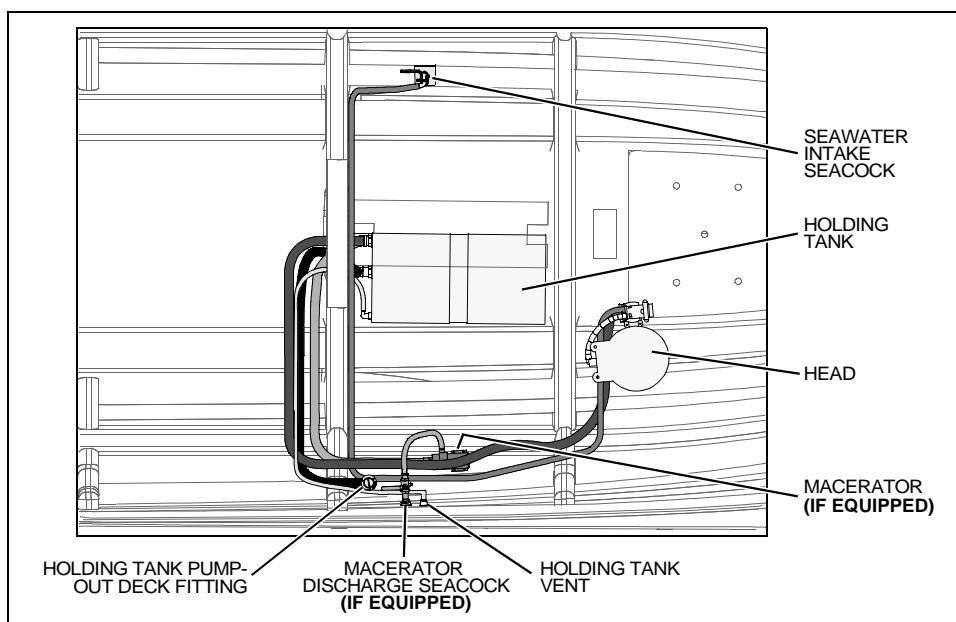
FLOODING and SWAMPING HAZARD!

- **Close** the seawater intake seacock when leaving your boat unattended for any length of time.
- If the seacock is left open, a hose failure could flood the bilge, swamp the batteries and the engines, and even sink your boat.

- **Before** using this system, read the marine head's operation and maintenance manual.
- Look at the side of the holding tank to check the content level.
- The dockside pump-out deck fitting is marked WASTE.
- 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 when the system will not be used for long periods of time.



Winterizing the System

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


Macerator (If Equipped)

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

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

Chapter 7: Deck Equipment


Cleats & Bow/Stern Eyes


<div> WARNING!</div> <p><i>PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!</i></p> <p><i>NEVER</i> lift your boat using the bow/stern eyes or the cleats.</p>

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

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

Windlass (If Equipped)

<div> DANGER!</div> <p><i>PERSONAL SAFETY HAZARD!</i></p> <ul style="list-style-type: none">• <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 your boat is moving and cause personal injury or death.

<div> CAUTION</div> <p><i>PRODUCT DAMAGE HAZARD!</i></p> <p>Do <i>NOT</i> pull your boat to the anchor using the windlass or continue to run the windlass if it has stalled or is overloaded.</p>

- Read and follow the manufacturer's instruction manual **before** using the anchor windlass for the first time.
- The windlass can be controlled from a switch at the helm or from the deck foot switches.
- Make sure that the windlass circuit breaker is turned ***On before*** using the anchor windlass.
- To raise the anchor, use engine power (***not*** the windlass) to move your boat to, and directly above, the anchor.
- Dislodge the anchor from the bottom by pulling it straight up with the windlass.
- Make sure the anchor is secured ***before*** getting underway.

Canvas



CAUTION

PRODUCT or PROPERTY DAMAGE HAZARD!

Take down and securely stow *ALL* canvas & vinyl *BEFORE* your boat is transported by road.

NOTICE

BEFORE cleaning and/or stowing your canvas or vinyl, read the sections later in this chapter, *Canvas Care* and *Vinyl Care*.

NOTICE

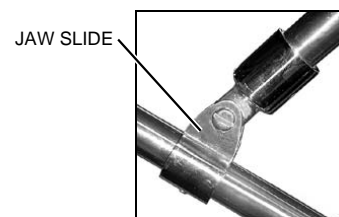
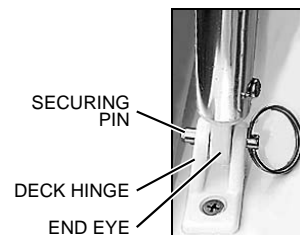
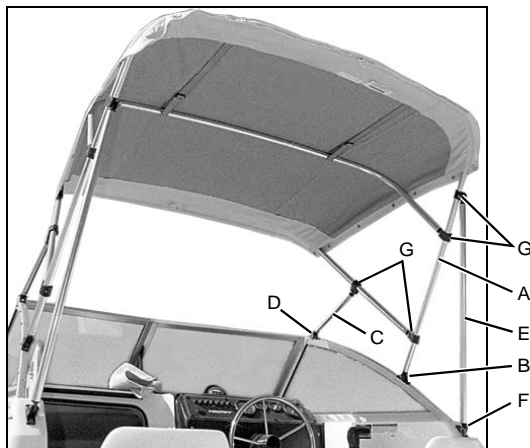
Two people are needed for most of the tasks listed in this section.

NOTICE

Some canvas and vinyl options may not be described. Make sure your dealer explains how to install all canvas and vinyl.

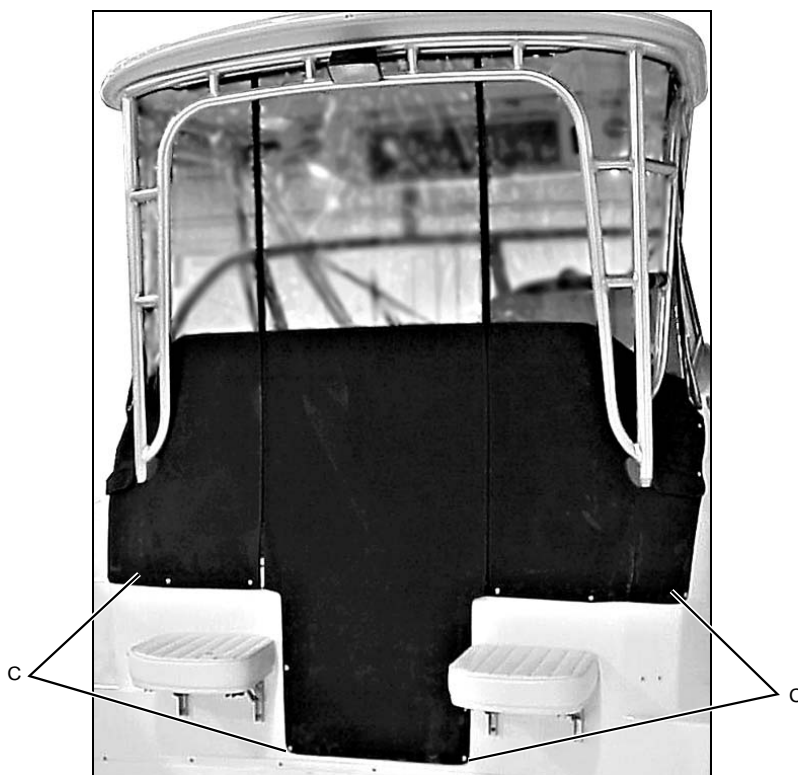
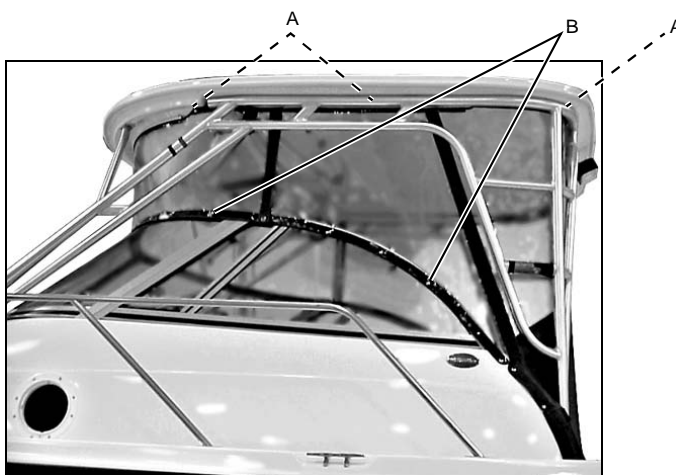
Bimini Top

1. Slide the end eyes of the main bow (A) into the deck hinges (B) on the side windshield frame and secure with the pins.
 2. Slide the end eyes of the forward braces (C) into the deck hinges (D) on the side windshield frame and secure with the pins.
 3. Slide the end eyes of the aft braces (E) into the deck hinges (F) and secure with the pins.
- The jaw slides (G) should not need to be adjusted.
 - If you decide to adjust the jaw slide positions, get the correct measurements from your selling dealer.



Extended Hardtop Enclosure Curtains (If Equipped)

1. Attach the forward, side and aft curtains to the hardtop snaps (A).
2. Snap the forward and side curtains to the windshield frame (B).
3. Snap the aft curtain to the sides and bottom of the cockpit helm area (C).
4. Zip all curtains together to complete the enclosure.



Canvas Care (see also 'Clear Vinyl Care' on next page)

- After each use, especially in saltwater, rinse the canvas with cold freshwater.
- **Before** stowing, let the canvas air-dry completely.
- The canvas can be rolled or folded for stowage.

Cleaning the Canvas**CAUTION**

NEVER use detergents when washing the canvas. Detergents can destroy the water repellency, and mildew/UV resistant finish of your canvas.

Regularly clean the canvas to prevent dirt, pollen, and etc. from embedding in the fabric. Generally, it is easiest to wash the canvas while it is installed on your boat.

- Use a soft-bristled brush to remove all dust and loose dirt.
1. Hose down the canvas with freshwater.
 2. Gently wash the canvas with a solution of lukewarm water (no more than 100° F) and non-detergent soap, such as Lux or Ivory Flakes.
 3. Rinse thoroughly to remove the soap.
 4. **Before** stowing, let the canvas dry completely.

Stubborn Stains**CAUTION**

- **Soaking in bleach solutions may remove the waterproof finish of the fabric and may also decrease the life of the polyester thread used in the canvas.**
- **If needed, a water repellent treatment should be reapplied to your canvas. Ask your dealer about the treatments available for your boat's canvas.**

Some stubborn stains may resist normal washing and you can try the methods below. However, these methods may remove the waterproof finish of the fabric and may also decrease the life of the polyester thread used in the canvas. Reapply a water repellent treatment as needed.

Method 1

1. Add 1/8 cup (2 oz.) of **non-chlorine** bleach to one gallon of water and mix thoroughly.
2. Thoroughly wet the canvas and then gently scrub the stained area with the weak bleach solution.
3. Rinse with cold water to remove all of the solution.

Method 2

1. Add 1/2 cup (4 oz.) of **non-chlorine** bleach and 1/2 cup (4 oz.) Ivory Flakes to one gallon of water and mix thoroughly.
2. Soak the canvas in this solution for about 20 minutes.
3. Rinse with cold water to remove all of the solution.

Clear Vinyl Care



CAUTION

- **NEVER** store the clear vinyl pieces wet, as this will cause a milky film to develop.
- **NEVER** fold or crease the clear vinyl pieces as cracking will occur.
- Clear vinyl is **NOT** intended for use when your boat is in storage or being moored.
- Clear vinyl does **NOT** hold up well against ultraviolet rays.
- Under direct sunlight conditions, do **NOT** let the clear vinyl touch the framework. The framework radiates heat and can burn the clear vinyl.

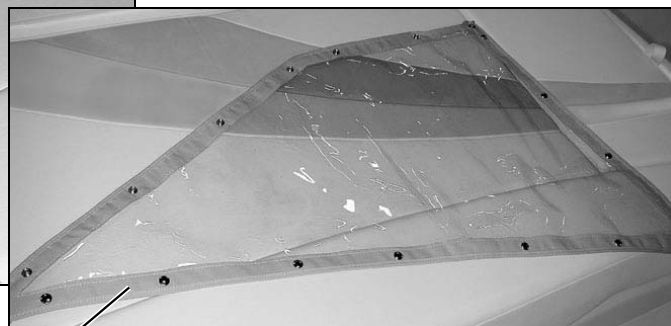
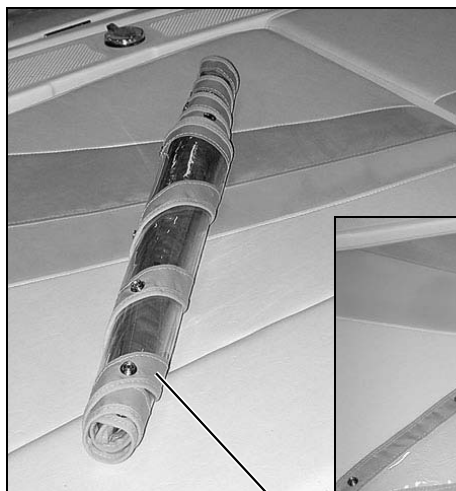
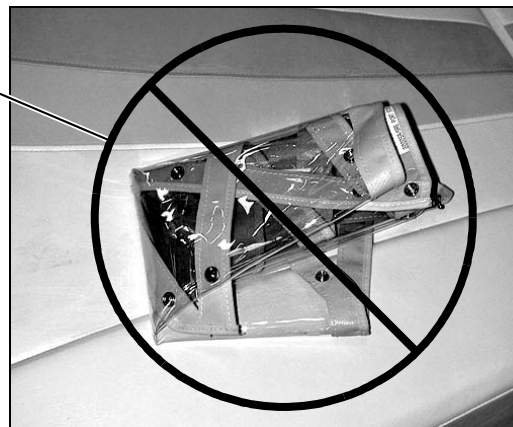
- After each use, especially in saltwater, rinse the clear vinyl with cold freshwater.
- **Before** stowing, the clear vinyl must be completely dry. Air-drying is best, but you can also carefully dry the vinyl with a chamois or soft cotton cloth.
- The clear vinyl can be rolled or laid out flat for stowage.
- **Never** fold or crease the clear vinyl parts as cracking will occur.

Cleaning Clear Vinyl

Regularly clean the clear vinyl to prevent dirt, pollen, and etc. from marring the surface. Generally, it is easiest to clean the clear vinyl while it is installed on your boat.

1. Hose down the clear vinyl with freshwater.
 2. Using a soft cotton cloth (**paper towels are abrasive and should never be used on clear vinyl**), gently wash the clear vinyl with soap and water.
 3. Rinse thoroughly to remove the soap.
 4. **Before** stowing, the clear vinyl must be completely dry. Air-drying is best, but you can also carefully dry the vinyl with a chamois or soft cotton cloth.
- Ask your dealer about products available to keep the clear vinyl polished and looking new.

NEVER FOLD OR CREASE CLEAR VINYL!
FOLDING OR OTHERWISE CREASING
CLEAR VINYL WILL CAUSE DAMAGE
SUCH AS CRACKING TO OCCUR



AFTER CLEAR VINYL PARTS HAVE
COMPLETELY AIR DRIED THEY CAN BE
ROLLED OR SIMPLY LAID FLAT FOR STOWAGE

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 110-volt AC breaker is turned **On** for the appliance or entertainment system you wish to use.

Refrigerator (If Equipped)

The refrigerator runs on 12-volt DC power *unless* 110-volt AC power is being supplied by shore power *and* the refrigerator's circuit breaker on the 110-volt AC master panel is **On**.

Audio Equipment

NOTICE

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

Electric Stove (If Equipped)




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.

Alcohol/Electric Stove (If Equipped)



DANGER
CARBON MONOXIDE


! 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.
- Read the *Carbon Monoxide (CO)* section in *Chapter 1* of this supplement.

! 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 the 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 the burners, grates or nearby surfaces as they may be hot even when they are dark in color.
- Areas near the 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 the heated units or the areas near the units (burner tops, main frame sides and back, sea rails and pot holders) until they have had sufficient time to cool.


! CAUTION




PRODUCT DAMAGE HAZARD!

To prevent overheating which can destroy the electric burner elements, **NEVER** try to use both alcohol and electric burners at the same time.

Butane Stove (If Equipped)

 DANGER!	
	<i>CARBON MONOXIDE POISONING HAZARD!</i>
	<ul style="list-style-type: none"> • The butane stove is a source of dangerous carbon monoxide gas (CO). • <i>BEFORE</i> using the butane stove, <i>Open</i> doors and windows to make sure there is enough fresh air for ventilation. • Read the <i>Carbon Monoxide (CO)</i> section in <i>Chapter 1</i> of this supplement.

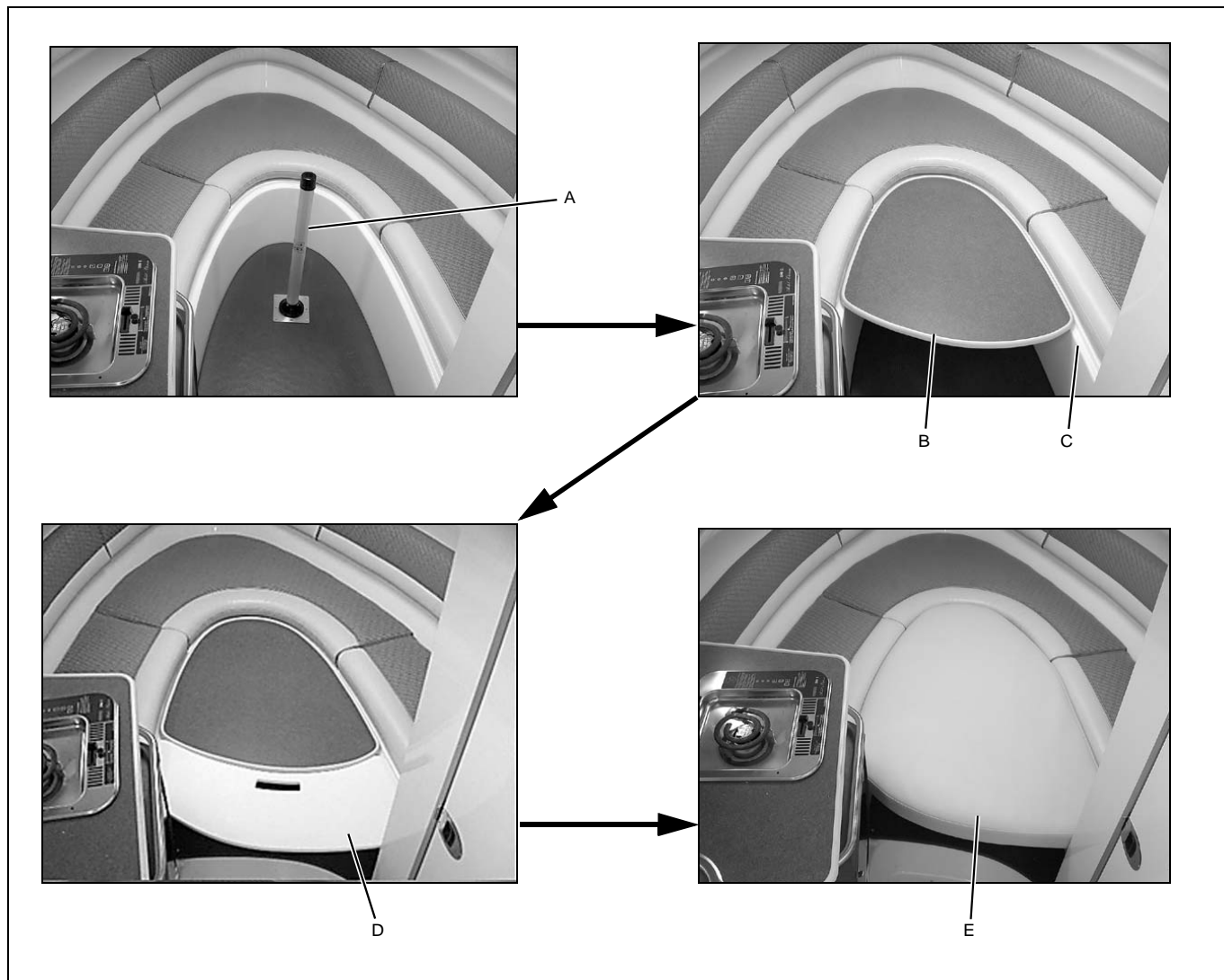
 WARNING!	
<ul style="list-style-type: none"> • Open flame cooking appliances consume oxygen, which could cause asphyxiation or death. • Maintain open ventilation. 	

 WARNING!	
 	<i>BURN/SCALDING and/or FIRE HAZARD!</i>
	<ul style="list-style-type: none"> • Read the stove's instruction manual <i>BEFORE</i> using. • <i>ALWAYS</i> keep an approved ABC-type fire extinguisher in galley area. • Do <i>NOT</i> use the stove while underway. • Any non-cooking devices on or near your stove during use are potential fire hazards! • Do <i>NOT</i> 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 <i>NOT</i> 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.
- Do ***not*** store more than one canister in the cabin (see the stoves instructions manual for stowage details).
- Extra canisters ***must*** be stored in the cockpit.
- Only use the butane stove on top of the dinette table.
- When the stove is not in use, store 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 up the table and remove the table leg (A).
2. Place the table (B) so that it fits securely on the edge lips (C) at the front of the dinette seats.
3. Place the filler board (D) aft of the table so that it fits securely on the edge lips.
4. Place the filler cushion (E) on top of the table and filler board.

Chapter 10: Lights

Care & 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.

NOTICE

Running lights are legally required to indicate direction and right-of-way at night.


Chapter 11: Electrical System






 **DANGER!**




EXTREME FIRE, SHOCK and 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. Marine 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 and EXPLOSION HAZARD!

Fuel vapors can explode! *BEFORE* electrical system maintenance or activation of electrical devices:

1. Check the bilge areas for fuel vapors or leaking fuel. If you see leaking fuel or smell fuel vapors:
 - a. Do *NOT* start the engines, do *NOT* turn *On* any electrical devices, extinguish *ALL* cigarettes, cigars, and other sources of flame or ignition.
 - b. Get everyone off your boat.
 - c. Get trained help to find and fix the problem.

 **CAUTION**


SHOCK and ELECTRICAL SYSTEM DAMAGE HAZARD!

When the engines are running, *NEVER* turn *Off* the battery switches or disconnect the battery cables. Doing either could cause damage to your boat's engines 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 starting.
- The *Electrical* section of *Chapter 8* in the *Sport Boat Owner's Manual* provides battery care and maintenance instructions.

Battery Switches


CAUTION



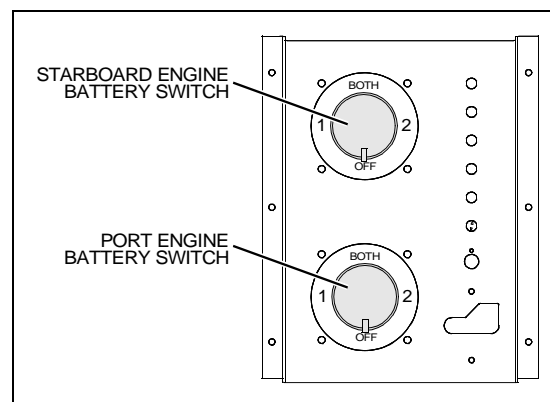
SHOCK and ELECTRICAL SYSTEM DAMAGE HAZARD!

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

NOTICE

Make sure your selling dealer fully explains how to use the battery switches.

- Each battery switch has four (4) positions.
- The normal settings are:
Starboard engine battery switch - position "1".
Port engine battery switch - position "2".
- Standby-loads, such as the automatic bilge pumps and the stereo memory, are not affected by the battery switches since they are wired directly to the batteries (see the *Wiring Diagrams* section of this chapter for more details).
- Turn the battery switches to the ***Off*** position whenever your boat will be unoccupied for long periods of time.



Battery Switch Positions

NOTICE

Since your boat's batteries were installed by your dealer, the battery switch positions listed below may vary. Make sure your selling dealer fully explains how to use the battery switches.

BATTERY SWITCH	POSITION "1"	POSITION "2"	POSITION "BOTH"	POSITION "OFF"
STARBOARD ENGINE BATTERY SWITCH	<u>Battery Bank 1</u> Provides Port Engine Starting Power & Alternator Charging	<u>Battery Bank 2</u> Provides Port Engine Starting Power & Alternator Charging	<u>Connects Battery Bank 1 & 2</u> Provides Port Engine Starting Power & Alternator Charging	Prevents Port Engine Start/Run
PORT ENGINE BATTERY SWITCH	<u>Battery Bank 1</u> Provides Starboard Engine Starting Power, Alternator Charging & Power For Accessories & Lights	<u>Battery Bank 2</u> Provides Starboard Engine Starting Power, Alternator Charging & Power for Accessories & Lights	<u>Connects Battery Bank 1 & 2</u> Provides Starboard Engine Starting Power, Alternator Charging & Power For Accessories & Lights	Prevents Starboard Engine Start/Run

Fuses & Circuit Breakers

- Circuit breakers for engines and main accessory power are on the 12-volt DC push-to-reset circuit breaker panel and on the battery switch panel.
- For the locations of the battery switch panel and the 12-volt DC push-to-reset circuit breakers, see the *Component Locations* section in *Chapter 2* of this *supplement*.

NOTE: Some equipment may have secondary fuse protection at the unit, behind the battery switch panel, or at the batteries.

12-Volt DC Accessory Outlets



CAUTION

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

- The outlets can be used with any 12-volt device which draws 20-amps or less.
- Each 12-volt DC accessory outlet is protected by a 20-amp breaker on the 12-volt DC push-to-reset circuit breaker panel.
- For the locations of the 12-volt DC accessory outlets, see the *Component Locations* section in *Chapter 2* of this *supplement*.

Alternators

The alternators will keep the batteries properly charged when the engines are running at, or above, cruising speeds.

Battery Charger (If Equipped)**CAUTION**

ENGINE and ELECTRICAL SYSTEM DAMAGE HAZARD!

NEVER run your boat's engines 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.

- **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 automatically charge your boat's batteries when 110-volt AC power is being provided by shore power, *and* the battery charger circuit breaker on the 110-volt AC master panel is **On**.
- The battery switches can be in any position during charging.
- During battery charging you may use 12-volt accessories, such as the lights and stereo, but battery charging will take longer.

110-Volt AC System



CAUTION

WATER HEATER DAMAGE HAZARD!

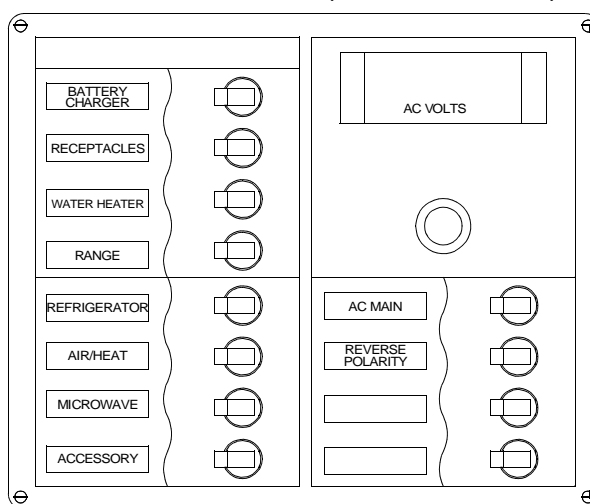
- Do **NOT** turn **On** the water heater circuit breaker on the 110-volt AC master panel until the water heater tank is **COMPLETELY** filled with water.
- The tank is full if water flows from the tap when the hot water is turned **On** in the galley.
- Even brief water heater operation with a dry tank **WILL** damage the heating elements.
- Warranty replacements will **NOT** be made on elements damaged in this manner.

NOTICE

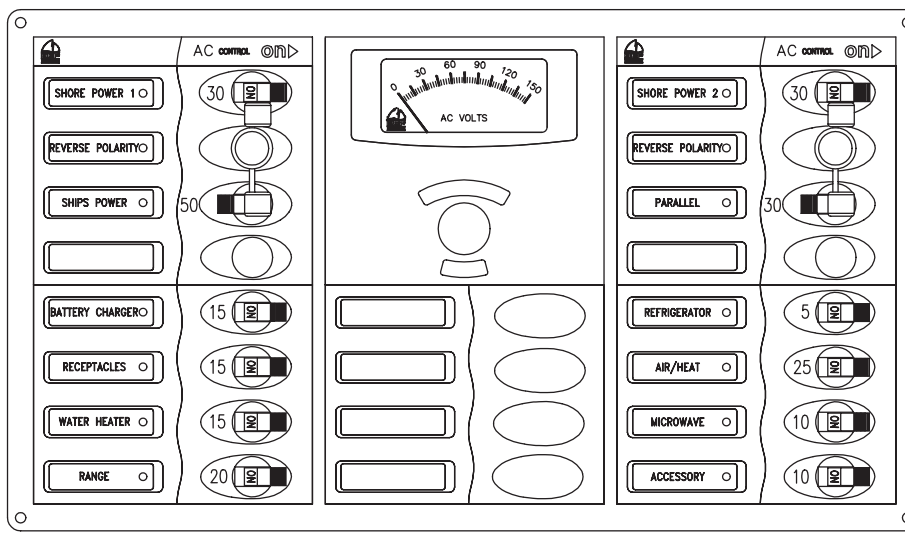
- When using shore power, the use of several 110-volt AC accessories at the same time can result in an overloaded circuit.
- You may have to turn **Off** one or more accessories to use another accessory.

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


110-VOLT AC MASTER PANEL (SINGLE SHORE POWER)






110-VOLT AC MASTER PANEL (DUAL SHORE POWER)





Shore Power (If Equipped)

 **DANGER!**





FIRE, EXPLOSION and SHOCK HAZARD!


- Use **ONLY** compatible shore power connectors and **NEVER** alter the connectors.
- Turn **Off ALL** breakers and switches on the 110-volt AC master panel **BEFORE** plugging in or unplugging the shore power cord.
- To prevent shock or injury from dropping a "hot" cord into the water:
 - a. **ALWAYS** plug the shore power cord into the boat inlet first, and then into the dockside outlet.
 - b. When unplugging from shore power, **ALWAYS** unplug the shore power cord from the dockside outlet first.
- **NEVER** leave the shore power cord plugged into the dockside outlet **ONLY**.
- **ONLY** use shore power cords approved for marine use. **NEVER** use ordinary indoor or outdoor extension cords.

 **WARNING!**



SHOCK and 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 and 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 110-volt AC accessories at the same time can result in an overloaded circuit. You may have to turn **Off** one or more accessories to use another accessory.
- Use double insulated or three-wire protected electrical appliances whenever possible.

- Single shore power 110-volt/60-hertz AC systems feature one 110-volt/30-amp shore power inlet.
- If your boat has an air conditioning system, a second (dual) 110-volt/30-amp inlet has been installed.
- Dual shore power inlets are labeled LINE 1 and LINE 2, which corresponds to the SHORE POWER 1 and SHORE POWER 2 master breakers on the 110-volt AC master panel.
- LINE 1 and LINE 2 are independent of each other except when the parallel switch is used.

Connecting to Shore Power

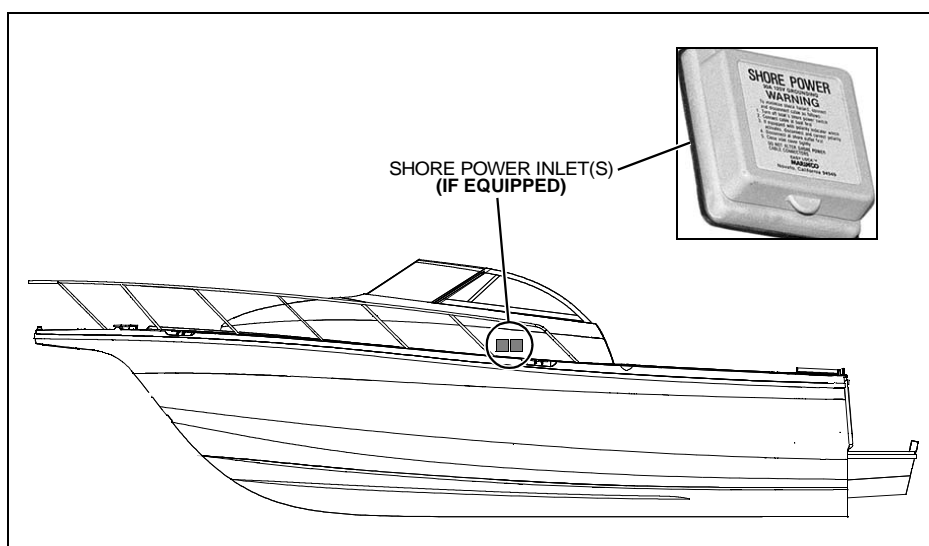

WARNING!



SHOCK and 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* the shore power master circuit breaker(s) and *all* switches and breakers on the 110-volt AC master panel.
3. Attach the shore power cord(s) to the boat inlet(s) first, then to the dockside outlet(s).
4. Turn *On* the SHORE POWER 1 and SHORE POWER 2 (if equipped) master breaker(s) on the 110-volt AC master panel.
5. As needed, turn *On* the individual component breakers on the 110-volt AC master panel.



Parallel Switch (Only if Equipped with Dual Shore Power)

NOTICE

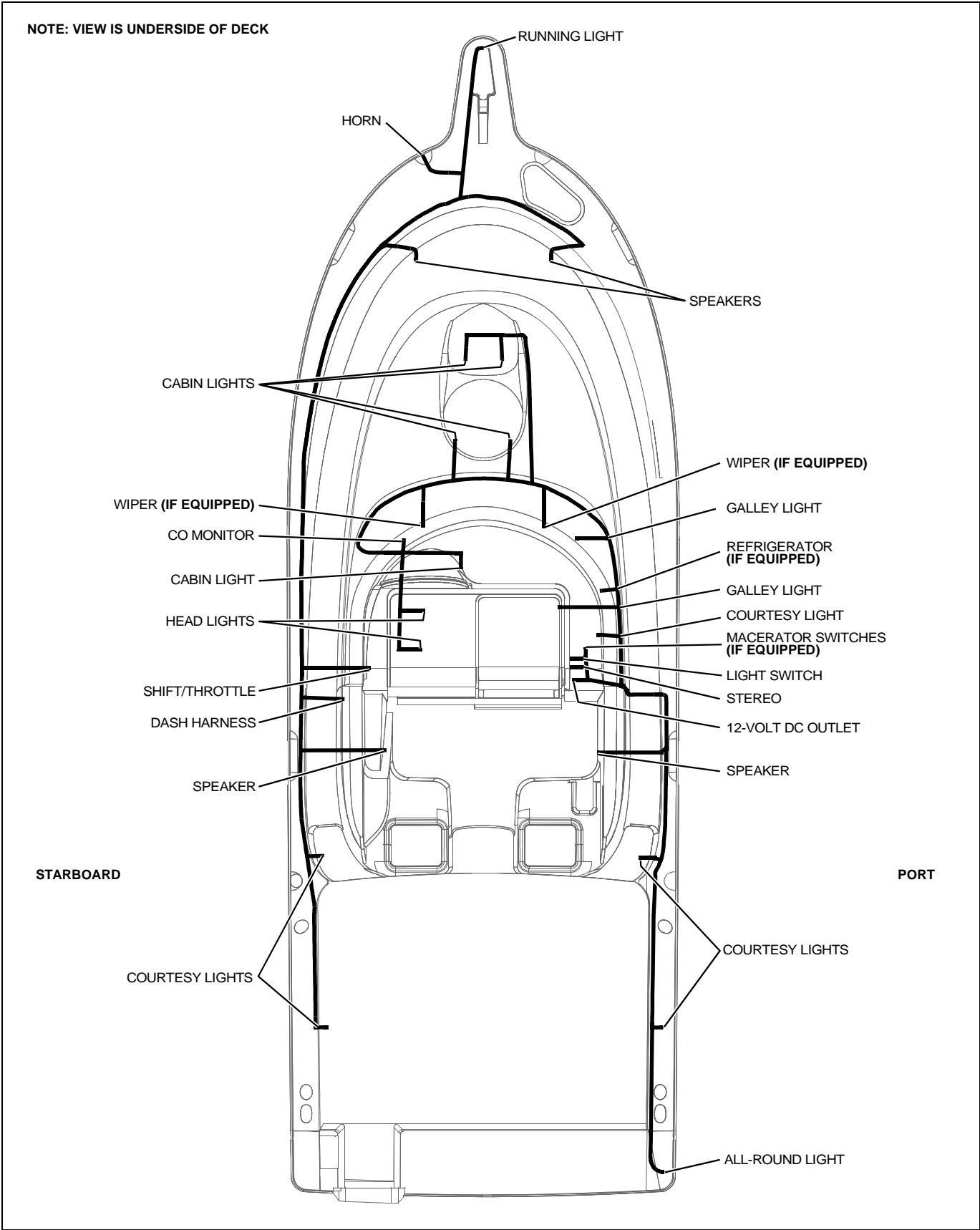
- When using the parallel switch do *NOT* exceed 30 total amps.
- The amperage of each component breaker is shown on the breaker itself.
- The voltage on each line can be read on the voltmeter on the 110-volt AC master panel.

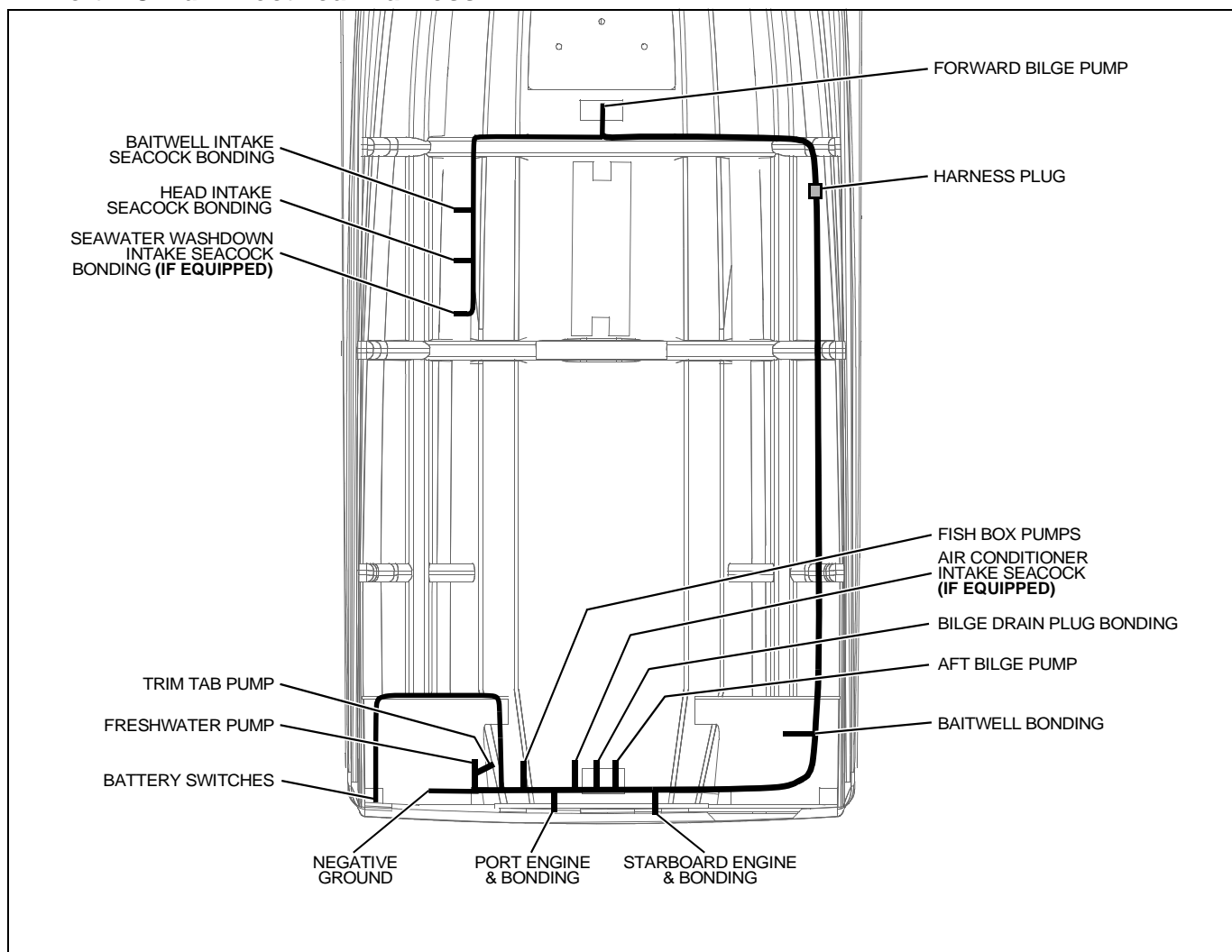
When only one dockside outlet is available, you can use the parallel switch to provide power to both lines.

1. Connect to shore power as described in the *Connecting to Shore Power* section above.
2. Switch the parallel switch (transfers power from line 1 to line 2) *On* instead of the SHORE POWER 2 master breaker.
3. Turn *On* the individual component breakers as required.

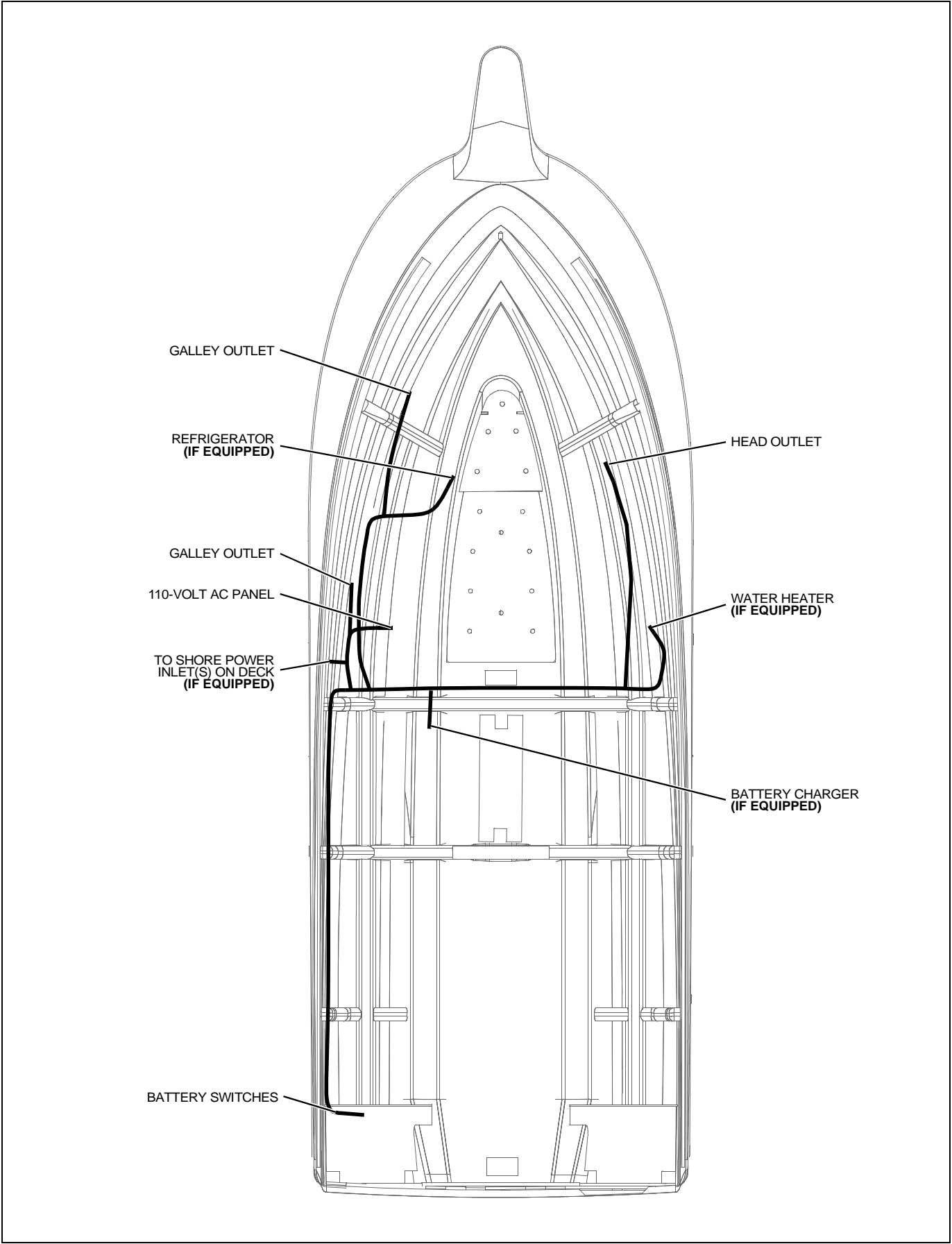
Electrical Routings

12-Volt DC Deck Electrical Harnesses





12-Volt DC Hull Electrical Harness

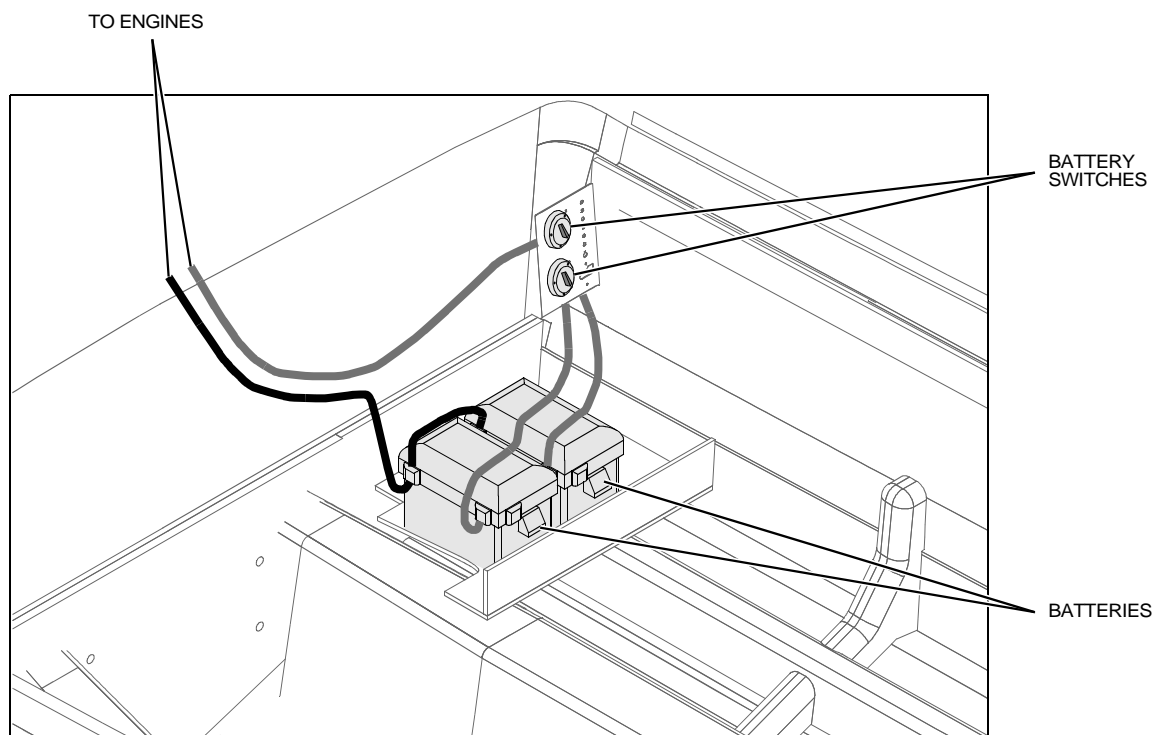
110-Volt AC Electrical Harnesses



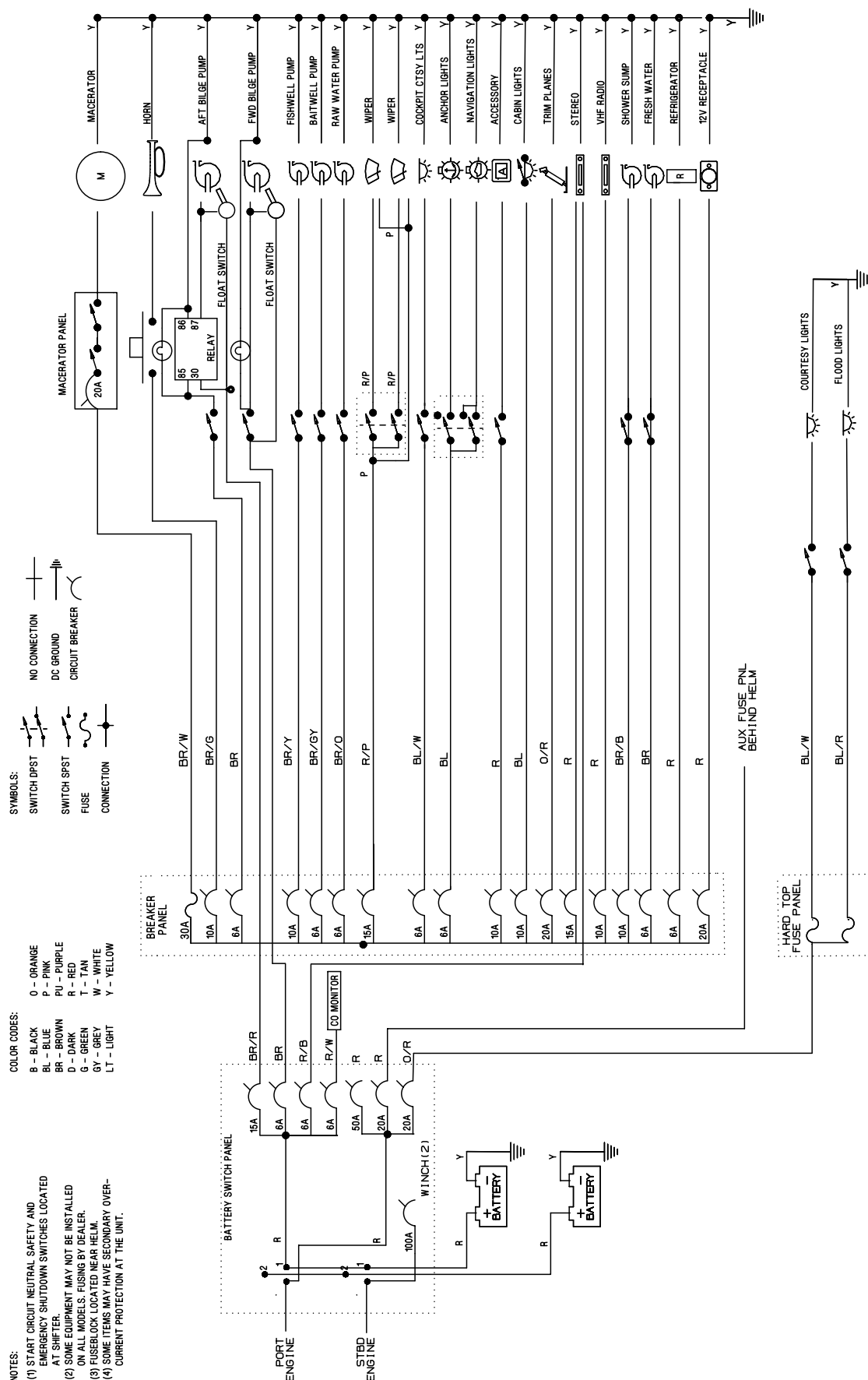
Battery Cable Routings

NOTES:
POSITIVE BATTERY CABLES ARE RED
NEGATIVE BATTERY CABLES ARE YELLOW

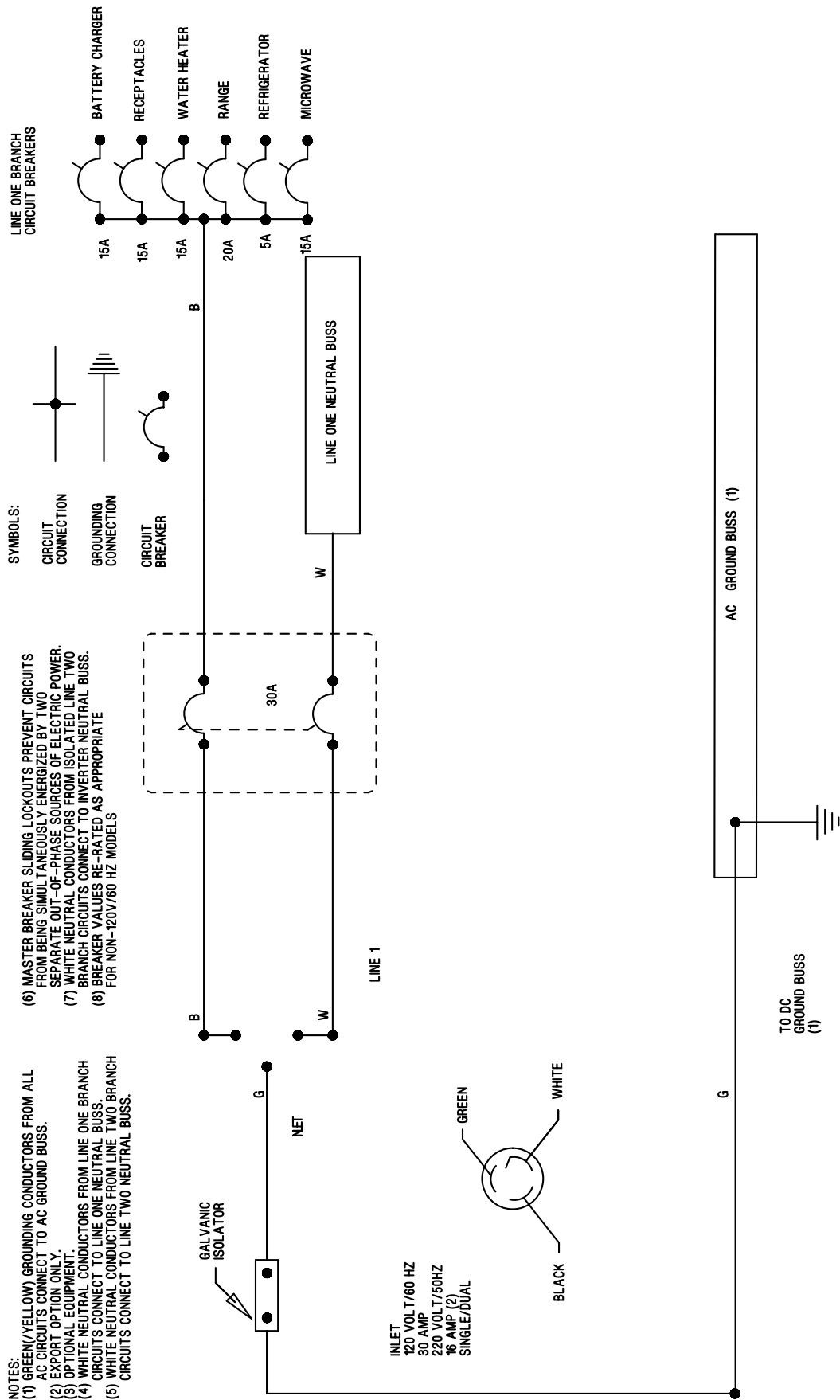
NEGATIVE 
POSITIVE 



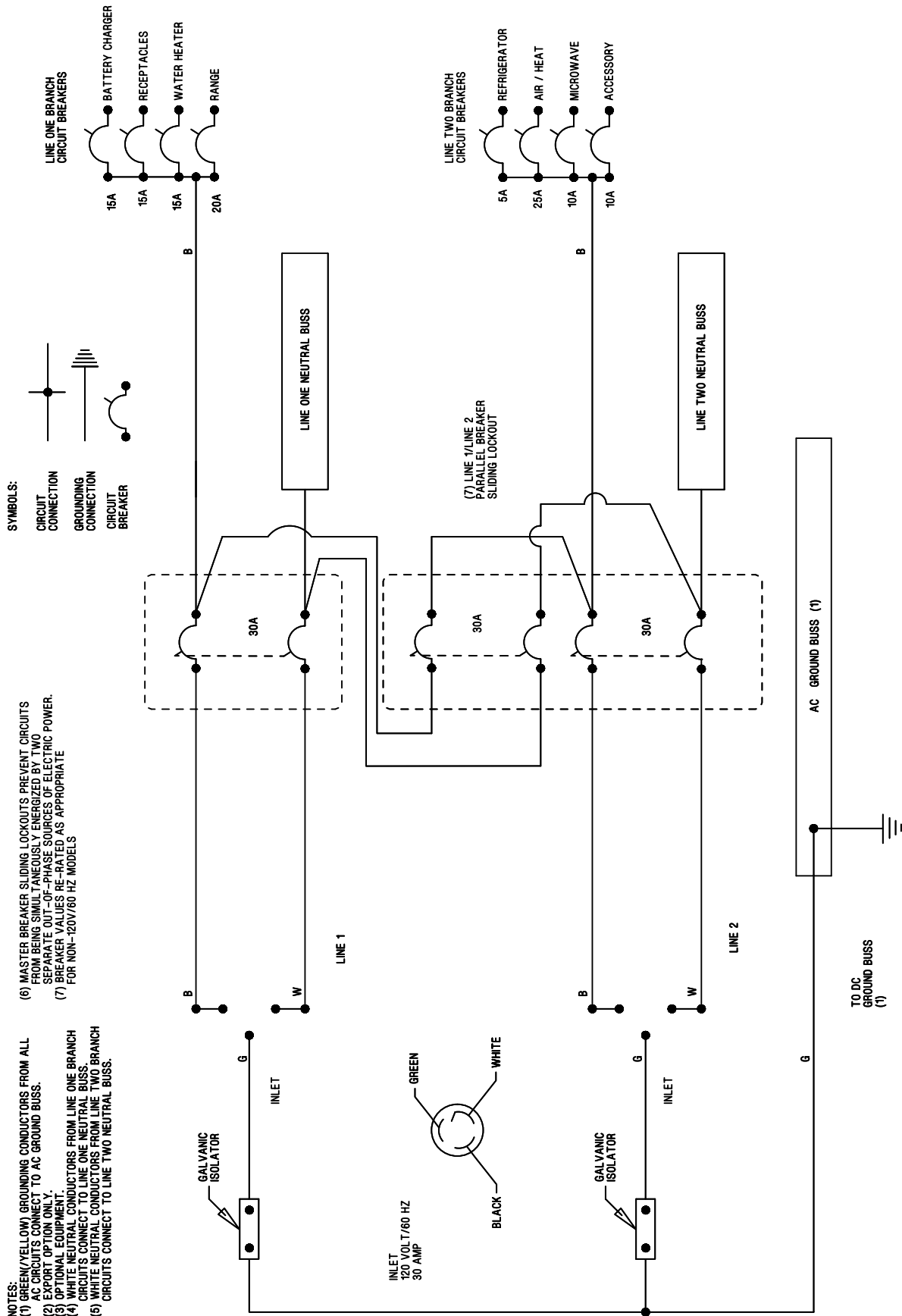
12-Volt DC Electrical System



110-Volt AC Single Shore Power Electrical System



110-Volt AC Dual Shore Power Electrical System (If Equipped)



Important Records

Selling Dealer

Name Of Dealership

Address

Phone/FAX/E-mail

Sales Manager

Service Manager

Engines

Port Engine Serial Number

Starboard Engine Serial Number

Oil Type/SAE

Quarts per Engine

Filter Type

Propellers

Manufacturer

Pitch

Model Number

Fuel System

Fuel Capacity

Filter Type

Plumbing

Freshwater Tank Capacity

Waste Holding Tank Capacity

Key Numbers

Ignition

Other

Electronics

Manufacturer

Model Name/Number

Serial Number

Manufacturer

Model Name/Number

Serial Number

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 Onboard

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
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/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]

[illegible]

Part Number 1793714

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