

1991 OWNER'S MANUAL

1500 TROPHY SPORT



BAYLINER[®]

America's First Choice in Boats

TO BE THE BEST

FOR TOTAL CUSTOMER SATISFACTION



CONGRATULATIONS AND WELCOME ABOARD YOUR NEW BAYLINER!

Thank you for choosing our product. Bayliner, a division of US Marine, is committed to the goal of manufacturing the highest quality products in the marine industry, and to providing the finest after-the-sale support in the world. To keep our respected status as the number one recreational boat builder in the world, US Marine has instituted an ongoing **TOTAL CUSTOMER SATISFACTION PROGRAM**. The guiding principles of this program are:

- Design, build and support the finest marine products in the world, in every market we serve.
- Be personally and individually responsible for the customer's total satisfaction.
- Remember that every customer has a choice, and we want them to choose US Marine!

Welcome to the US Marine family. We'll look forward to serving your boating needs, now and in the future!

BAYLINER

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Welcome Aboard

This manual has been prepared to assist you in the operation and care of your 1500 Trophy. Please read through it completely, as familiarization with its contents can contribute to the more effective operation of your boat.

Your 1500 Trophy is part of a carefully engineered total value package. It has been matched with a motor and trailer designed to provide optimum performance and utility. Please be aware that any changes you might make to this boat, motor and trailer combination may result in handling and performance qualities that differ from those experienced with the original package.

Your boat's mechanical and electrical systems were designed to meet safety standards in effect at the time the boat was constructed. Some of these standards were mandated by Federal law, others are considered industry norms. All of them were designed to insure your safety, and the safety of other people, vessels and property around you. To maintain the integrity and safety of your boat, only qualified people should perform maintenance on, or in any way modify, the steering system, engine control system, fuel system or electrical system. Failure to maintain these systems as designed could violate Federal law, and could expose you and other people to the danger of bodily injury or accidental death. We recommend that you follow the instructions provided in this handbook and in the engine owner's manual. We also recommend that you perform the following steps:

1. Make certain that you receive a full explanation of all systems from the dealer before taking delivery of your boat.
2. Read this manual thoroughly, paying particular attention to the subjects of **fueling, checking for fumes, starting, carbon monoxide, loading limits, recommendations for safety, and warranty.**
3. Practice—all members of the family and other potential operators should be familiar with the operation and systems of your boat.
4. Participate in a safe boating course. Call the local office of the United States Power Squadrons or the United States Coast Guard Auxiliary for the date and location of their next class.

The hazard warning symbols shown below are used throughout this manual to call attention to potentially dangerous situations which could lead to either personal injury or product damage. We urge you to read these warnings carefully and follow all safety recommendations.

 **DANGER**

The symbol shown above alerts you to immediate hazards which **WILL** cause *severe personal injury or death* if the warning is ignored.

 **WARNING**

The symbol shown above alerts you to hazards or unsafe practices which **COULD** result in *severe personal injury or death* if the warning is ignored.

 **CAUTION**

The symbol shown above 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

The symbol shown above calls attention to installation, operation or maintenance information which is important to proper operation, but is not hazard-related.

Due to our ongoing commitment to product improvement, we reserve the right to change, without notice or other obligation, the specifications or other information contained in this publication.

 **WARNING**

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. Never operate your boat at speeds which exceed your ability to react if an emergency develops. At night, turn on the appropriate running lights and cruise at a reduced speed that will allow you plenty of time to avoid dangerous situations.

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PREPARATION

Prior to leaving on your first outing (or, for that matter, any outing) there are certain items to check and activities to perform. Familiarize yourself with your boat while dockside, and consider the following suggestions:

Recommendations for Safety

1. Personal Flotation Devices:
One Coast Guard approved personal flotation device (PFD) of suitable size is required for each person aboard a recreational boat. New PFDs bearing Coast Guard approval are now identified as Types I, II, III, or IV.

Requirements for boats less than sixteen feet (16') in length:
One (1) Type I, II, III, or IV PFD for each person on board.

2. Always have children wear PFDs. Always check those devices intended for young children for fit and performance in the water. Never hesitate to have "all hands" wear lifesaving devices whenever circumstances cause the slightest doubt about safety.
3. Do not overload or improperly load your boat. Maintain adequate freeboard at all times. Consider the sea conditions, the duration of the trip, the weather and the experience of the personnel on board. **Do not allow anyone to ride on parts of the boat that were not designed for such use. Sitting up on seat backs, bow riding, gunwale riding while underway can be especially hazardous.**

WARNING

Do not occupy the bow seating area when the boat is being operated above 5 mph.

4. Falls are the greatest cause of injury both afloat and ashore. Eliminate tripping hazards where possible, make conspicuous those that must remain, and require that everybody on board wear proper footwear.
5. Understand the meanings of navigation buoys, and never moor to one. (It is a Federal offense.)

6. Know the various distress signals. A recognized distress signal used on small boats is to slowly and repeatedly raise and lower the arms outstretched to each side.
7. Check the weather forecast for your area and plan accordingly.
8. A special flag (red flag with a white diagonal stripe or white and blue Alpha signal flag) flown from a boat or buoy means skin diving operations are underway nearby. Approach with caution and stay clear by at least 25 yards.
9. Be especially careful when operating in any area where there might be swimmers.
10. Watch your wake. It might capsize a small craft. You are responsible for damage caused by your wake. Pass through anchorages at a minimum speed.
11. Learn and abide by common boating "rules of the road".
12. Always have up-to-date charts of your cruising area on board.
13. Keep an alert lookout. Serious accidents have resulted from failure in this respect.
14. Always instruct at least one person on board in the rudiments of boat handling in case you are disabled or fall overboard.
15. Consider what action you would take under various emergency conditions such as a person overboard, fog, fire, a damaged hull or other bad leaks, motor breakdown, severe storm or collision.
16. If your boat ever capsizes, remember that if it continues to float, it is usually best to remain with it. You are more easily located by a search plane or boat.
17. Keep firefighting and lifesaving equipment in good condition and readily available at all times.
18. Do not test fire extinguishers by squirting small amounts of the agent. The extinguisher might not work when needed. Always follow approved instructions when checking fire extinguishers.

19. Have an adequate anchor and sufficient line to assure a secure hold in all types of weather and sea conditions.
20. Boat hooks are valuable when docking or when needed to retrieve objects that have fallen overboard.
21. Keep electrical equipment and wiring in good condition. No knife switches or other arcing devices should be installed in fuel compartments. Allow ample ventilation around batteries.
22. Good housekeeping in your boat is important. Cleanliness diminishes the probability of fire.
23. Know your fuel tank capacity and cruising range. If it is necessary to carry additional fuel, do so only in proper containers. Take special precautions to prevent the accumulation of fuel vapors in confined spaces.
24. Before departing on a boat trip, advise a responsible friend or relative about where you intend to cruise. Be sure to give that person a good description of your boat. Keep them advised of any changes in your cruise plans. These precautions will enable your friend or relative to tell the Coast Guard where to search for you and what type of boat to look for if you fail to return. Be sure to advise the same person when you complete your trip to prevent any false alarms about your safety.
25. Your local United States Coast Guard Auxillary and the United States Power Squadrons offer safe boating classes several times a year. These are comprehensive courses and are generally of minimal cost to you. Call your local U.S. Coast Guard Auxillary or Power Squadron Flotilla for the time and place of their next class.

Safety Equipment

The following safety-related items should be considered as part of your standard equipment:

1. Fire extinguishers (correct number and type, located for easy access)
2. Personal flotation devices
3. Fenders, lines and boat hook

4. Flares (night and day type)
5. Flashlight(s) with extra batteries
6. Charts of your intended cruising area
7. First aid kit
8. Anchor and adequate scope of line

Tool Chest

1. Assorted screwdrivers (Phillips and flat blade)
2. Pliers (regular and vise-grip)
3. Wrenches (box, open-end, allen, and adjustable)
4. Socket set (U.S. standard)
5. Hacksaw with spare blades
6. Hammer
7. Battery jumper cables
8. Electrical tape
9. Assorted fasteners
10. Penetrating oil

Miscellaneous Items

1. Engine and accessories manual
2. Spare propeller with fastening hardware
3. Engine lubricating oil
5. Spare set of spark plugs

Static Float Attitude

The static floating attitude of your boat can be affected by many variables. Optional equipment and loading of gear are the biggest contributors to a boat's list. After launching, the floating attitude of any new boat can be adjusted. If your boat lists to one side, load heavy items on the opposite side until the boat floats more level. Load the remainder of your gear evenly after that.

Other Tips

1. When commissioning a new boat, do not plan an extensive trip or party until you have had a shakedown cruise to make sure all equipment on your boat is functioning properly and you are familiar with its operation.
2. Use big fenders or fender boards to protect your boat's hull whenever mooring next to floats, piers, or other boats.
3. Carry plenty of line that is properly sized to your boat. We suggest at least two 30' lengths of 3/8" nylon line.

TRAILERING

The Escort trailer, specifically designed for your 1500 Trophy, should be used for trailering your boat. Use of any other trailer requires careful checking to insure that capacity and support points are correct.

1. Before using your trailer, read the trailer owner's manual thoroughly.
2. Frequently check your trailer's wheel lug nuts for security.
3. Check the tires for proper inflation. Underinflated tires heat up rapidly and tire damage is likely to occur.
4. Wheel bearings should be checked often.
5. Make it a habit to check the wheel hubs every time you stop for gas or refreshments. If the hub feels abnormally hot, the bearings should be inspected before continuing.
6. On extended trips, carry spare wheel bearings, seals and races.

7. Check to be sure the taillights and turn signals work when attached to the towing vehicle. Some automobiles require heavy-duty flasher units to make turn signals work properly.
8. Check your trailer's springs and undercarriage for loose parts.
9. Your boat should be fastened to the trailer by a line from the bow eye to the winch, PLUS a safety chain or cable from the bow eye to the winch stand or trailer tongue. The stern of your boat should be tied down to the trailer from the stern eyes. Note that the boat transom-to-trailer tie-down straps and winch lines are designed for *normal* towing conditions on paved roadways and moderately rough secondary roads (at slow speeds only). They **should not** be relied upon for *any* lifting application. Also, we recommend the use of additional straps or rope tie-downs for securing the boat to the trailer, particularly for longer trips or whenever you expect to encounter rough roads.
10. Too much or too little tongue weight will cause difficult steering and tow vehicle sway. A rough rule of thumb is that 5% to 10% of the boat and trailer weight should rest on the tongue.
11. Store all loose equipment so that it cannot slide or fall.
12. Carry a spare wheel and tire, along with the tools needed to change them.
13. Before backing your trailer into the water, disconnect the light plug from the car. This will greatly reduce the chance of blowing out your trailer lights when they become submerged.

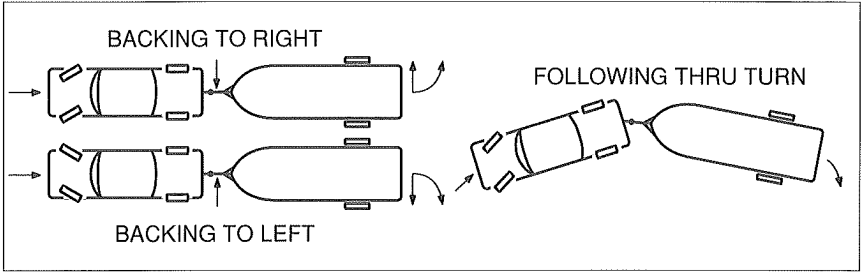
PRACTICE—PRACTICE—PRACTICE

Before attempting that first launch, tow your boat to a nearby empty parking lot and practice backing your trailer. Whenever you are backing up, be sure to have a lookout to help direct you.

Make sure your outboard is raised to clear obstacles.

If it is not already so equipped, consider installing a right side mirror on your tow vehicle.

When rounding sharp turns, remember to swing wide to avoid cutting the corner with the trailer.



OPERATING

Fueling Procedures

⚠ WARNING

Fuel vapors are explosive and can become trapped in the lower portions of a boat where they might be ignited accidentally. To fill the portable fuel tank, remove it from the boat and fill it ashore or on the pier.

⚠ WARNING

Do not use fuels that incorporate any form of alcohol or alcohol derivatives. Alcohol destroys marine fuel system hoses and components, which could lead to hazardous leaks, fire or explosion.

Portable Fuel Tank

1. Remove the tank from the boat for filling.
2. Follow the instructions in the engine manual for the proper ratio and type of lubricating oil to be mixed with the gas.
3. Before placing the tank back in the boat, wash off any spilled fuel.
4. Some portable tanks have vent screws which must be open during engine operation.

Launching

1. Your 1500 Trophy powerboat is equipped with a transom drain plug. Make sure this plug is tightly in place.

CAUTION

Failure to install the drain plug securely will result in the boat filling with water when it is launched.

2. Once your boat is in the water, immediately board it and inspect for signs of leakage.
3. If any leaks are noted, immediately remove the boat from the water. The selling dealer should be notified so the leaks may be repaired before relaunching the boat.

Starting

The engine operating and maintenance manual furnished with your boat describes prestart and starting procedures. The following notes are basic reminders, and are not intended to cover every detail of starting. We urge you to thoroughly read and understand your engine manual.

1. Visually check for fuel leaks.
2. Make sure the emergency engine shutdown switch cap is in place and the lanyard is attached to the operator.

WARNING

A serious accident can occur if the emergency engine shutoff switch lanyard is not fastened to the boat operator. In order for the emergency engine shutdown system to operate correctly, the lanyard must be physically attached to the operator (around the wrist or securely fastened to a stout piece of clothing, such as a belt, etc.).

4. **DO NOT** continuously operate the starter for more than 15 seconds at a time. Allow at least three minutes for cooling between start attempts.
5. Check the steering operation by turning the steering wheel full port and starboard while observing the outboard movement.

WARNING

Carbon monoxide is a poisonous gas that is colorless, odorless and heavier than air. It can accumulate in the lower regions of the boat in dangerous concentrations if proper ventilation is not provided. A person breathing these fumes could become seriously ill or even suffocate.

Before You Leave

Provided you have not encountered any problems, you are almost ready to go. (If you did encounter problems, do not attempt to operate your boat until they are corrected.) Before you leave, perform the following steps:

1. Instruct passengers in the use and location of flotation devices and fire extinguishers.
2. Obtain a reliable weather forecast and plan accordingly for everyone's comfort and safety.
3. Notify a responsible friend or relative of your cruise plans. Upon your return or a change in your cruise schedule, notify that person again in order to avoid unnecessary concern.

Maneuvering

With all of your predeparture checks now completed, you are ready to leave the dock.

Basic Maneuvering

Remember that all boats steer by the stern (the feeling is much like steering your automobile in reverse). For example, when you turn the steering wheel to the left, the stern of the boat will swing to the right as the boat goes into a left turn. This is especially important to keep in mind when docking, or when operating in close quarters with other boats.

There are no brakes on a boat. Stopping is accomplished by allowing the boat to slow down (under 5 mph) and then putting the engine in reverse. Gently increasing reverse power will allow you to stop the boat in a very short distance. A boat does not respond to steering in reverse nearly as well as it does when going forward, so do not expect to accomplish tight turning maneuvers when backing up.

Once you are away from the dock, devote some time to learning how to maneuver.

- Practice docking by using an imaginary dock.
- Practice stopping and reversing.
- When operating in close quarters or docking, all maneuvering should be done at idle speed. Proceed with caution in congested areas.
- Gradually increase your speed. Get used to the boat before attempting any full throttle operation.

Docking

Preparation:

Proper docking requires preparation. Start by making sure you have adequate mooring gear, and that it is stowed correctly and ready for use. Your dealer is the best source for information concerning the amount and type of equipment you should carry.

Approaching the Dock:

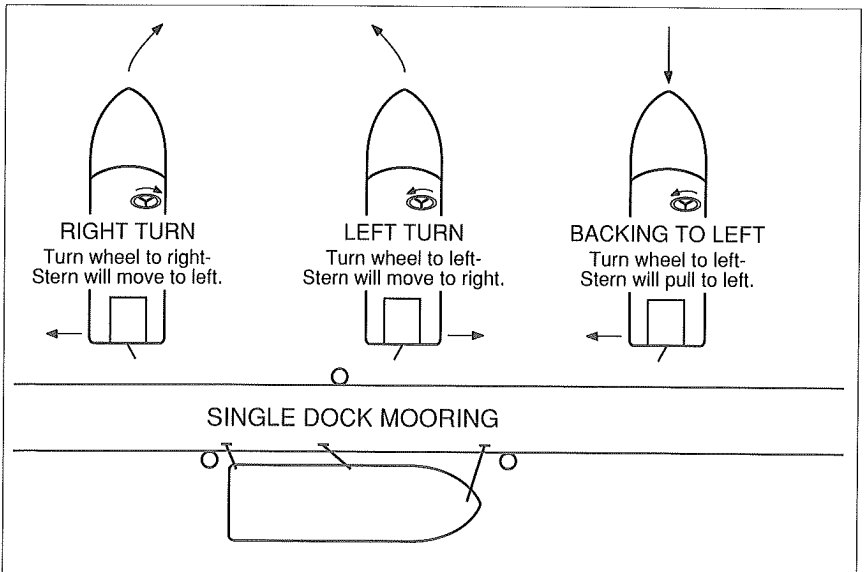
When approaching a mooring area, lower your speed within a reasonable distance to allow your wake to subside before it reaches other boats or docks. As you get close to your moorage, check for any wind or current action that may affect your maneuver; then make a conservative approach with these factors in

mind. Try to use the elements to your advantage. Allow them to carry the boat to the dock. If there are high winds it is best to approach the moorage from the lee side. With a mild current and little or no wind, it is best to approach from the windward side. While approaching, check to see that a line is attached to the cleat at the bow. Also insure that fenders are lowered on that side. Be sure to check that the fenders are hung at the proper height.

Approach at idle RPM at an angle approximately 45 degrees to the dock. When the bow is within a few feet of the dock (starboard side), the stern can be brought alongside the moorage by turning hard to port. Next, turn to starboard and at idle RPM put the boat into reverse. This will stop the boat and bring the stern even closer to the dock. These steps are reversed for docking to port.

Mooring:

Attach the mooring line to the deck cleat by tying a cleat hitch around the cleat. The line can now be used to secure your boat. Lines may be kept this way while underway as long as they are coiled and cannot become fouled in deck gear or props. In heavy sea conditions, all lines should be removed from the deck.



WARNING

Whenever you are towing another boat, or having your boat towed, make sure the towline is fastened securely to the bow or transom towing eyes only. Never attach a towline to deck cleats or the anchor windlass (if so equipped), as serious injury may result if the cleats or windlass pull free from the deck. Also, to reduce the danger created by a potential failure of the towline, everyone should stay well clear of the towline attachment points on both the towing and the towed boats.

Leaving the Dock:

Take into account wind, tide, current, and other forces that affect your maneuvering as you leave the dock. Most maneuvering to and from a dock is best accomplished at idle speeds.

Do not forget to release the mooring lines and stow the fenders.

When leaving a moorage on your starboard side and your bow cannot be pushed away from the dock first, start forward with the steering wheel turned to starboard for two or three feet. Then shift to reverse with steering full to port. Repeat if necessary to get the stern far enough away from the dock so you can back clear of any other boats that may be moored ahead of you. (Reverse steering wheel directions when leaving a dock located to port.)

Boat Performance

Boat speeds are affected by a great many factors. Some, such as temperature and altitude, you cannot change, but some factors you can:

1. **Loading:** Take only necessary equipment with you. Keep weight low in the boat and balanced.
2. **Propeller:** Keep it in good repair and at the correct pitch for your particular situation. The factory standard equipment propeller may not be the best for your particular boat and load conditions. Ask your Bayliner Trophy dealer about the correct combination for your situation.

A slightly bent or nicked propeller will adversely affect the performance of your boat.

3. Weeds, barnacles and other growth: Keep your boat's bottom clean. When your boat starts "growing grass", it will slow down greatly.

Boat Running Attitude

1. If your boat runs with its bow too high at cruising speeds, the following suggestions will help you achieve a more correct cruising attitude:
 - Move some weight forward in the boat.
 - Adjust the thrust angle of the engine (reduce the distance between the bottom of the transom and the drive unit). See your engine owner's manual for trimming instructions.
2. If your boat runs with its bow too low at cruising speeds (usually indicated by water coming off the hull far forward and steering difficulty or veering off course), you can raise the bow by performing steps opposite of those above.

COMPONENTS/SYSTEMS

Electrical System

WARNING

To reduce the risk of electric shock, only qualified personnel should install the battery and perform electrical system maintenance. You can minimize the danger of fire and explosion by not exposing the battery to open flame or sparks. It is also important that no one smoke anywhere near the battery. Because fuel fumes are heavier than air, they will collect in the bilge areas where they can be accidentally ignited.

Although Bayliner manufactures many different models of powerboats, the electrical systems on all models operate on the same basic theory:

1. *Battery:*
The key to a good marine electrical system is the battery. (The

battery is a dealer-installed item.) Bayliner makes the following recommendations on battery rating:

Outboard Models — 400 cold cranking amps
minimum

Check the battery electrolyte level regularly. Do not use a maintenance free battery. Remove the caps on top of the battery and observe the level of the fluid inside. If the zinc plates are exposed, add distilled water until they are covered again. Corroded terminals can impair battery performance and charging ability. Clean them with baking soda and water; then coat them with a preservative or a light film of grease. Be sure all battery connections are tight. When storing the boat, it is best to remove the battery, give it a full charge, and store it inside away from extreme temperatures.

Fuel System

CAUTION

It is very important that the fuel system be inspected thoroughly the first time it is filled and then at each subsequent filling. For your safety and the safety of your passengers, the fueling instructions in this manual must be followed.

2. *Fuel Filters:*

All fuel tanks are equipped with a fine mesh screen filter on the fuel pick-up tube in the tank. In addition, when supplied by the motor manufacturer, an additional filter is installed on the engine. Fuel filters should be checked periodically to see that they are clean and free of debris.

CAUTION

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

Starter Motor

The engine starter motor is designed to deliver high horsepower for only very short periods of time. Avoid operation for more than 15 seconds at a time. Due to its high horsepower, this motor

builds up considerable heat and can be permanently damaged with prolonged use. If it does not operate, check the battery charge and all direct wiring for shorts or loose connections.

N O T I C E

The Federal Water Pollution Control Act prohibits the discharge of oil or oil waste into or upon the navigable waters and contiguous zone of the United States if such discharge causes a film or sheen upon, or discoloration of, the surface of the water, or causes a sludge or emulsion beneath the surface of the water. Violators are subject to a penalty of \$5000.

GENERAL MAINTENANCE AND REPAIRS

In addition to instructions found elsewhere in this manual and in the literature specific to certain components, the following information is provided for general maintenance and repair.

Because conditions vary widely in different areas, and the frequency and type of use can differ greatly between owners, intervals for maintenance are not listed here. Common sense should determine the frequency of maintenance.

Bilge/Engine

1. Remove water and loose dirt from the bilge. Be sure that all limber holes are open. Oil stains can be removed by using a bilge cleaner available from your dealer or a marina. **DO NOT** use flammable solvents.
2. Check all wiring to be sure it is properly supported, that its insulation is intact, and that there are no loose or corroded terminals. If there are corroded terminals, they should be replaced or thoroughly cleaned with sandpaper. Tighten all terminals securely and spray them with preservative oil.
3. Inspect the entire fuel system (including fill lines and vents) for any evidence of leakage. Any stains around joints could indicate a leak. Clean fuel filters and vent screens.
4. Inspect the entire bottom for evidence of seepage, damage or deterioration, paying particular attention to the hull drain plug.

5. Refer to your engine operating manual for engine maintenance details. Wipe off the engine to remove accumulated dust and grease. If a solvent is used, make sure it is nonflammable. Go over the entire engine and tighten nuts, bolts, and screws, including the mounting bolts. Inspect the wiring on the engine and clean and tighten the terminals. Clean and lubricate the battery terminals; fill the battery cells with distilled water as needed.

Topside Areas

1. Inventory and inspect life jackets for tears and deterioration. Check your first aid kit to make sure it is complete. Check the signaling equipment. Inspect anchor, mooring and towing lines and repair or replace as required. **DO NOT** stow wet lines or they may mildew and rot.
2. Stainless steel fittings should be cleaned with soap and water or household glass cleaner. Because irreversible pitting will develop under rust that remains on stainless steel for any period of time, it is best to remove rust spots immediately with brass, silver or chrome cleaner. Then coat the railing or fitting with a good automobile or boat wax. Never clean with mineral acids or bleaches. Also, do not allow stainless steel to come into continuous contact with iron, steel or other metals which could cause contamination leading to rust or corrosion.

Hull

1. The finish on a fiberglass boat is similar to that of an automobile and will respond to the same system of care and cleaning. Car waxes and cleaners are often used to maintain a sparkling finish. Also, a variety of polishes and cleaners for fiberglass are now on the market. We suggest that you experiment with different brands to determine what you like best.
2. Almost unavoidable during the life of your boat is damage to the gelcoat or colored surface. This is not as serious as you might think. Repair is not costly and can be done by the novice.

Scratches: If the scratch does not penetrate the gelcoat surface, it can be repaired with automotive rubbing compound. Dampen a soft rag and apply the compound by rubbing in a circular motion. The scratch may not disappear

completely; however, its noticeability will decrease.

Gouges and Chips: To repair, obtain “patch paste” from your Bayliner dealer and follow this recommended procedure:

- Clean the area to be repaired of wax and oil. Acetone is a good solvent.
- Mix a small portion of patch paste and catalyst according to the manufacture's instructions.
- Apply the paste to the gouge with a putty knife or flat-edged stick; try to match the paste to the surface contour of the area being repaired. It is better to have an excess of paste, rather than not enough.
- Allow the paste to harden thoroughly. In most climates, one to two hours should be sufficient.
- Shape the patch as desired using fine wet sandpaper.
- Finish by using automotive rubbing compound in the same manner as you did for scratches.

⚠ WARNING

Acetone and catalyst are hazardous materials and should be used only in well ventilated areas. Follow the manufacturer's instructions. Also, never store rags that have been wetted with acetone, fuel or any other solvent aboard your boat. Immediately remove them from the boat and discard them to prevent spontaneous combustion and fire.

3. Special Care for Boats That Are Moored

If permanently moored in saltwater or freshwater, your boat will collect marine growth on its bottom. This will detract from the boat's beauty and greatly affect its performance. There are two methods of preventing this:

- Periodically haul the boat out of the water and scrub the bottom with a bristle brush and a solution of soap and water.
- Paint the hull below the waterline with a good grade of antifouling paint.

N O T I C E

Bayliner recommends the application of an epoxy barrier coating, such as International Paint Company's Interlux "Interprotect 2000 System", to help seal the hull bottom and reduce the possibility of gelcoat blistering on boats that are permanently moored. The barrier coating should be covered with several coats of antifouling paint. Note that many states regulate the chemical content of bottom paints in order to meet environmental standards. Check with your local Bayliner dealer about recommended bottom paints, and about laws that are in effect in your area.

4. Whenever your boat is out of the water you should check all metal parts for stray current corrosion. Stray current corrosion, or electrolysis, can be prevented several ways. The following are the most common causes and the simplest cures:
 - Wiring may leak a certain amount of electricity. Keep a clean, dry bilge.
 - The zinc anode may be deteriorated beyond effectiveness. Replace it when it has deteriorated 50% or more.
 - If your boat is permanently moored, we recommend that you contact someone in your area specializing in corrosion control and have them check your boat in its moorage to see that it is properly protected.

5. The propeller should be inspected often for damage. Every attempt has been made to equip your boat with a propeller that will optimize performance. However, your boating needs may dictate a propeller change. Your Bayliner dealer can help you in the selection of propellers better suited to your needs.

STORAGE

The following suggestions are offered for storage at the end of your boating season.

1. Your boat should be stored under cover if possible. If covered storage isn't available, a temporary winter cover is recommended. A proper winter cover should keep weather off the

boat, but still provide adequate ventilation. Wrapping a boat up in a tight plastic cover can do more damage than good. Dampness and lack of air circulation provide ideal conditions for fungi that cause mildew and dry rot.

2. If you are storing your boat on its trailer:
 - Now is a good time to repack the trailer's wheel bearings. Your local auto service center can help you.
 - Block the trailer wheels off the ground to avoid tire deterioration.
 - Loosen the stern tie-downs to avoid stress on the hull.
3. Refer to your engine manual for engine storage instructions.
4. Remove the marine battery from the boat. Fill the cells to the proper level and store your battery in a warm place. A fully charged battery will survive storage better.
5. Fuel tanks should be filled so there is little air space, thereby minimizing condensation.
6. Thoroughly clean your boat. If possible, remove cushions, towels, and other items that can hold moisture and cause mildew. Such items left on board should be positioned for maximum air circulation.
7. Clean all deck hardware; then coat the hardware with rust inhibitor.
8. Lubricate the steering mechanism and throttle control linkage.

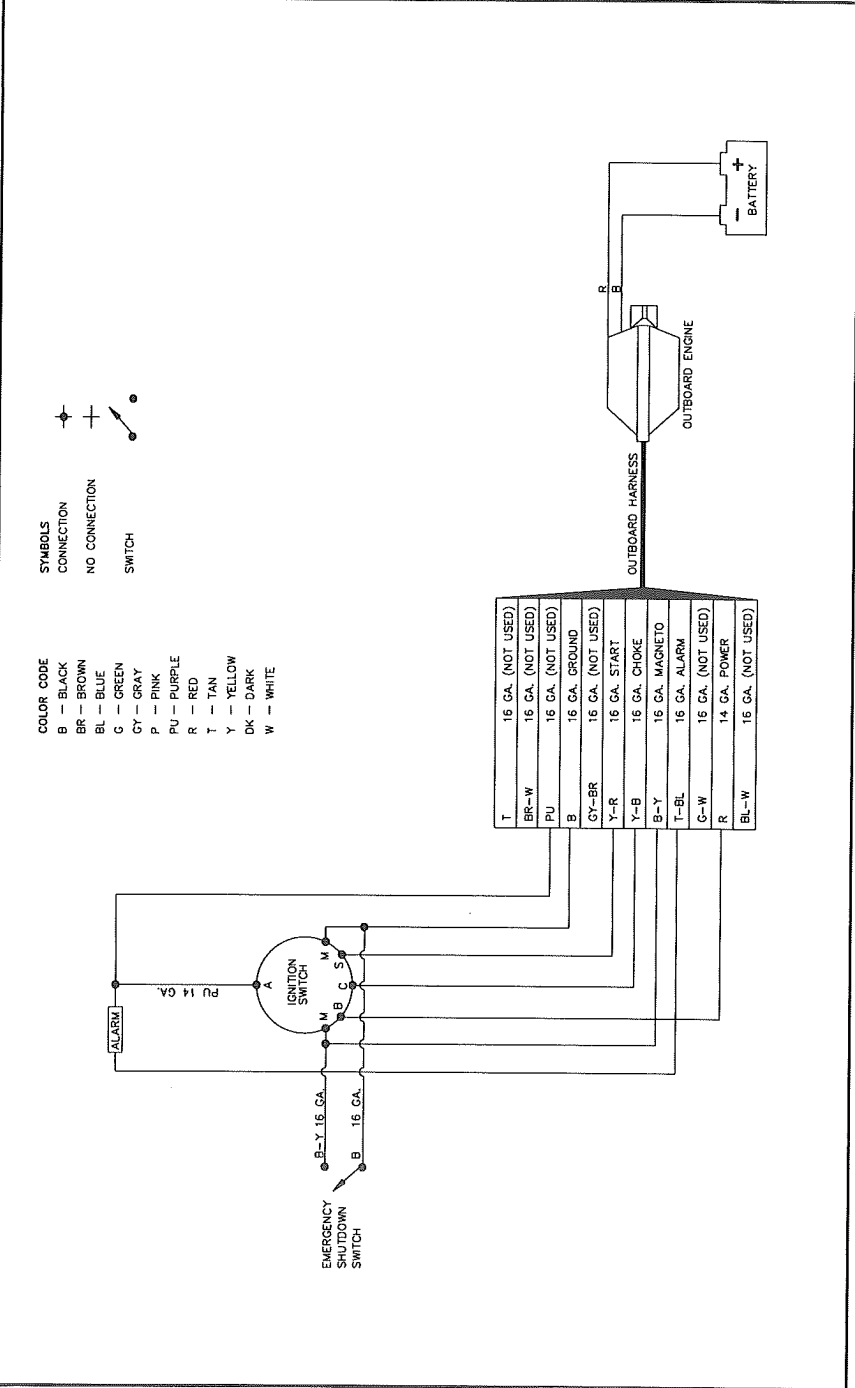
We hope these preventive measures will help make getting ready again in the spring easier. Should you have any questions, your Bayliner dealer is eager to provide assistance.

NAUTICAL TERMS

ABEAM:	On either side of the boat.
AFT:	To the rear, or near the stern.
BEAM:	The width of the hull.
BILGE:	The lowest portion inside a boat .
BOW:	The forward portion of the boat.
CHINE:	The intersection of the side and bottom of a V-bottom boat.
DRAFT:	Vertical distance from the waterline of the boat to the lowest point of the boat.
FATHOM:	A measurement of six feet generally used to measure water depth.
FREEBOARD:	Vertical distance from the deck to the waterline.
HELM:	Steering station.
KEEL:	The lowest external portion of the boat.
KNOT:	Nautical mile per hour; one nautical mile is 6,076 ft.; a land mile is 5,280 ft.
LEE:	Opposite side from which the wind blows.
PORT:	To the left side of the boat facing the bow.
SCUPPER:	An opening in a deck or cockpit permitting water to drain overboard.
STARBOARD:	To the right side of the boat facing the bow.
STERN:	The rear of the boat.
TRANSOM:	The vertical part of the stern.
WINDWARD:	The direction from which the wind is blowing.

WIRING DIAGRAM

Trophy 1500



LIMITED WARRANTY

Bayliner warrants to the original purchasers of its 1991 model boats, purchased from an authorized Bayliner dealer, operated under normal, noncommercial use that the Selling Dealer will: (A) Repair any structural hull defect which occurs within five (5) years of the date of delivery; and (B) Repair or replace any parts found to be defective in factory material or workmanship within one (1) year of the date of delivery.

What Is Not Covered

This warranty does not apply to: (1) Engines, drive trains, controls, props, batteries, or other equipment or accessories carrying their own individual warranties; (2) Engines, parts or accessories not installed by Bayliner; (3) Window breakage or leaks; cosmetic gelcoat finish, i.e., discoloration, blisters, cracks or crazing; (4) Hardware, vinyl tops, vinyl and fabric upholstery, plastic, metal, wood or tape trim; (5) Any Bayliner boat which has been altered, subjected to misuse, negligence or accident, or used for racing purposes; (6) Any Bayliner boat which has been overpowered according to the maximum horsepower specifications on the capacity plate provided on each Bayliner outboard boat; (7) Any Bayliner boat used for commercial purposes; (8) Any defect caused by failure of the customer to provide reasonable care and maintenance.

Other Limitations

THERE ARE NO OTHER EXPRESS WARRANTIES ON THIS BOAT. TO THE EXTENT ALLOWED BY LAW:

1. Any implied warranty of merchantability is limited to the duration of this written warranty.
2. Neither Bayliner nor the Selling Dealer shall have any responsibility for loss of use of the boat, loss of time, inconvenience, commercial loss or consequential damages.
3. Some states do not allow limitations on how long any implied warranty lasts, so the above limitation may not apply to you. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you. This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

Your Obligation

In order to comply with Federal regulations, it is essential that your warranty registration card be submitted within 30 days of delivery of your boat. Return of this card is a condition precedent to warranty coverage. Before any warranty work is performed, we require that you contact your Selling Dealer to request warranty assistance.

We require that you return your boat, at your expense, to your Selling Dealer or, if necessary, to the Bayliner factory. You will be responsible for all transportation, haulouts and other expenses incurred in returning the boat for warranty service.

Bayliner Marine Corporation
PO Box 9021
Everett, WA 98206
Phone (206) 435-6617

BAYLINER MARINE CORPORATION, P.O. BOX 9029, EVERETT, WA 98206

BRUNSWICKMARINE

Part #39680