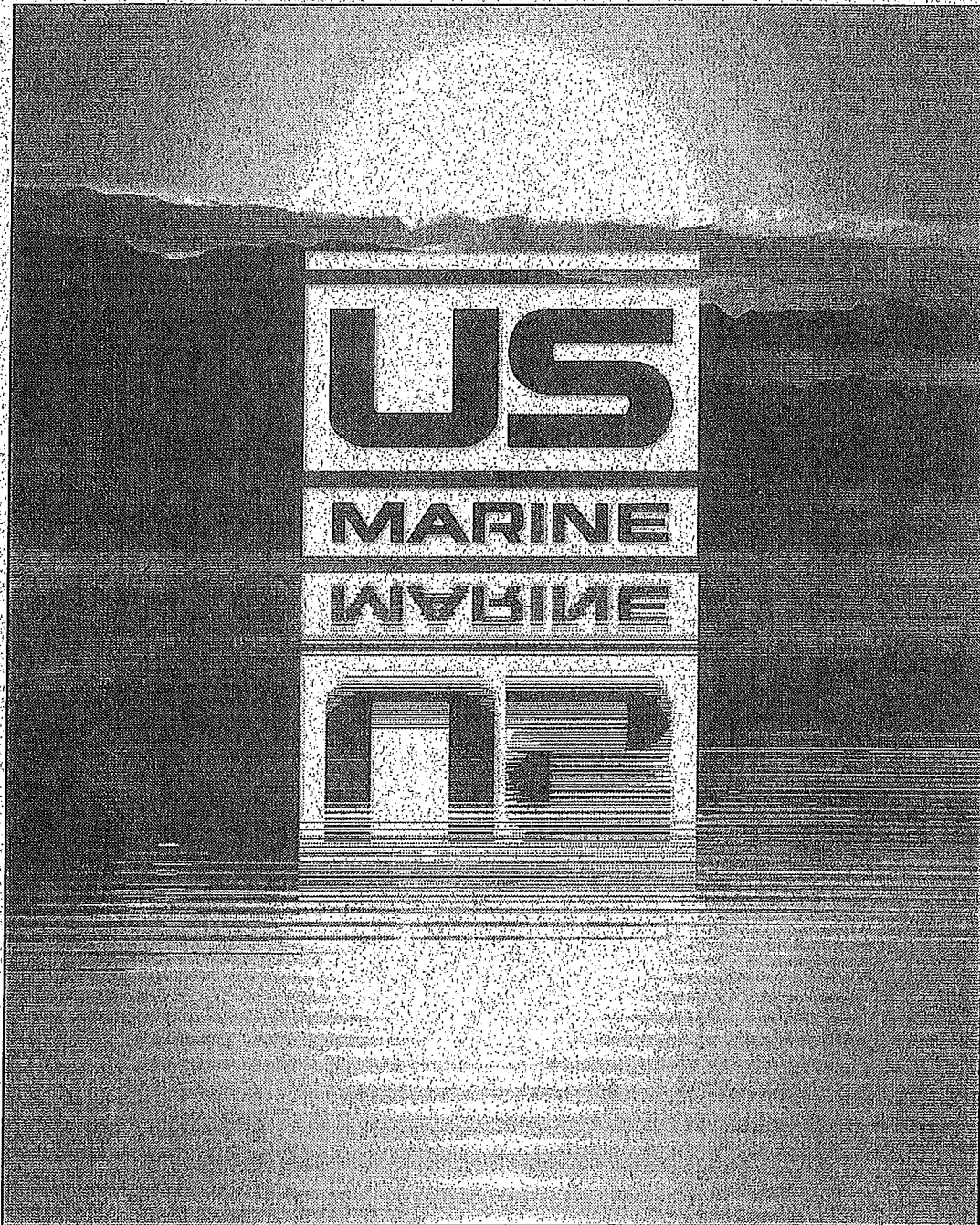


# BAYLINER®

*Ciera*

*3258 Command Bridge*



*Owner's Manual Supplement*

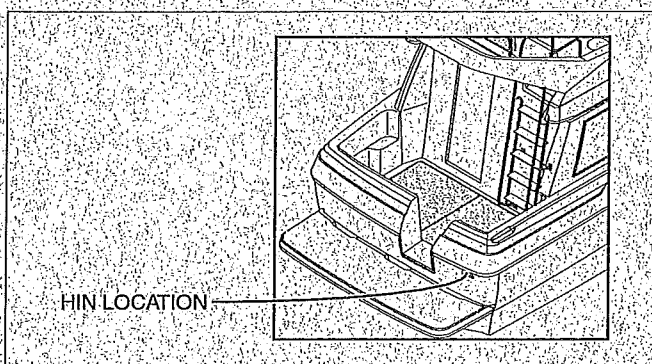
Port Engine Serial Number: \_\_\_\_\_

Stbd. 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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# TO BE THE BEST

*For Total Customer Satisfaction*

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**Congratulations and welcome aboard your new Bayliner Ciera!**

Thank you for choosing our product. Bayliner, a division of US Marine, is committed to the goal of building 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 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 are looking forward to serving your boating needs, now and in the future!**

**BAYLINER** A division of US Marine; a Brunswick Company

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## CHAPTER 1: WELCOME ABOARD!

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This *Owner's Manual Supplement* was prepared to provide specific information about your boat. Please study the *Owner's Manual* and this *Owner's Manual Supplement* carefully, paying particular attention to **Appendix D: LIMITED WARRANTY**.

Keep this *Supplement* and all of the literature provided in your owner's packet on your boat in a secure, yet readily available place.

### Dealer Service

Make certain that you receive a full explanation of all systems from the selling dealer before taking delivery of your boat. Your selling dealer is your key to service. If you experience any problems with your new boat, immediately contact the selling dealer. If for any reason your selling dealer is unable to help, you can call us direct on our customer service hotline: 360-435-8957 or send us a FAX: 360-403-4235.

### Boating Experience

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, please ensure that you obtain handling and operating experience before assuming command of the boat.

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

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

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

**⚠ WARNING!**

**CONTROL HAZARD!**

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

### Engines/Accessories Guidelines

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 to add accessories that will affect the boat's running trim, have an experienced marine technician perform a safety inspection and handling test before operating your boat again.


The engines and accessories installed on your boat come with their own operation and maintenance manuals. We strongly urge you to read and understand these manuals before operating the engines and accessories.

### Safety Standards

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

In addition to this *Owner's Manual Supplement*, please read the *Owner's Manual*, the engine manual and all accessory literature included in the owner's packet for important safety standards and hazard information.

**⚠ DANGER!**



**PERSONAL SAFETY HAZARD!** Do not allow anyone to ride on parts of the boat not designated for such use. Sitting on seat backs, lounging on the forward deck, bow riding, gunwale riding or occupying the transom platform while underway is especially hazardous and will cause personal injury or death.

## Qualified Maintenance

### **WARNING!**

To maintain the integrity and safety of your boat, only qualified personnel should perform maintenance on, or in any way modify: The steering system, propulsion system, engine control system, fuel system, environmental control system, electrical system or navigational system.

Failure to maintain your boat's systems (listed in the warning above) as designed could violate the laws in your jurisdiction and could expose you and other people to the danger of bodily injury or accidental death. We recommend that you follow the instructions provided in the *Owner's Manual*, this *Owner's Manual Supplement*, the engine owner's manual and all accessory instruction sheets/manuals included in your boat's owner's packet.

## Structural Limitations

The transom platform and bow platform are designed to be lightweight for proper boat balance. The load limit for these platforms is 30 pounds per square foot, evenly distributed.

## Hazard Warning Symbols

The hazard warning symbols shown below are used throughout this *Supplement* and your boat to call attention to potentially dangerous situations which could lead to either personal injury or product damage. We strongly urge you to familiarize yourself with these warning symbols as well as the ISO symbols listed in **Appendix C** carefully and follow all safety recommendations.

### **DANGER!**

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

### **WARNING!**

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

### **CAUTION!**

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



**EXPLOSION  
HAZARD!**



**OPEN FLAME  
HAZARD!**



**HOT  
HAZARD!**



**ELECTRICAL  
HAZARD!**



**PERSONAL INJURY  
& FALLING HAZARD!**



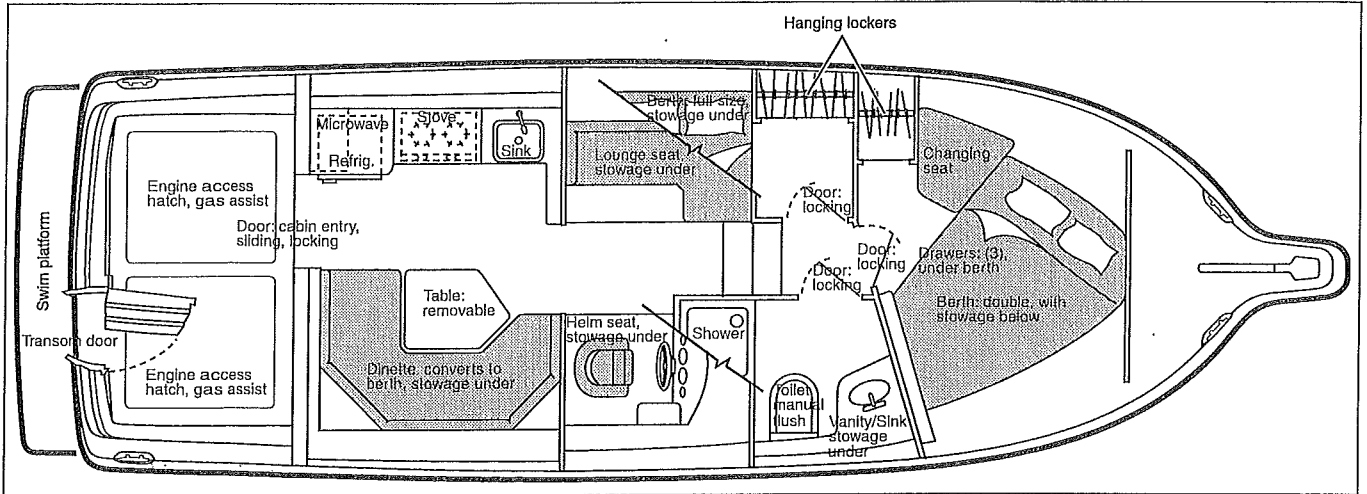
**ROTATING  
PROPELLER HAZARD!**

**CHAPTER 2: FEATURES & SYSTEMS**

**Dimensions & Tank Capacities**

Length overall (LOA) - 32'11"/10.04m  
 Beam - 11'0"/3.36m  
 Deadrise - 17 degrees  
 Weight - 11,150 lbs/5062kg  
 Length rigged - 35'2"/10.73m  
 Draft hull - 2'1"/.64m

Draft max - 3'6"/1.07m  
 Bridge clearance - 10'9"/3.28m  
 Bridge clearance max - 11'7"/3.53m  
 Fuel capacity - 180 gal/681L  
 Holding tank capacity - 47 gal/178L  
 Water capacity - 52 gal/196L

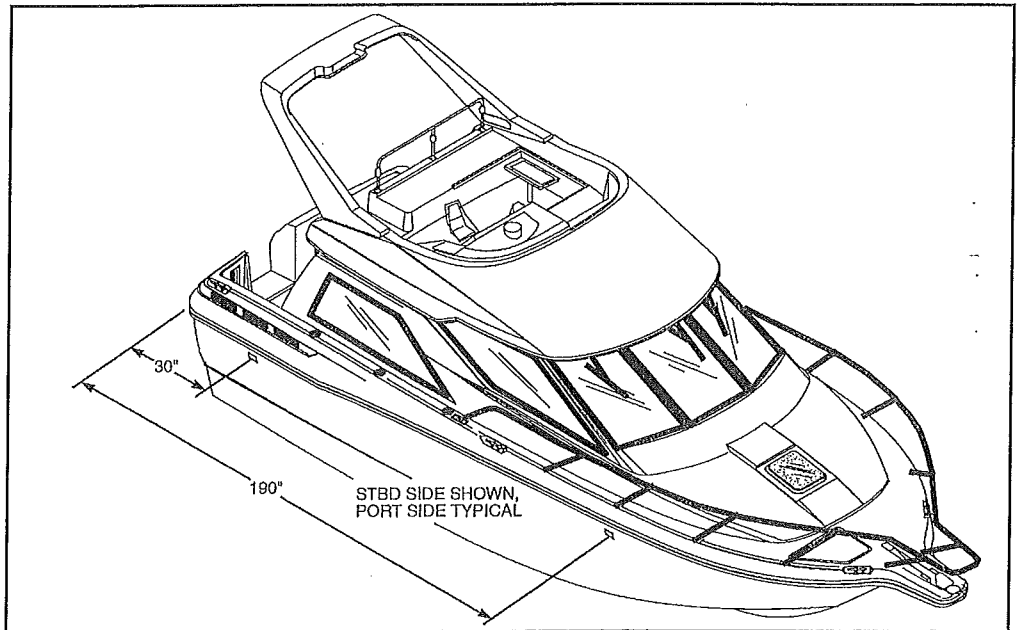


**Boat Lifting**

- Always follow the lift equipment's instructions and requirements.
- If water is present in the bilge, pump water out of the bilge areas *before* lifting your boat. Excessive amounts of bilge water can shift and change the balance of the load.

**Sling Placement**

When lifting your boat, always position the lifting slings at the fore and aft sling label positions as shown in the illustration to the right.



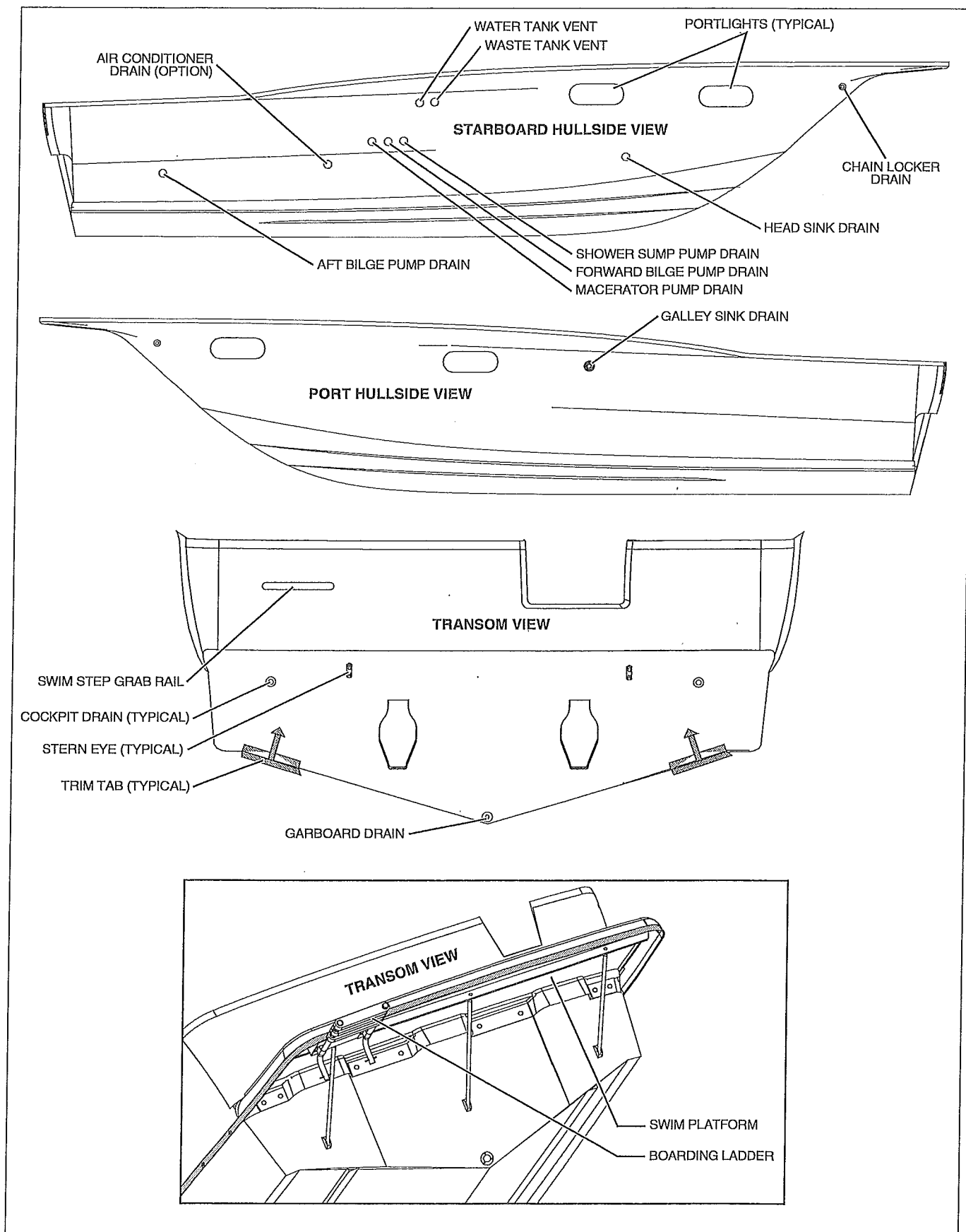
**⚠ CAUTION!**

**PRODUCT OR PROPERTY DAMAGE HAZARD!**

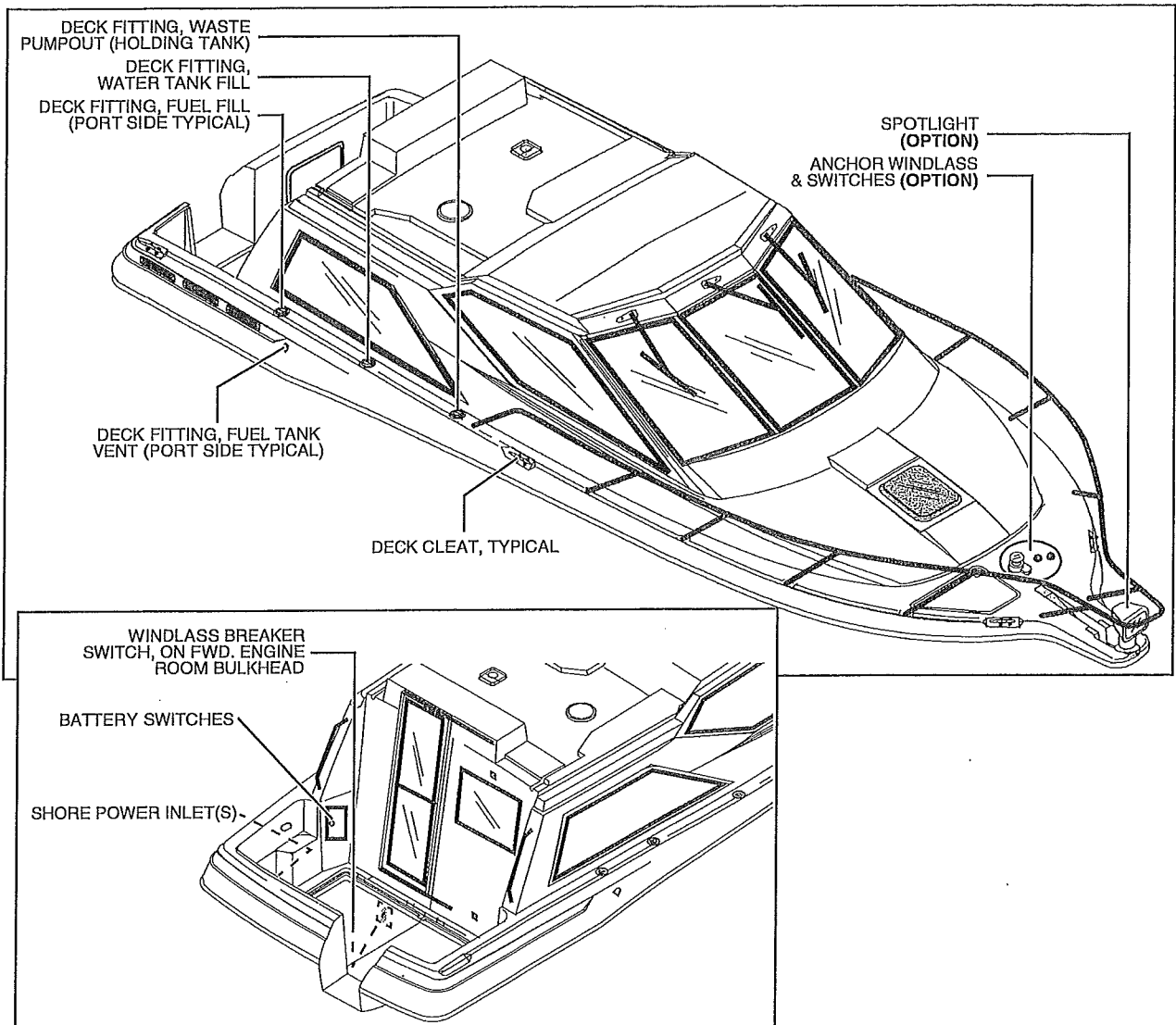
- When lifting any boat, always use a spreader bar. The spreader bar must be equal to the width of the boat at the lifting point.
- Lift slings may slip on the hull. Avoid serious injury or death by securing the slings together before lifting.



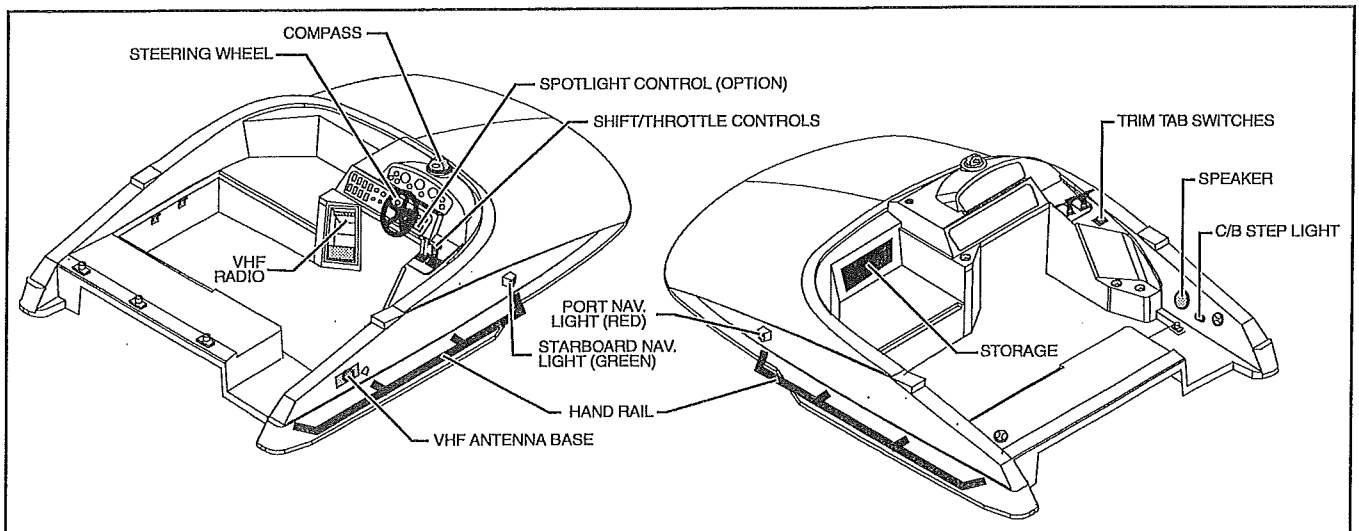
### Hull Exterior



Deck



Command Bridge



**Anchor Windlass (Option)**

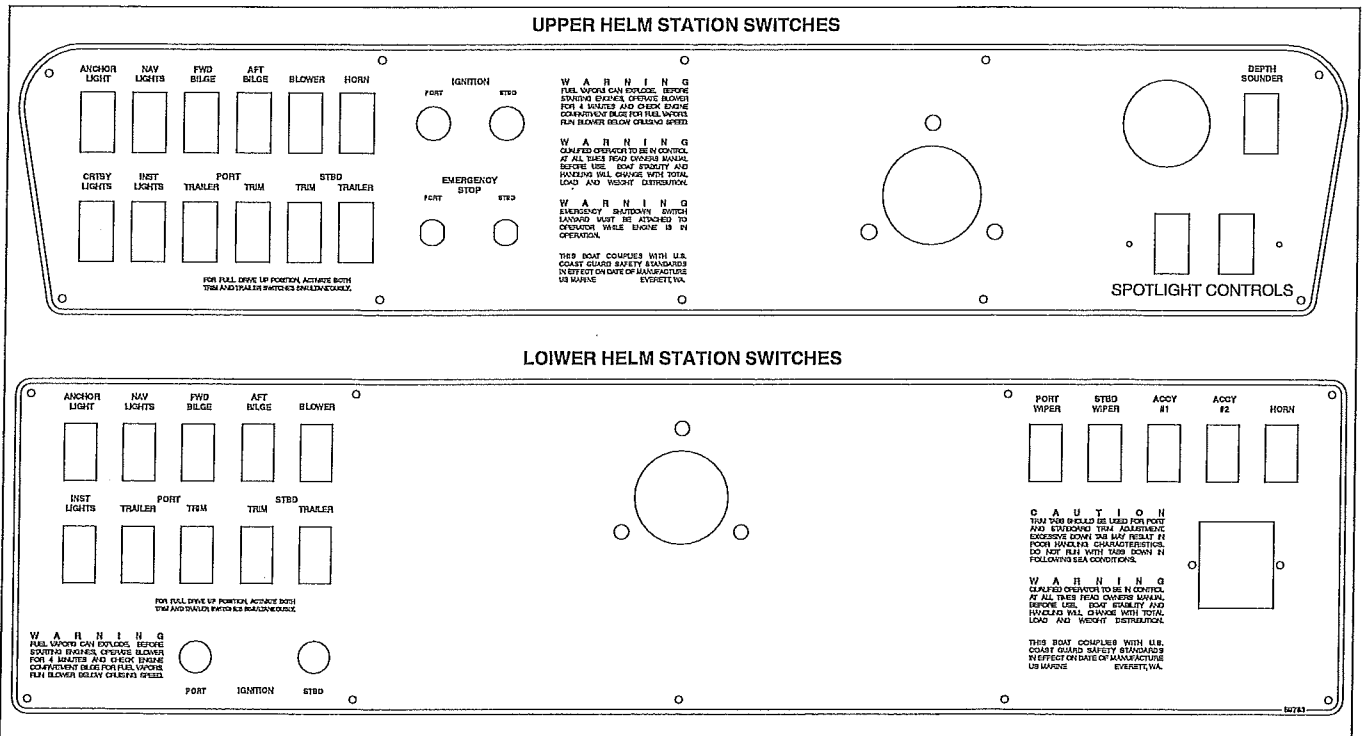
Your boat may feature an **optional** anchor windlass. Please read the manufacturer’s instruction manual supplied in your boat’s owner’s packet before using the anchor windlass for the first time.

- The windlass is controlled from the deck switches (see illustration on previous page).
- Verify that the windlass breaker, located on the port side of the forward engine room bulkhead, is activated before using the anchor windlass.
- To haul the anchor, use engine power (*not* the windlass) to move the boat to, and directly above, the anchor. Activate the windlass to disengage the anchor from the bottom by pulling it straight up. *Do not* pull the boat to the anchor using the windlass or continue to operate the windlass if it has stalled or is overloaded.

**Windshield Wipers**

- The windshield wiper switch is located on the lower helm switch panel.
- Periodically, due to wear and environmental exposure, you will need to replace wiper blades using 24” blade refills.


**Helm Switch Panels**



## Electrical System

We strongly recommend you thoroughly read and understand this section, the electrical section of the *Owner's Manual* and all accessory manuals included in your boat's owner's packet. Wiring schematics are provided in **Appendix A** of this supplement; electrical routing illustrations in **Appendix B**.

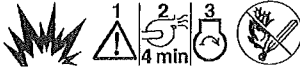
**⚠ DANGER!**



**EXTREME FIRE, SHOCK & EXPLOSION HAZARD!**

- *Do not* modify the electrical systems or relevant drawings. Only qualified personnel should install batteries and/or perform electrical system maintenance.
- To minimize the risks of fire and explosion, *never* install knife switches or other arcing devices in the fuel compartments. *Never* substitute automotive parts for marine parts. Electrical, ignition and fuel system parts were designed and manufactured to comply with rules and regulations that minimize risks of fire and explosion.
- Insure that all battery switches are in the *off* position before performing any work in the engine spaces.


**⚠ WARNING!**



**FIRE, OPEN FLAME & EXPLOSION HAZARD!**

- Fuel fumes are heavier than air and will collect in the bilge areas where they can be accidentally ignited. Visually and by smell (sniff test), check the engine and fuel compartments for fumes or accumulation of fuel. Always operate the bilge blowers for at least four minutes prior to engine starting, electrical system maintenance or activation of electrical devices.
- Minimize the danger of fire and explosion by not exposing batteries to open flame or sparks. It is also important that no one smoke anywhere near the batteries.

**⚠ CAUTION!**



**SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!**

*Never* disconnect the battery cables while the engine is running since damage may occur to your boat's electrical system components.

**NOTICE**

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

## DC Electrical System

Your boat is equipped with a 12 volt DC (direct current) system. The DC breaker panel is located under the upper station dash just forward of the shifters.

### Fuses and Circuit Breakers

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

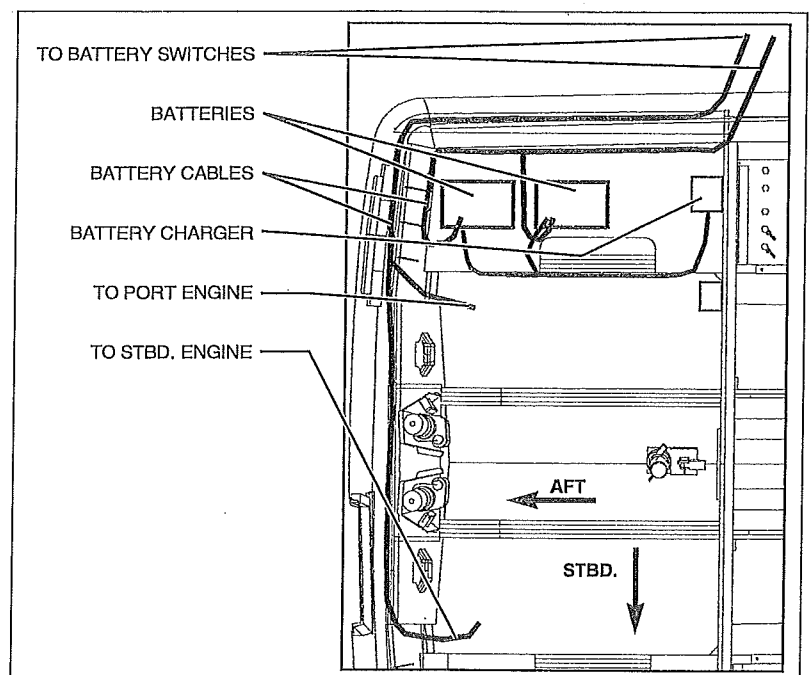
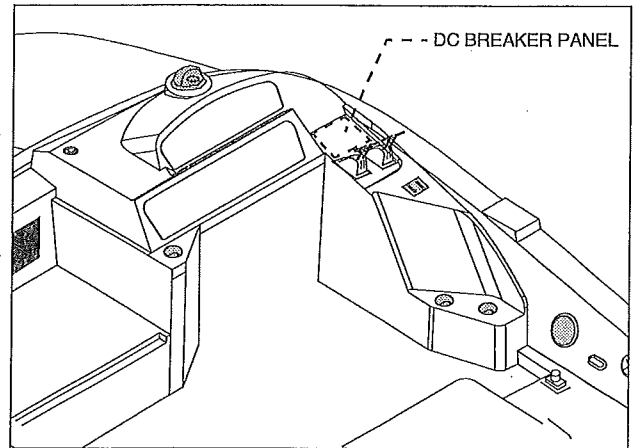
### Batteries

The batteries installed on your boat supply electricity for lights, accessories as well as engine and **optional** generator starting.

- The starboard engine battery supplies accessory power and the port engine battery supplies power to the **optional** generator.
- The port and starboard engine battery conditions can be read on the helm's instrument panel voltage gauges (voltmeters).

### Battery Maintenance

- Periodically remove the battery caps and check the electrolyte level; if the zinc plates are exposed, add distilled water until they are covered.
- Corroded battery terminals can be cleaned with baking soda and water. After cleaning the terminals, coat them with a light film of battery terminal lubricant and tighten all battery connections.



**Battery Switches**

Rotary battery switches are installed on your boat. The battery switches are located on the port side of the cockpit under the shore power inlet(s). The battery switches should be switched to the *off* position whenever the boat is left unoccupied for long periods of time.

**Starting Positions**

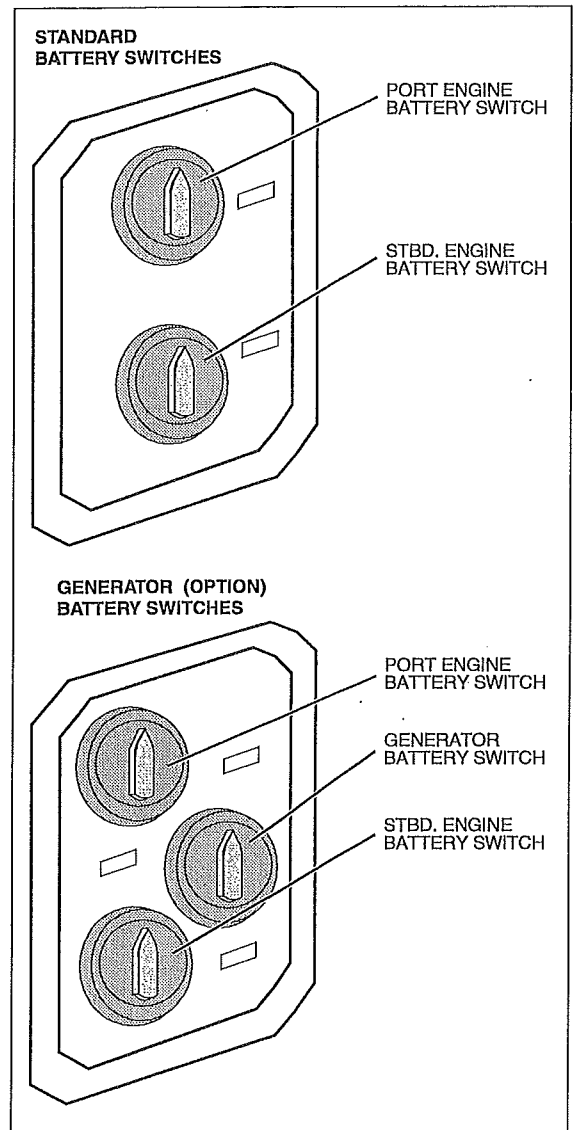
When starting your boat's engines or **optional** generator, the engine battery switch selector should be placed into position "2".

**Normal Battery Switch Positions**

After starting your boat's engines, the engine battery switch selector should be kept in position "2" and the house battery selector switch should be set to position "1". These normal operating positions ensure proper charging of the port and starboard batteries while the engines are running.

**Parallel Battery Switch Positions**

When one or both battery switches are placed in the "BOTH" position, power is drawn from both batteries to allow emergency starting of the engines. Only in an emergency should a battery switch be placed in the "BOTH" position. When the emergency situation is resolved, the battery switch selector should immediately be switched back to its normal operating position.



**⚠ CAUTION!**

**SYSTEM DAMAGE HAZARD!**

- **Never disconnect battery cables or turn off battery switches while engines are running as this can cause damage to your boat's electrical components.**
- **Battery switches should be placed in the parallel (BOTH) position *only* in an emergency and returned to their normal operating positions once the emergency is over.**

**Alternators**

The alternators installed on your boat maintain proper charge levels of your boat's batteries during engine operation.

**Battery Charger**

Your boat is equipped with a battery charger. We recommend that you thoroughly read and understand the battery charger manual (provided in your boat's owner's packet) *before* using the battery charger for the first time.

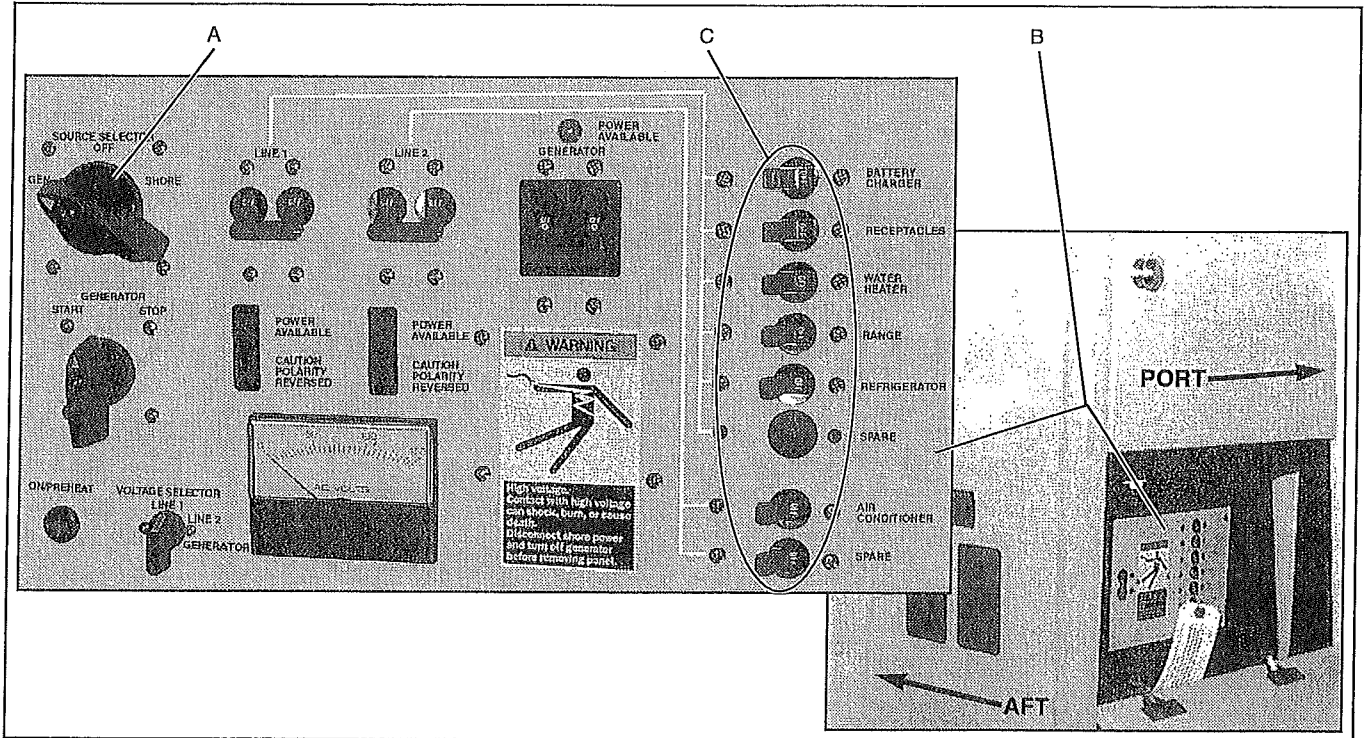
- The battery charger's circuit breaker is located on the AC panel and must be turned *on* for charging to occur.
- The battery charger will charge the batteries whenever the boat is plugged into shore power or whenever the **optional** generator is operating.

**⚠ 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.**

## 120-Volt AC System

Your boat uses a 120v/60Hz AC (alternating current) system. The AC system can be energized by shore power or **optional** generator power. Master circuit breakers (A), for power source selection, are on the AC circuit breaker panel (B), located in the aft salon on the port side (see photo below). This system is designed so that ship's power and shore power sources *cannot* supply power simultaneously. *After* activating AC power, individual breakers (C) must be activated to supply power to the accessories you wish to use.



### CAUTION!

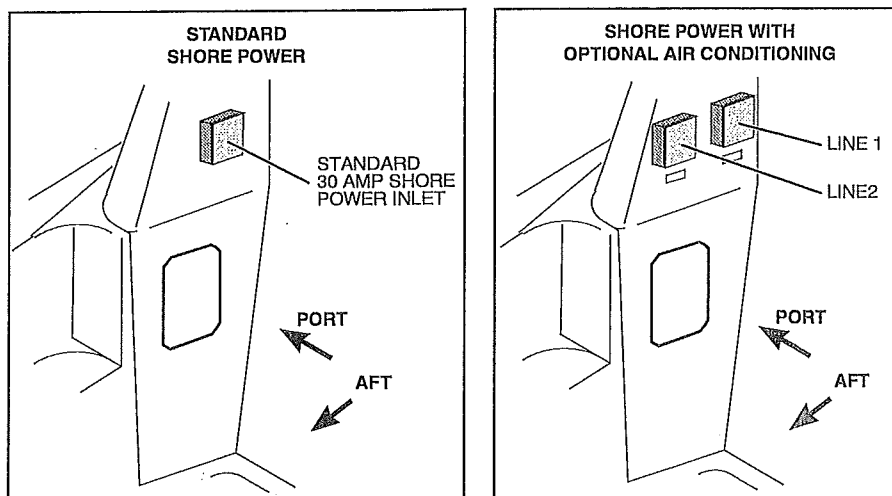
- **SYSTEM DAMAGE HAZARD!** When using shore power or generator power, the simultaneous operation of several AC accessories can result in an overloaded circuit. It may be necessary to turn off one accessory while operating another.
- **WATER HEATER DAMAGE HAZARD!** Do not energize the water heater electrical circuit on the AC panel until the heater is *completely* filled with water. Even momentary operation in a dry tank will damage the heating elements. Warranty replacements *will not* be made on elements or tank damaged in this manner.

**Shore Power**

Your standard-equipped boat features one 120v/30 amp shore power receptacle, located on the port side of the cockpit, above the battery switches.

If your boat is equipped with an optional air conditioning system, a second 30 amp inlet has been installed next to the existing shore power inlet. When both inlets are installed, the inlets are labeled line one and line two, which corresponds to the line one and line two master breakers on the AC panel. This system is designed so that each line operates independent of each other.

SHORE POWER INLET LOCATION (PORT COCKPIT)



**NOTICE**

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

**! DANGER!**



**FIRE, EXPLOSION & SHOCK HAZARD!**

- Do not alter shore power connectors and use only compatible connectors.
- Before connecting to shore power, ensure all breakers and switches on the AC master panel are in the off position.
- To prevent shock or injury from an accidental dropping of the “hot” cord into the water, always attach the shore power cord to the boat inlet first; then to the dockside connection. When disconnecting the shore power cable, always disconnect the shore power cable at the dockside outlet first.
- Close the shore power inlet cover tightly when not in use.

**! CAUTION!**



**SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!**

- Never connect dockside power to your boat outside North America unless you have purchased the international electrical conversion option.
- The simultaneous use of several AC components can result in an overloaded circuit. It may be necessary to turn off one or more accessories in order to use another accessory.
- Use double insulated or three-wire protected electrical appliances whenever possible.
- Never switch the AC panel’s master breaker to the generator position while connected to shore power.



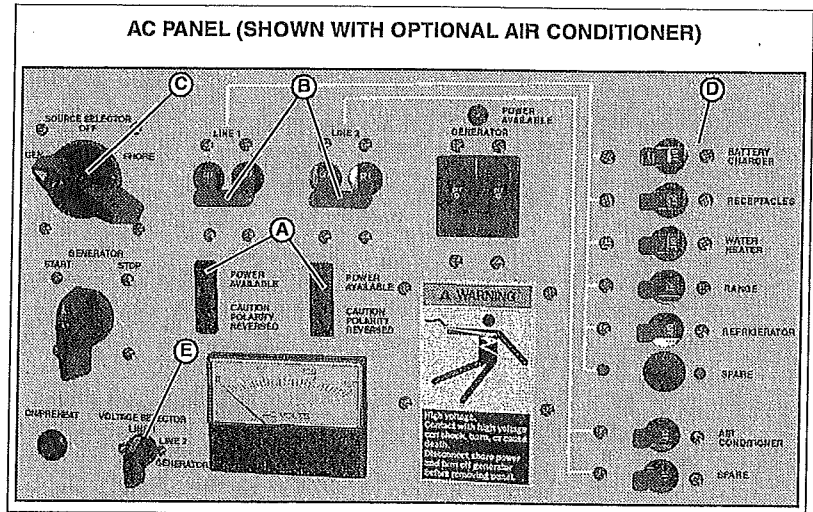
## Connecting To Shore Power

**⚠ WARNING!**

**⚡ SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!**

- You *must* monitor the polarity indicator lights every time you connect to shore power.
- When connecting to shore power and you encounter a reversed polarity light (**red** colored), *do not* energize the main breaker switches. Instead, *immediately* disconnect the shore power cord from the dockside receptacle first and notify marina management.

1. Monitor the AC panel's polarity indicator lights (A) as follows:
  - A *green* light illuminating after the power cord is plugged into the boat's external power receptacle indicates acceptable electrical power. You may energize the master breaker switch(es) (B).
  - A *red* light, however, indicates reversed polarity, which could cause electrical system damage and possibly electrical shock injuries. In this case, *do not* energize the master breaker switch(es) (see previous warning).
2. Activate the AC system by turning the ship/shore master breaker (C) to the SHORE position.
3. Turn on the master breakers and individual component breakers (D) as required.



**NOTICE**

- If equipped with two shore power inlets, voltage can be read on the AC panel's voltmeter by setting the voltmeter selector switch (E).

### Generator Power (Option)

Your boat may be equipped with an **optional** generator. Prior to initially operating your generator, read the generator manual for detailed information on pre-start checks, break-in procedures and starting instructions.

**⚠ CAUTION!**

**SYSTEM DAMAGE HAZARD!**

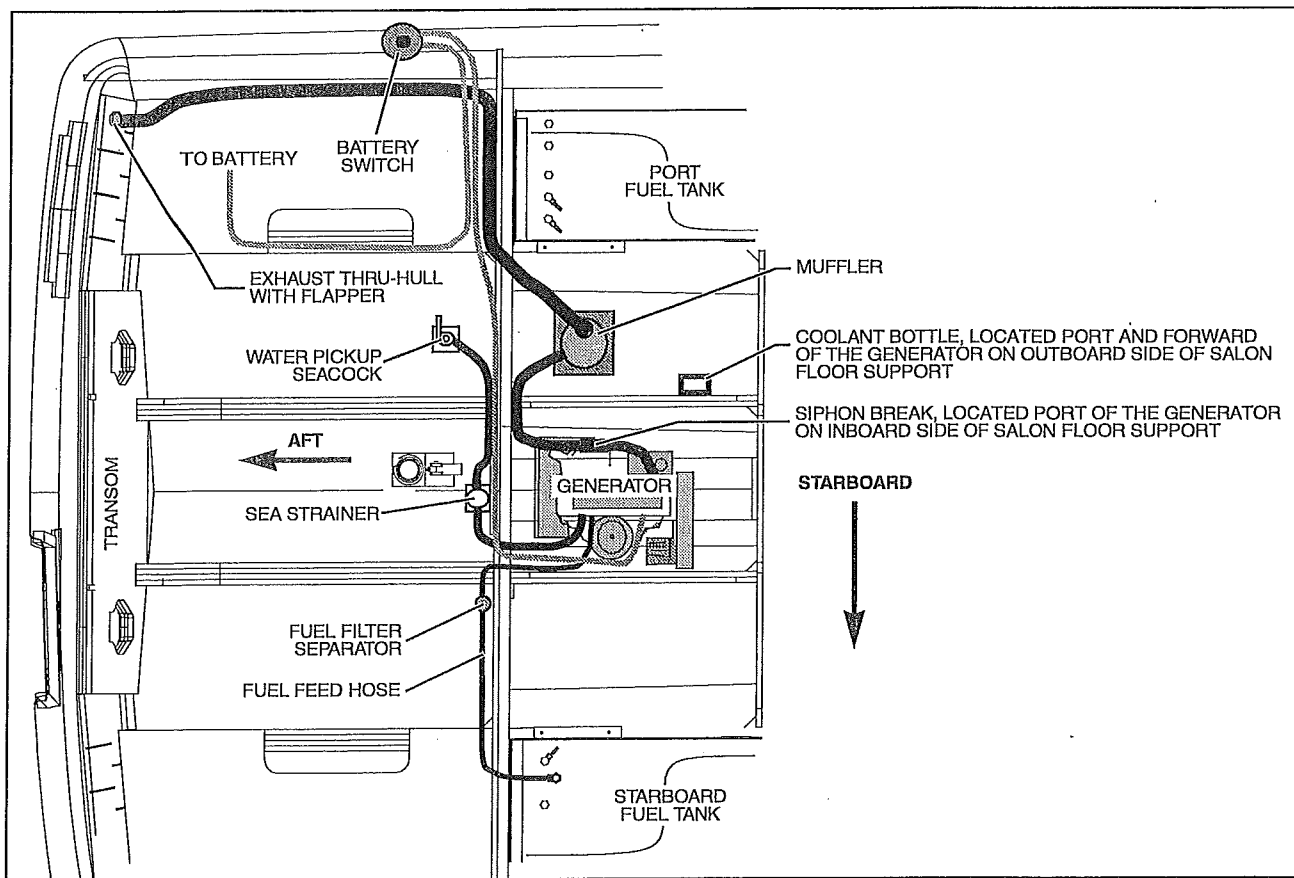
- Always verify that the generator's seawater intake valve (seacock) is in the *open* position prior to starting the generator and keep the seacock open until the generator is turned off.
- *Never* operate the generator starter for more than 30 seconds. If the generator does not start, wait at least 30 seconds before another start attempt is made.
- After starting the generator, wait for the generator to stabilize before activating component breakers on the AC panel.
- Never switch the AC panel's master breaker to the shore power position while the generator is operating.

#### Observe the following about your generator:

- Polarity has been established in the installation of the generator, therefore the polarity lights will not function while in this mode.
- The generator's main circuit breaker is located on the generator.

- The generator runs off the port engine battery.
- In addition to servicing the filters attached to the generator, the filter/separator (located near the fuel line valves) should be serviced as described in the manufacturer's manual.
- The coolant mixture installed at the factory consists of equal parts of water and anti-freeze (Ethylene Glycol). The coolant bottle for the generator is located on the forward bulkhead in the generator compartment.
- Frequently check the generator's seawater strainer for leaks and/or debris as outlined in the seawater strainer section of this *Supplement*.
- To monitor the voltage generated by the generator, switch the voltage selector switch to the *generator* position.

**Gas Generator Routing**



**Generator Operation**

1. Disconnect from shore power if applicable.
2. OPEN the generator's seawater intake valve (seacock) before starting the generator and keep the seacock valve open during generator operation.
3. Operate the bilge blowers for a minimum of four minutes before starting the generator. If your boat is running below cruising speed, leave the blowers on while the generator is operating.
4. Verify that the battery switch is turned ON.
5. On the AC panel, press the ON/PREHEAT button as you turn the generator control switch to the "START" position.
6. Slide the master breaker from dockside power to generator power.
7. Switch the generator sub-main breaker ON.
8. Activate each individual component breaker as required.

To shut off the generator, switch the generator control switch to the "STOP" position.

## Audio & Visual Equipment

All audio and visual equipment installed on your boat have separate instruction sheets or manuals that explain their operating procedures in detail.

### NOTICE

AM radio reception may be impaired anytime the engines are running.

## Navigation & Communication Equipment

The owner's packet contains operation manuals for all navigation & communication equipment installed on your boat. We *strongly* recommend that you thoroughly read and understand these manuals before using these systems. Additionally, carefully read the warnings below and follow all safety recommendations.

### Compass

Your boat is equipped with a compass at the helm.

### NOTICE

Compass accuracy can be affected by many factors. We strongly recommend having 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 (Option)

Your boat may feature an **optional** depth finder (depth sounder) at the upper helm station. The depth finder provides you with measurements of water depth beneath the boat.

### ! WARNING!

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

### VHF Radio (Option)

Your boat may include an **optional** VHF (Very High Frequency) radio at the upper helm.

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

### Spotlight (Option)

Your boat may come equipped with an **optional** spotlight (located on the bow rail) which can be controlled by a switch at the helm. Operating instructions can be found in the spotlight's operating manual (included in your boat's owner's packet).


## Lighting

### Navigation and Interior Lights

We strongly recommend that you understand navigation light usage by reading the navigation light section of the *Owner's Manual*.

The navigation and interior lights supplied with your boat are of top quality, but you should be aware that failure may periodically occur for a variety of reasons:

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





 <b>CAUTION!</b>
<ul style="list-style-type: none"> <li>◦ <b>Avoid the storage of gear where it would block navigation lights from view.</b></li> <li>◦ <b>Conserve battery usage. Prolonged operation of cabin interior lights (overnight) will result in a drained battery.</b></li> </ul>


## Appliances

All appliances installed on your boat come with their own manuals (supplied in your boat's owner's packet) that explain detailed operating instructions and important safeguards. Thoroughly read and understand these manuals before attempting to operate your boat's appliances.

- Appliances operate on 120 volt AC power, which may be supplied from shore power or **optional** generator power.
- Make sure the AC panel breaker is activated for the appliance you wish to turn on.

### Alcohol/Electric Stove

 <b>WARNING!</b>
<div style="display: flex; align-items: center;">    <div style="margin-left: 10px;"> <b>EXPLOSION, SCALDING &amp; FIRE HAZARD!</b> </div> </div> <ul style="list-style-type: none"> <li>◦ <b>The stove manufacturer's instructions and safety suggestions <i>must</i> be followed closely to avoid serious burns and to prevent creating fire hazards.</b></li> <li>◦ <b><i>Do not</i> touch stove burners, grates or areas near the stove units as they may be hot even when they are dark in color. Areas near burners and grates may become hot enough to cause burns. Always keep an approved ABC-type fire extinguisher in galley area.</b></li> <li>◦ <b>Do not operate the stove while underway.</b></li> </ul>

 <b>CAUTION!</b>
<p><b>To prevent overheating which can destroy the electric burner elements, <i>never</i> attempt to use both alcohol and electric burners simultaneously.</b></p>

## Propulsion

### Engines

The owner's packet contains detailed engine operation and maintenance manuals. Be sure to read and understand these manuals *before* operating or performing maintenance to the engines.

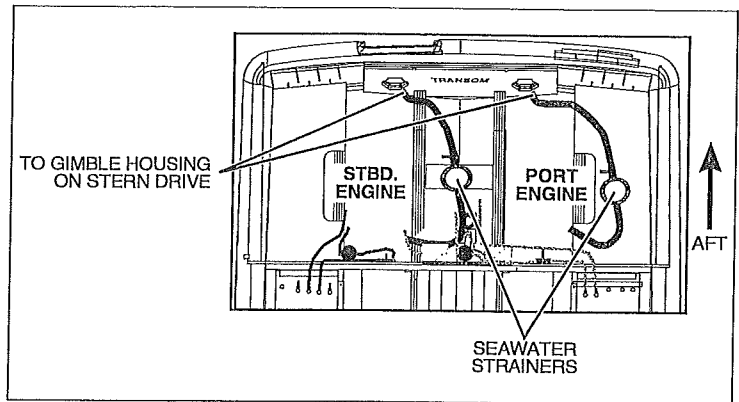
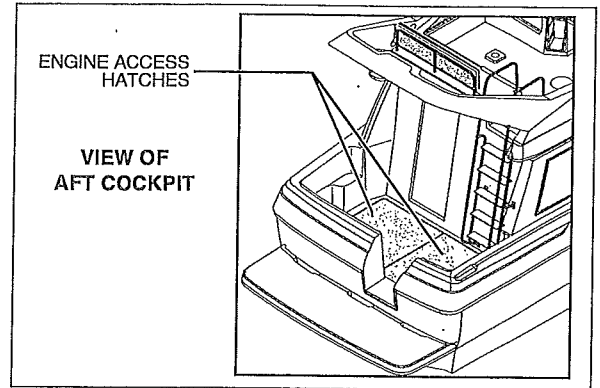
### Engine Access

The engine compartment can be accessed through the aft cockpit engine hatches.

### Engine Cooling System

The engine cooling system circulates seawater around components on the engine to reduce engine temperature.

- If your boat is equipped with seawater strainers, the strainers should be checked for leaks and debris every time you use your boat. For instructions on how to clean the seawater strainers of debris, see the seawater strainer section of this *Supplement*.
- If your boat is equipped with a closed coolant system, the engine coolant (anti-freeze) levels should be checked at the engine-mounted expansion tanks and at the coolant recovery bottles.

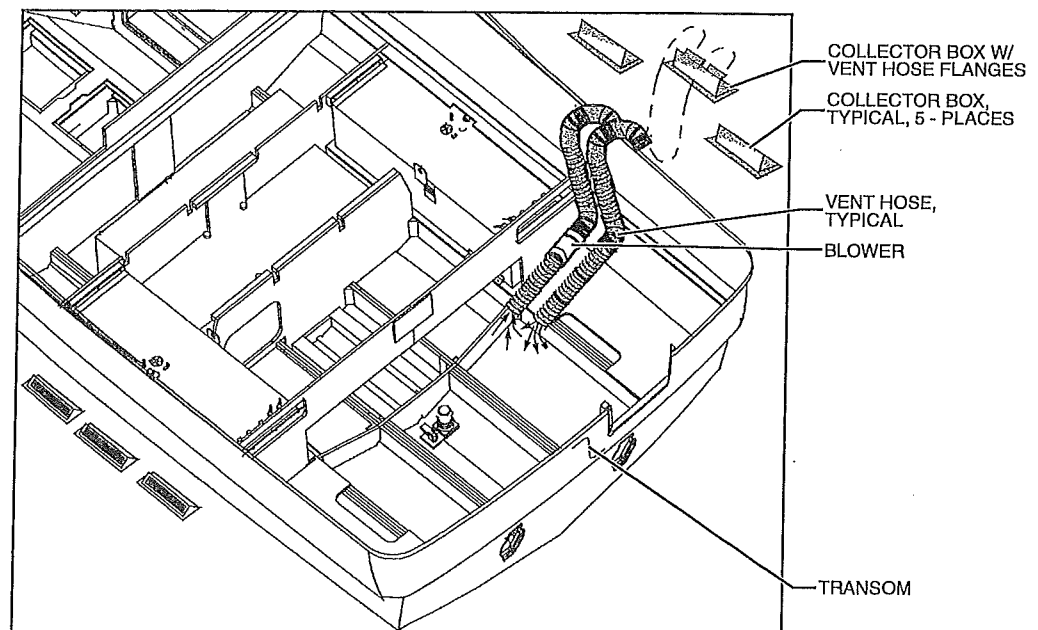


**CAUTION!**

**SCALDING HAZARD!** Never check engine coolant levels whenever the engine is hot or during engine operation.

### Engine Room Ventilation System

The bilge blowers remove fumes from the engine compartment and draw fresh air into the compartment through the deck vents. To ensure fresh air circulation, operate the bilge blowers for at least four minutes prior to starting the engines (or optional generator), during starting, and while operating your boat below cruising speed.



**! WARNING!**

**EXPLOSION HAZARD!**

- Operation of the blower system is not a guarantee that explosive fumes have been removed. If you smell any fuel, *do not* start the engines. If the engines are already running, immediately shut off the engines and all electrical accessories and investigate immediately.
- *Do not* obstruct or modify the ventilation system.

## Controls

### Steering

Your boat is equipped with a manual hydraulic steering system, therefore the system will not operate as easily as a car's power steering.

- <sup>2</sup> A rhythmic pulsing when turning the wheel is a characteristic of the pump and is *not* a malfunction. Also, when coming off a hard-over position, resistances may be felt, followed by a distinct sound. This is a normal situation resulting from the release of the system's check valve.
- <sup>2</sup> The fluid reservoir for the hydraulic steering system is located behind the command bridge helm. The shifter/throttle fluid reservoir is located on the forward engine room bulkhead. Follow the instructions and maintenance suggestions in the steering manual and on the reservoir. Check the fluid levels and pressure regularly.

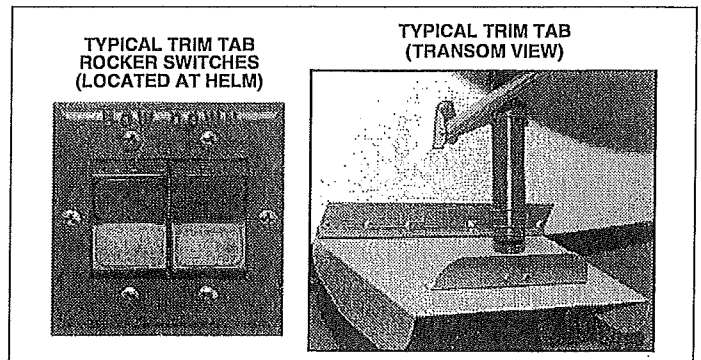
### Trim Tabs

Trim tabs control the longitudinal and lateral trim of your boat at cruising speeds.

Trim tabs are controlled by two rocker switches at the helm. Before using the trim tab switches, we strongly urge you to read and understand the trim tab operation manual included in your boat's owner's packet.

Observe the following:

- Once the best bow cruising trim is reached, use the port or starboard trim switches (one at a time) to correct unequal lateral loading. Trim tab adjustment should be performed by several short touches to the switch rather than one long one. After each short touch allow about five seconds for the hull to react.
- The trim tab hydraulic fluid reservoir is located in the engine compartment. The fluid level should be checked periodically (at least once a year) and refilled as necessary.



**! WARNING!**

**LOSS OF CONTROL HAZARD!**

- **Improper use of trim tabs may cause loss of control!**
- **Do not allow anyone unfamiliar with trim tabs to operate them.**
- **Do not use trim tabs in a following sea as they may cause broaching or other unsafe handling characteristics.**
- **Do not use trim tabs to compensate for excessive unequal weight distribution.**

## Bilge

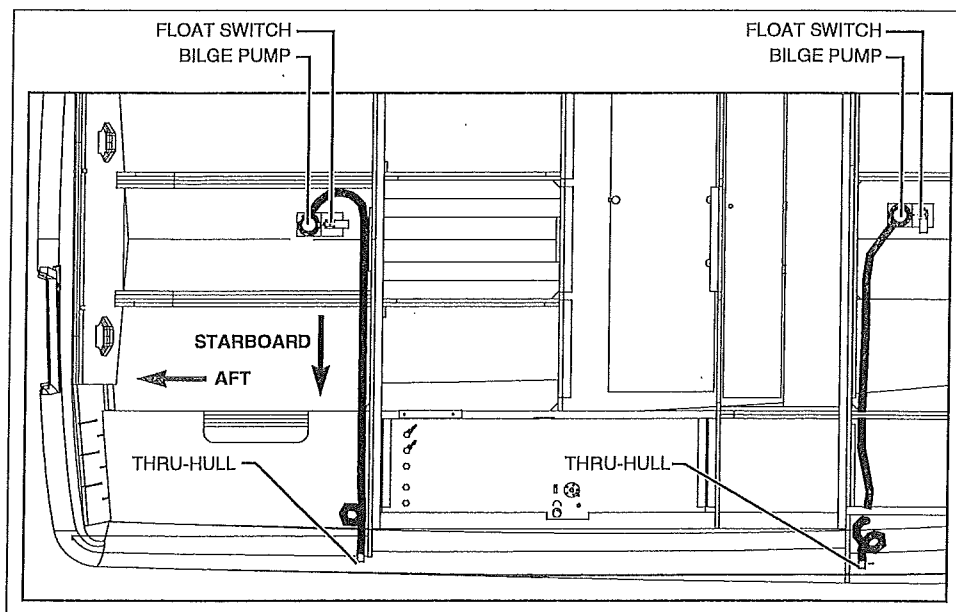
### Bilge Pumps

Your boat is equipped with two automatic impeller-type bilge pumps (see illustration on next page) which are used to pump water out of the bilge. Bilge pumps are controlled by automatic bilge pump float switches (autofloat switches) and/or switches at the helm. Bilge pumps are wired directly to the battery so they will normally function even when the boat is completely shut down and left unattended.

### 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.

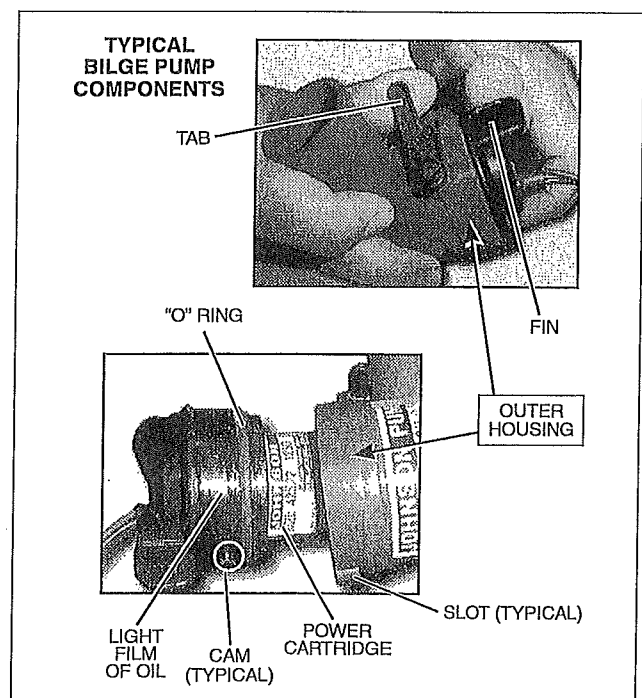
### Bilge Pump Routing



### Bilge Pump Testing

Bilge pumps should be checked often to verify that they are working properly. To test a bilge pump's operation, activate the dash-mounted switch and verify that water in the bilge is pumped overboard. If bilge water is present and the pump motor is running but *not* pumping, inspect the discharge hose for a kink or collapsed area. If no problems are found, check the bilge pump housing for clogging debris as follows:

1. Remove the power cartridge:
  - a. Lift the tab while rotating the fins counter-clockwise.
  - b. Lift out the power cartridge.
  - c. Clear the outer housing of debris.
2. Reinstall the power cartridge:
  - a. Make sure the "O" ring is properly seated.
  - b. Coat the "O" ring with a light film of vegetable or mineral oil.
  - c. Align the two cams on either side of the power cartridge with the two slots on the outer housing and press the power cartridge into the housing while twisting clockwise. To ensure proper reinstallation, attempt to twist the fins counter-clockwise without lifting the tab; the cartridge should stay in place.

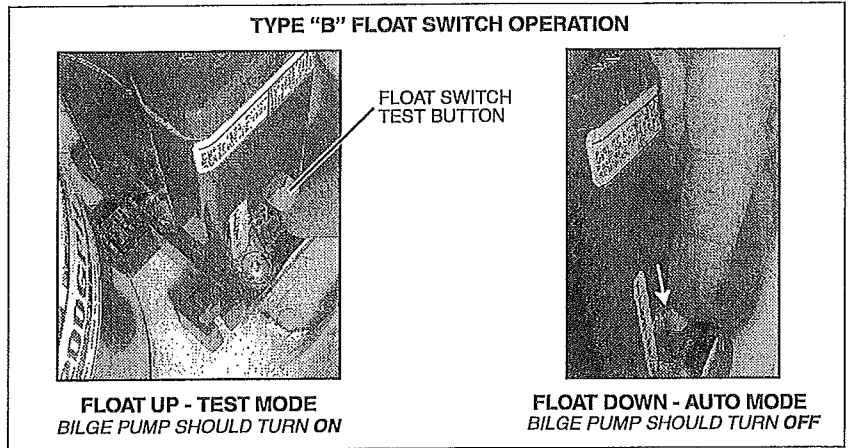


**Autofloat Switches**

Automatic bilge pumps use electromagnetic float (autofloat) switches to automatically activate the pump whenever water accumulates above a preset level in the bilge. One autofloat switch is mounted next to the bilge pump it activates, and is wired directly to the battery so it will normally function even when the boat is completely shut down and left unattended. Autofloat switches should be tested often for proper operation as follows:

**To test the float switches:**

1. Push the float switch test button *up* to activate the bilge pump.  
If the pump does not turn on, check the inline fuse. If the fuse is good but the switch doesn't work, it may indicate a bad switch or possibly a low battery.
2. Push the test button all the way *down* to return the float switch back into the auto mode.



**⚠ CAUTION!**

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

**Fuel System**

Carefully read the fuel section of the *Owner's Manual* and the engine operation manual, paying special attention to the subject of fuel recommendations. These manuals are provided in your boat's owner's packet.

**⚠ 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 *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.
- *Diesel option:* Air in the diesel supply system can stop an engine or severely restrict performance. If you suspect air in the fuel lines, refer to your engine operation manual for detailed instructions on how to *bleed* the system.

**NOTICE**

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



### Fuel Fill Location

The fuel fill receptacles are located on the port and starboard side decks and are marked either “DIESEL” or “GAS”. If you experience difficulty filling the fuel tank, check to see that the fuel fill and vent lines are free of obstructions and kinks.

### Fuel Quality

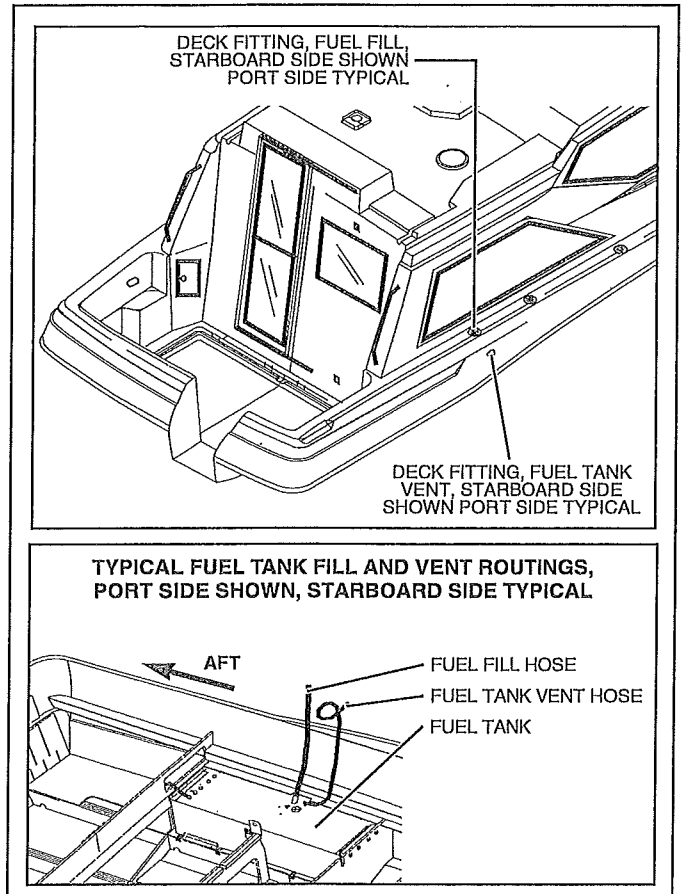
- Refer to your engine manual for fuel grade recommendations.
- Make sure your fuel suppliers are reputable and can be relied upon to furnish clean, high quality fuel. Once you have found such suppliers, keep your tank as full as possible with their fuel, allowing for expansion due to temperature variations. Then, if you are forced to add to the tank with a potentially poor quality supply, the portion of poor quality fuel will be minimized.
- Consult your selling dealer or local marina about recommended fuel additives that help prevent fungus or build-up inside the fuel tank.

### Fuel Filters & Separators

Fuel filters and separators should be replaced periodically according to the guidelines and instructions detailed in your engine manual, **optional** generator manual and in any filter literature included in your boat's owner's packet.

### Anti-siphon Valves

- An anti-siphon valve is an integral part of the fuel line barb fitting on the fuel tanks. These valves are spring loaded and are opened by fuel pump vacuum.
- In the unlikely event of a fuel line rupturing, the anti-siphon valve is designed to prevent the siphoning of fuel from the tank.



## ⚠ WARNING!



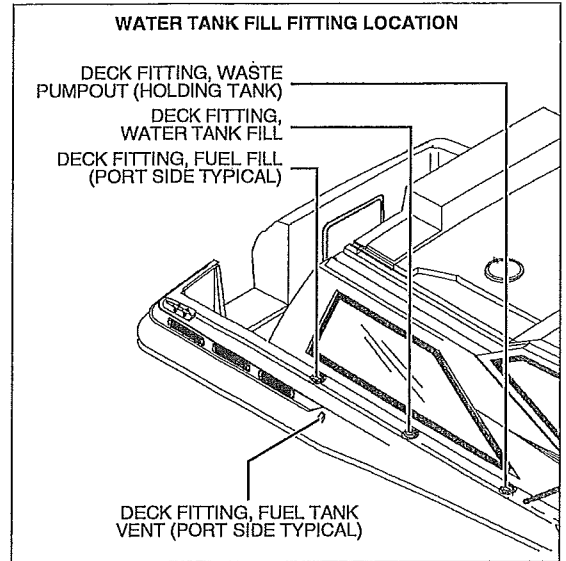
### **FIRE/EXPLOSION HAZARD!**

- Except in an emergency, *never* operate the engines without the anti-siphon valve.
- If an engine problem is caused by fuel starvation, check the anti-siphon valve. If the valve is stuck or clogged, shut down the engine and replace it.

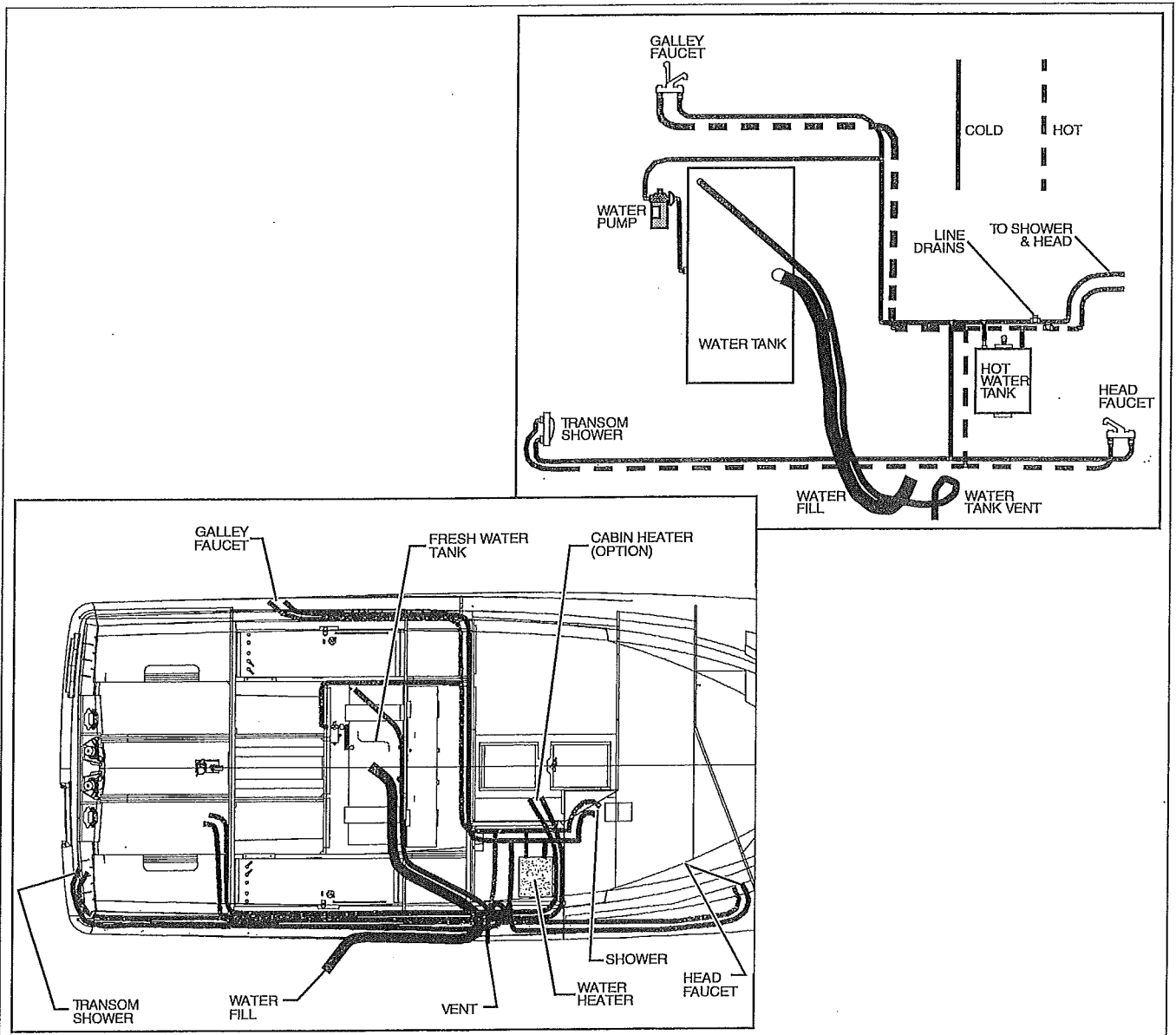
## Freshwater System

Your boat features a pressure-type (demand) freshwater system.

- The water tank fill fitting is located on the starboard deck.
- The water pump's DC breaker should be turned *off* whenever the boat is not in use or whenever the water tank is empty.
- The water filter should be inspected and cleaned often.
- When your boat is to be left unattended for long periods of time, pump the water tank dry to prevent stored water from becoming stagnant and distasteful. Should it become necessary to disinfect the freshwater system, ask your dealer about treatments that are available for your boat's system.
- The water tank can be accessed through the cabin entry steps (after removing the trash can under the top step). It is recommended that the water tank be topped off at every opportunity to avoid the possibility of running short of freshwater.



### Freshwater Water System Routing



### Water Heater

- Your boat is equipped with a water heater. The water heater can be accessed through the hatch at the foot of the aft berth mattress.
- The water heater is connected to the AC power system, therefore, you must verify that the water heater breaker on the AC panel is turned *on* before water can be heated.
- Read the manufacturer's instruction manual supplied in your boat's owner's packet.



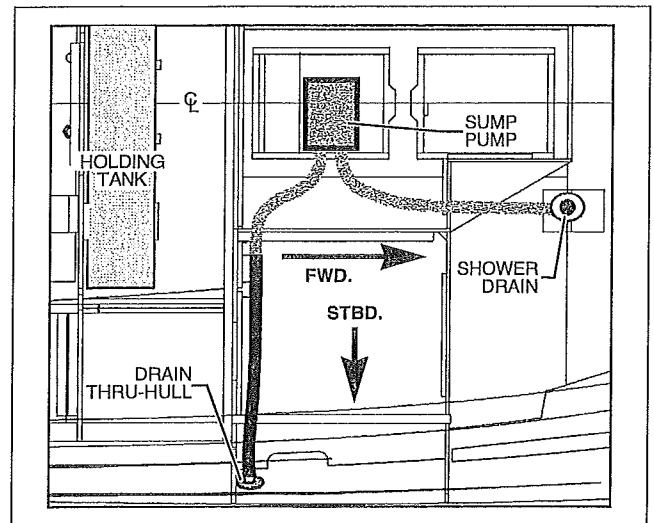
### CAUTION!

#### WATER HEATER DAMAGE HAZARD!

- Do not energize the AC water heater electrical circuit until the heater is *completely* filled with water. Even momentary operation in a dry tank will damage the heating elements. Warranty replacements *will not* be made on elements or tank damaged in this manner.
- Water heaters should be drained and the power turned *off* whenever the possibility of freezing exists.

### Sink & Shower Drain Systems

- Gray water (water from sinks and showers) above the waterline is gravity drained overboard, while gray water below the waterline is pumped overboard using a sump pump.
- The sump box, containing the shower sump pump and float switch, is located under the aft berth mattress.
- The sump pump should be periodically cleaned of debris according to the instructions outlined in the bilge pump section of this *Supplement*.



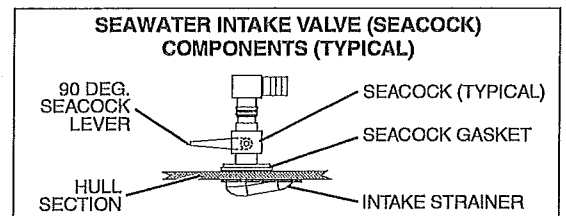
### Transom Shower

Your boat is equipped with a freshwater transom shower. Be sure to read the manufacturer's operating instructions, provided in your boat's owner's packet.

## Seawater Systems

### Seacocks

A seacock is a valve that is used to manage the intake of seawater through the hull and below the water line. Seacocks are controlled by a 90° lever and are typically used on your boat in the following seawater intake systems: **(Optional)** generator system, **(optional)** air conditioning system and marine head (toilet) system. Before using any of these systems, verify that the system's seacock is *open* and remains in the *open* position until the system is shut off.



### CAUTION!

#### SYSTEM DAMAGE HAZARD!

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

### Seawater Strainers

Seawater strainers are used in water pick-up systems to filter incoming seawater. The typical layout is one strainer for each of the following: **Optional** generator and **optional** air conditioning system.

Seawater strainers are located near the system's seawater intake valves (seacocks) and should be checked *every time you use your boat* for leaks and/or debris. If debris is found, clean the seawater strainer as follows:

1. Make sure the component/system that the strainer is connected to is turned *off*.
2. *Close* the intake seacock that sends seawater to the strainer you are about to clean. The seacock *must* remain closed until the strainer is completely reassembled.
3. Take apart the seawater strainer.
4. Remove debris.
5. Reassemble the seawater strainer.
6. Open the seacock *before* turning on the component or system.



#### CAUTION!

- **FLOODING HAZARD!** The intake seacock that sends seawater to the strainer must be *closed* before disassembling the seawater strainer to prevent the boat from taking on water through the seawater strainer assembly. Keep the intake seacock *closed* until the seawater strainer is completely reassembled.
- **SYSTEM DAMAGE HAZARD!** After reassembling the seawater strainer, verify that the intake seacock is open *before* activating the component/system.

### Air Conditioning & Heating (Option)

Your boat may be equipped with an **optional** air conditioning & heating system. For complete operating instructions, please read the air conditioner's user manual, provided in your boat's owner's packet.

Both heating and cooling are controlled from the same panel.

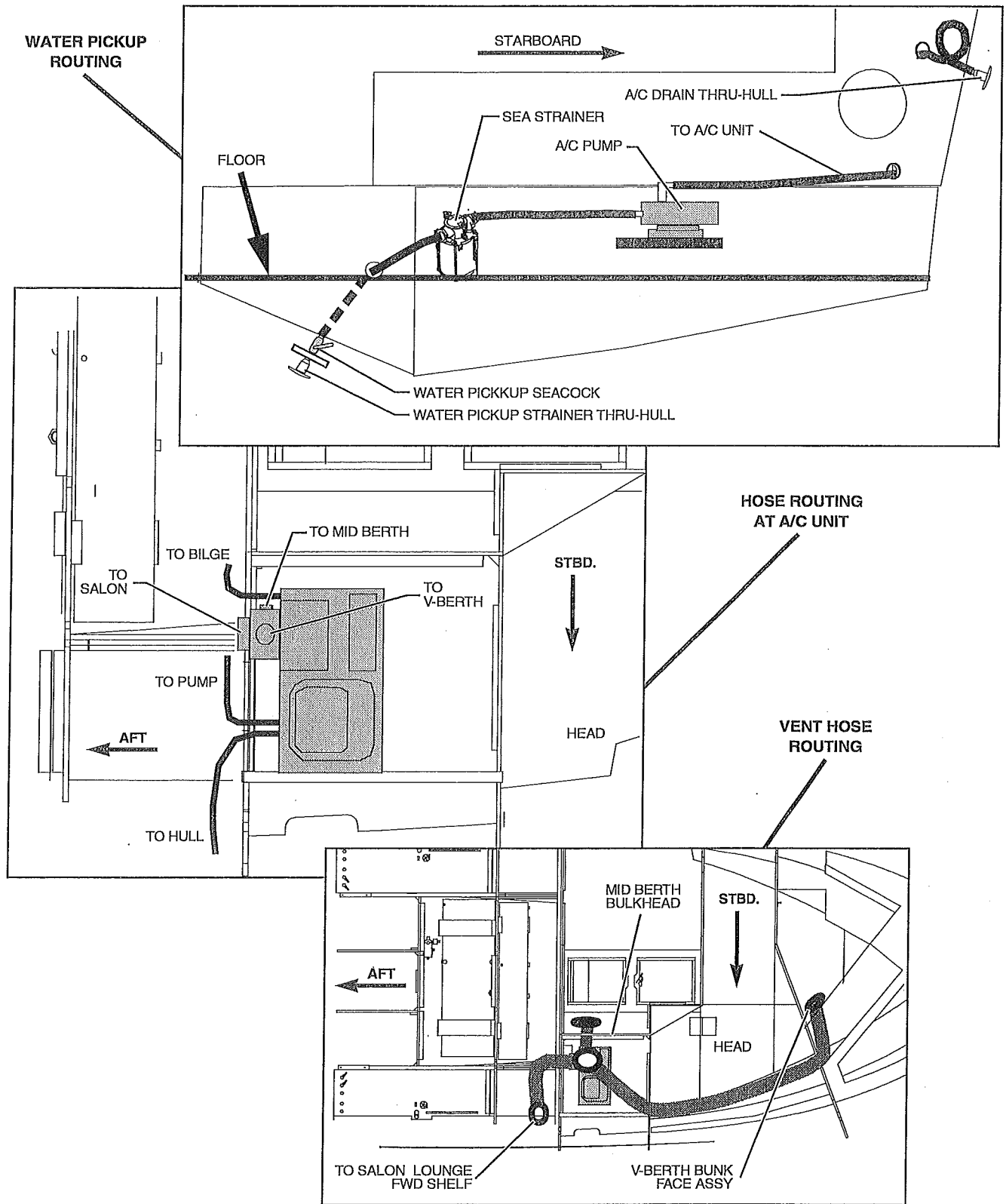
- Before operating the air conditioning/heating unit, make sure the breaker on the AC main distribution panel is activated.
- Make sure the air conditioning system's seawater intake valve (seacock) is open before turning on the air conditioning/heating system.



#### CAUTION!

**SYSTEM DAMAGE HAZARD!** The air conditioning system's seawater intake seacock must remain open anytime the air conditioner/heater is in use.

*Air Conditioning Routing*



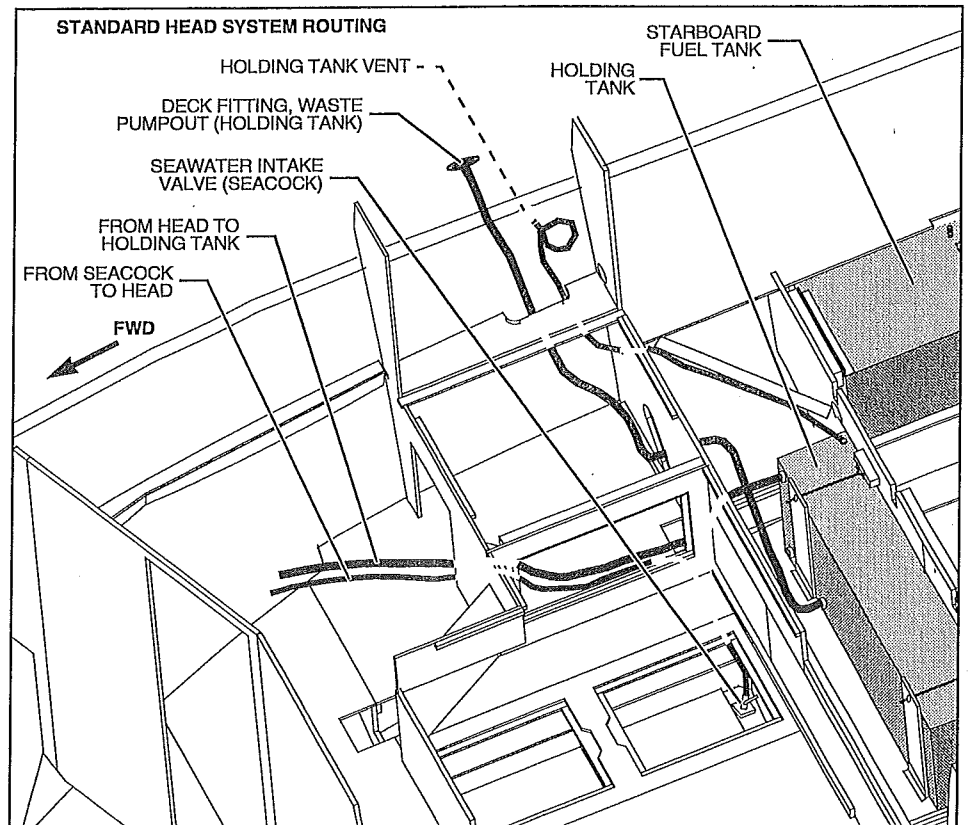
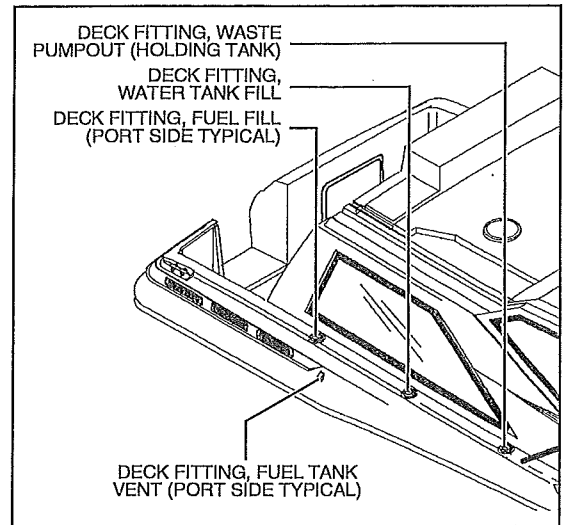
## Marine Head System & Holding Tank

Your boat comes equipped with a marine head (toilet) and waste holding tank system. Be sure to read the manufacturer's operation and maintenance manual (included in your boat's owner's packet).

- The marine head installed on your boat uses seawater to flush waste from the toilet. The seawater intake valve (seacock) is located under the forward floorhatch in the main cabin.
- Waste is routed directly from the head to the holding tank.
- The holding tank is plumbed to a fitting on the deck for dockside pump-out.
- You can determine the content level of the holding tank by looking at the tank located under the forward floorhatch in the main cabin. We advise emptying the holding tank at every opportunity.
- If you are unable to pump water into the bowl, the probable cause is debris in the pump diaphragm. To remedy this, shut off the seawater intake valve (seacock) and dismantle the pump. The pump is generally held together with six screws (the design is simple and the problem will be obvious when the pump body is split open).
- To winterize the head, shut off the intake seacock and pump until the bowl is dry. Remove the drain plug in the base and pump again to remove all of the water. Do not fill the bowl with anti-freeze. The intake seacock should be left closed while the boat is underway or whenever the boat is left moored in the water.

### Operating the manual flush marine head:

1. Open the head's seawater intake valve (seacock).
2. Before using the head, pump enough water into the bowl to wet the sides.
3. After use, pump until the bowl is thoroughly cleaned. Continue pumping a few more times to clean the lines. If excess waste causes the water to rise in the bowl, stop pumping until the water recedes.



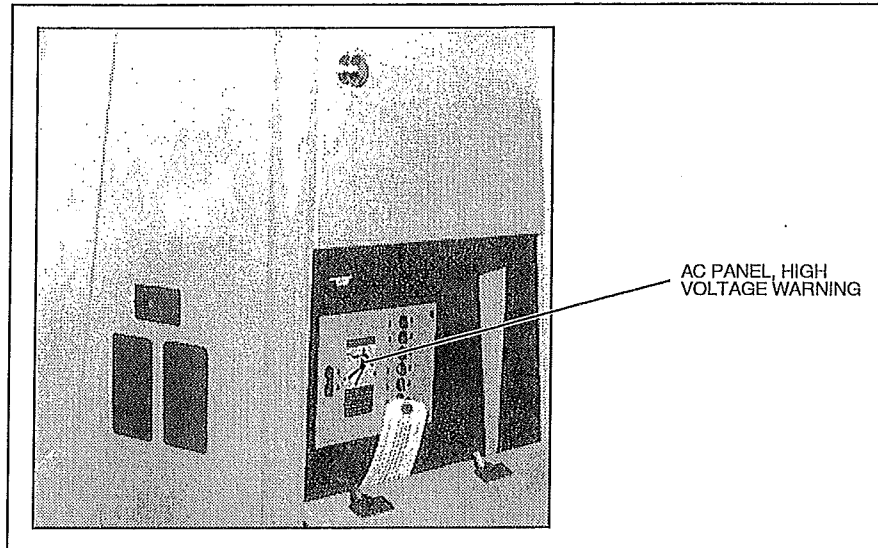
## NOTICE

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

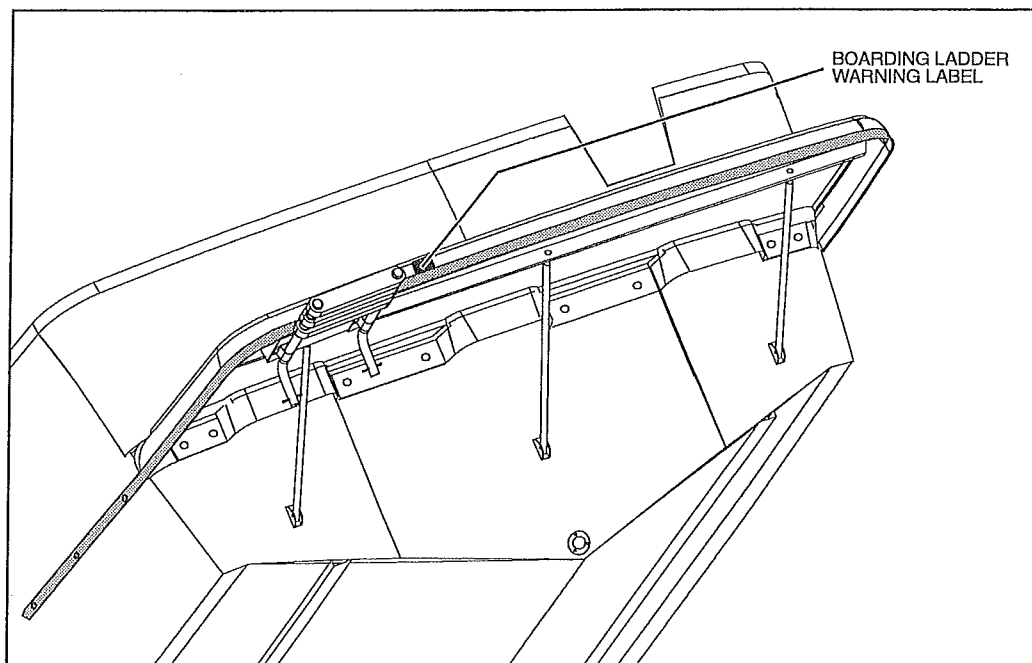
## Labels

- There are many safety labels that are used throughout your boat to point out potentially hazardous situations. Always follow the safety label recommendations and immediately contact your dealer if a label becomes damaged or has been accidentally removed.
- Not all safety labels affixed to your boat appear in this section.
- Be sure to read the *Owner's Manual* and all component and system manuals included in your owner's packet for other important safety concerns.

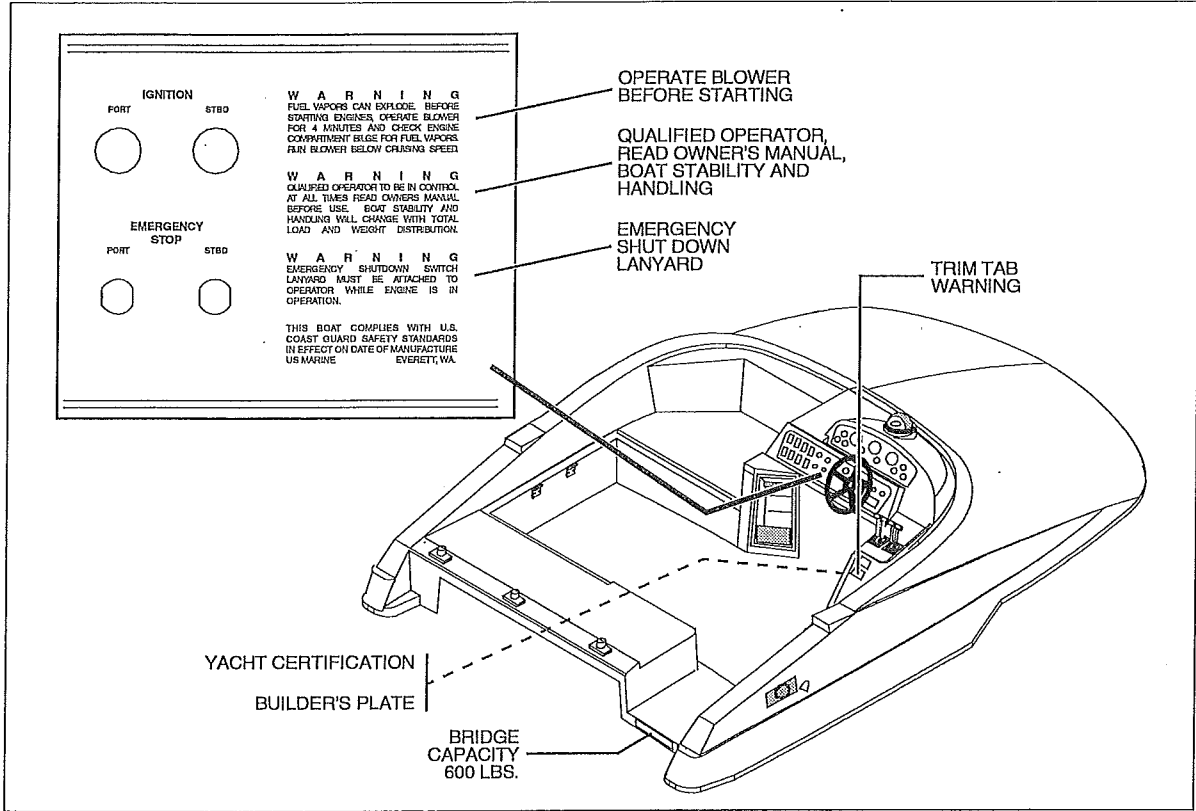
### AC Panel Label



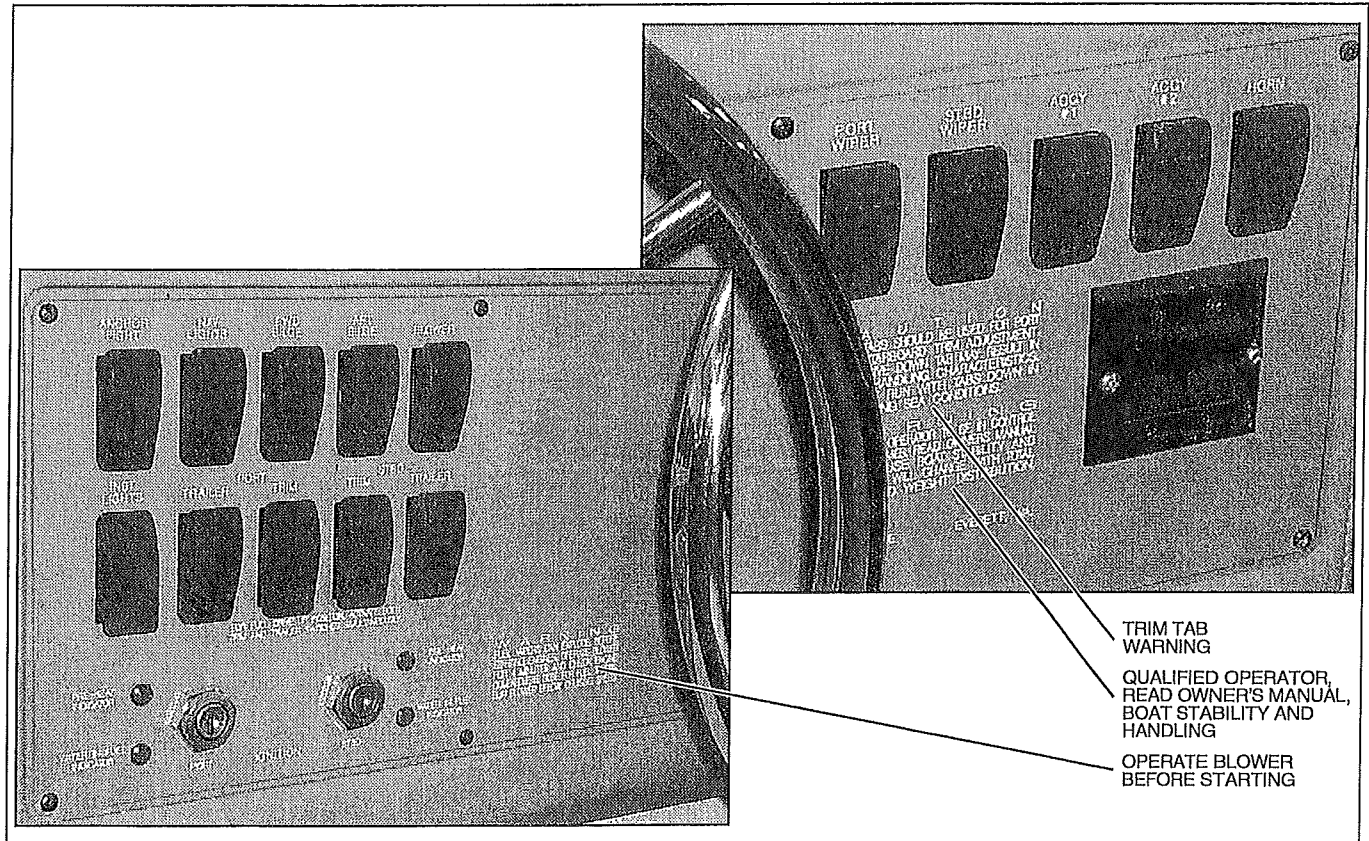
### Aft Label



Command Bridge Labels



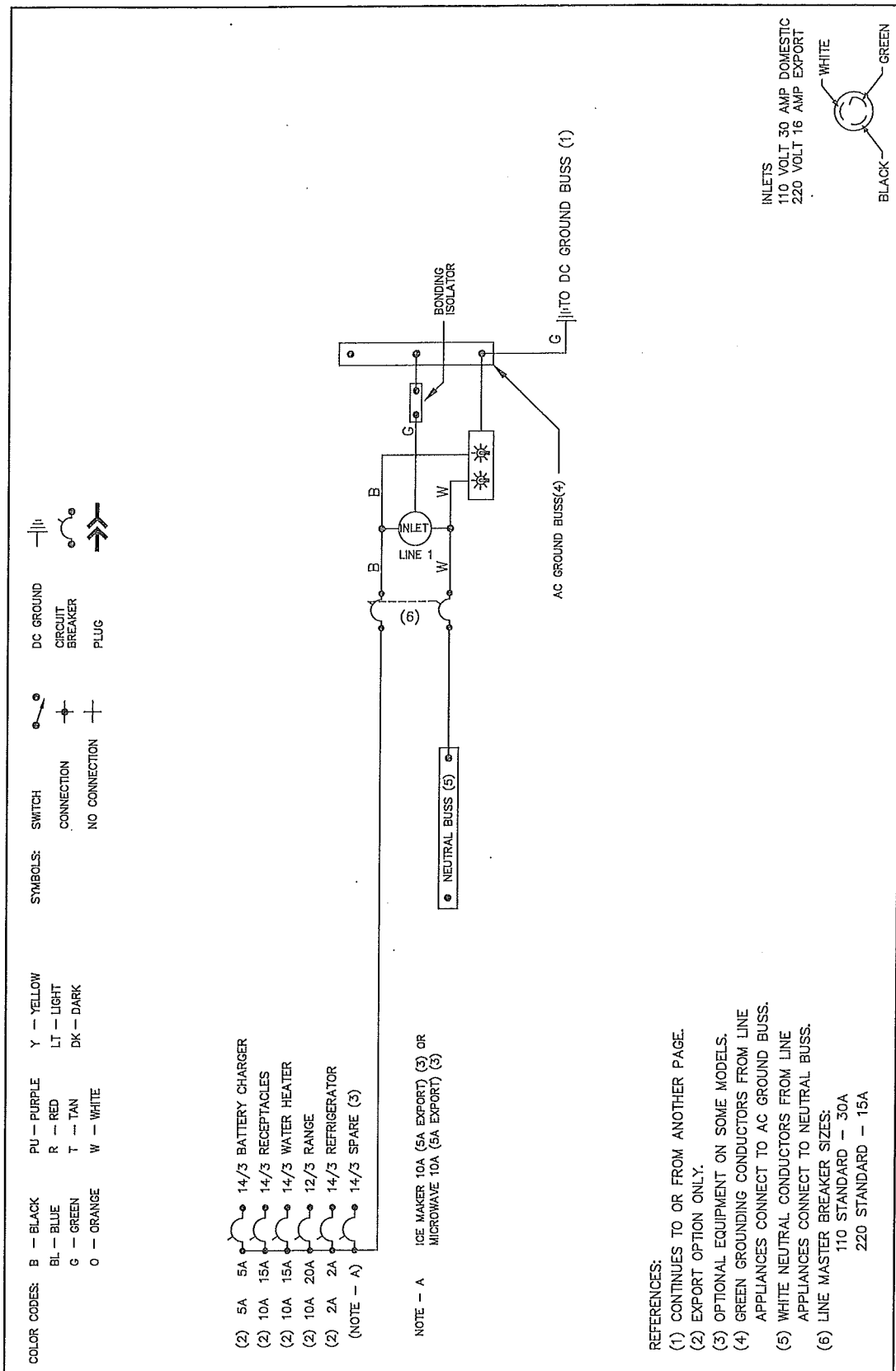
Lower Helm Labels



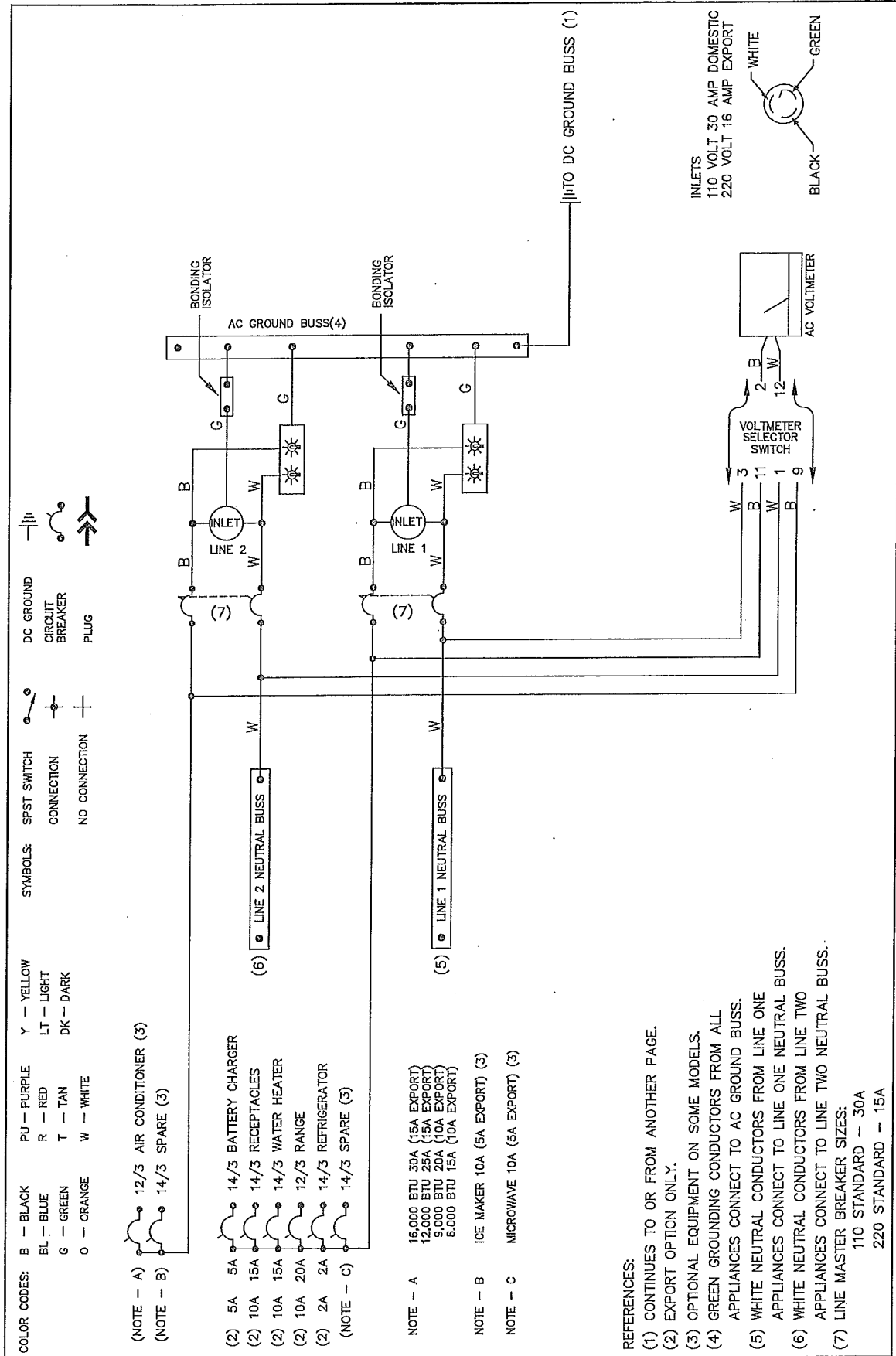


# APPENDIX A: WIRING SCHEMATICS

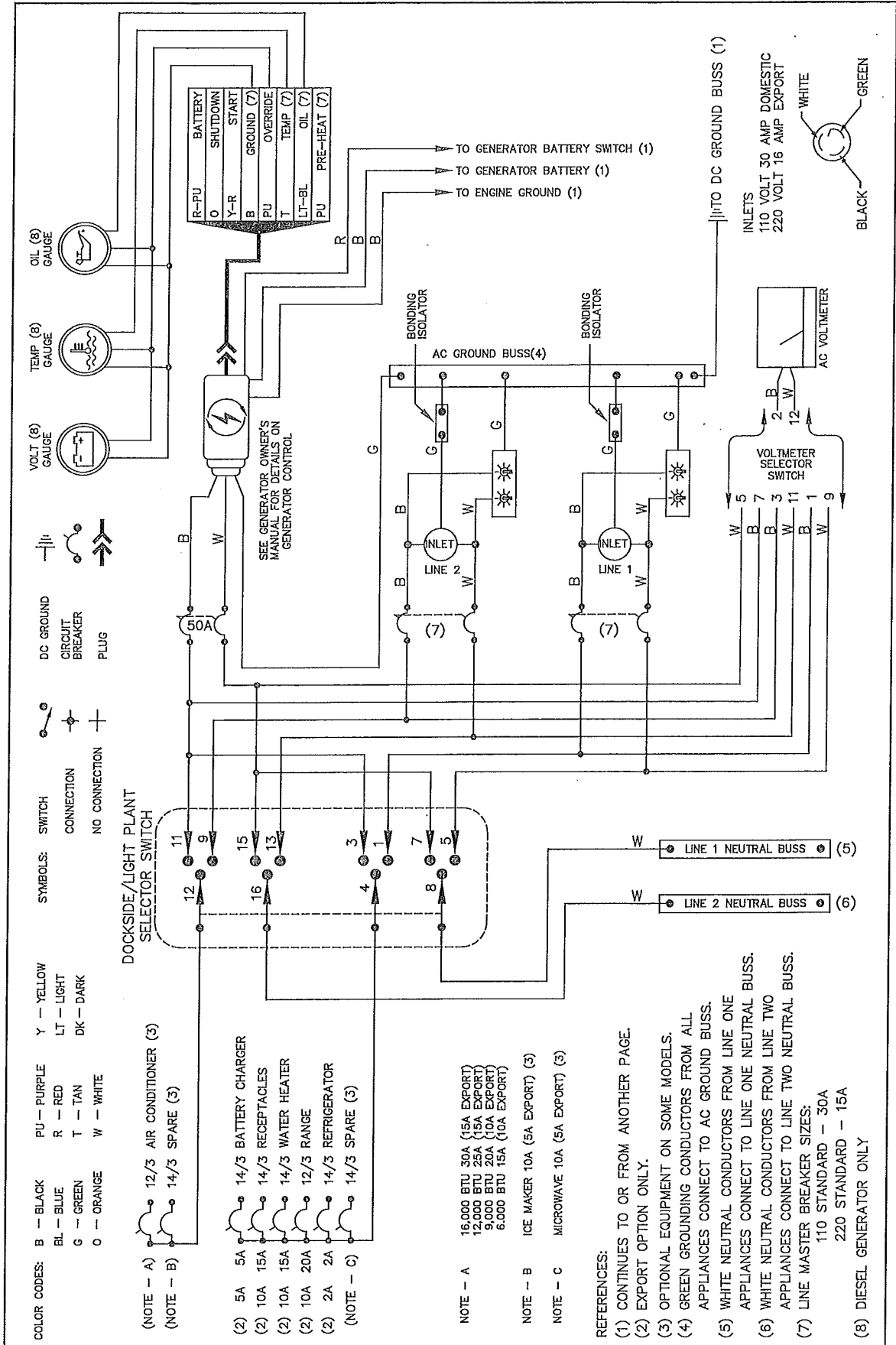
## Single Shore Power



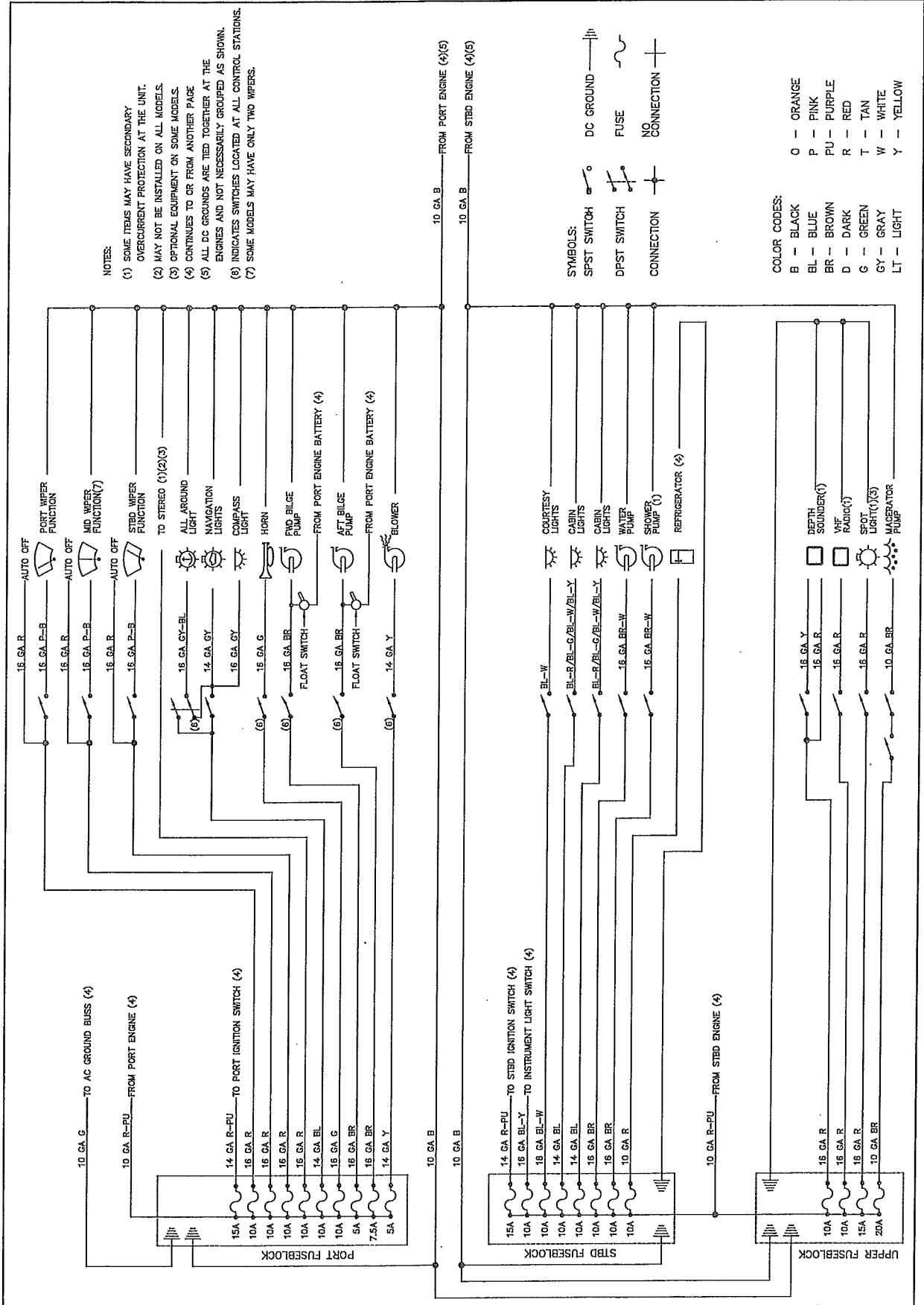
**Dual Shore Power**



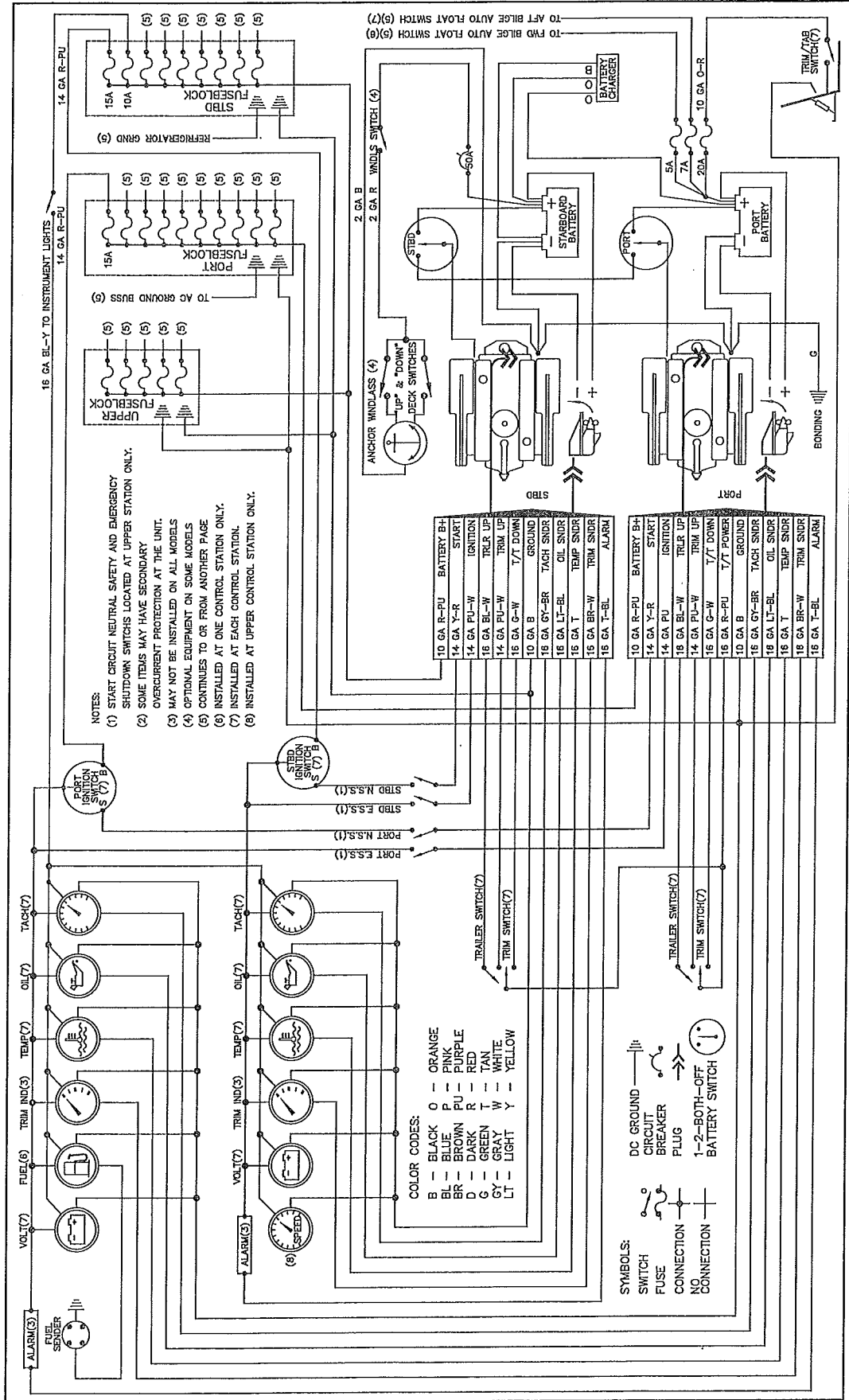
**Dual Shore Power With Optional Generator**



DC Electrical System

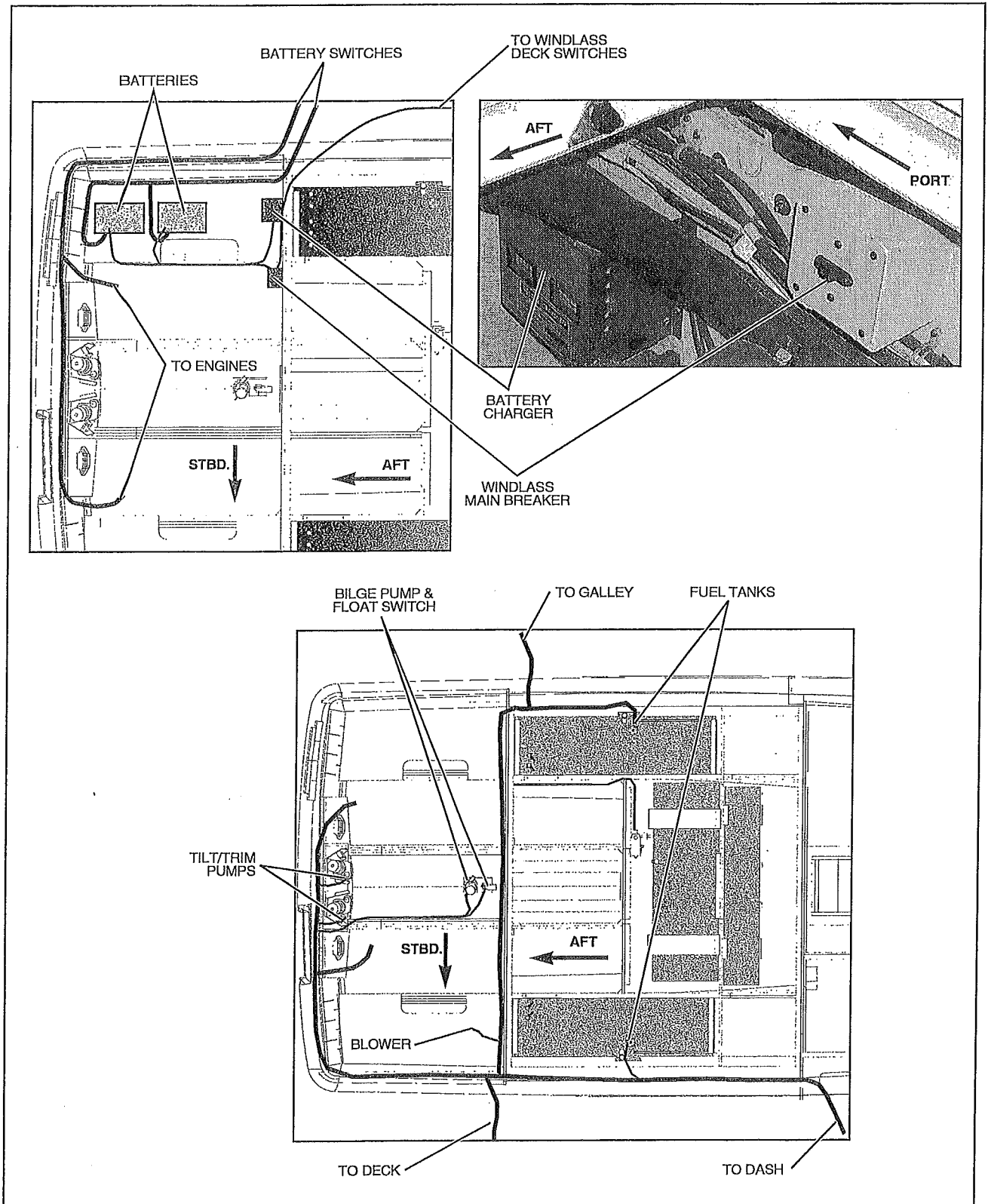


# Engine Electrical System

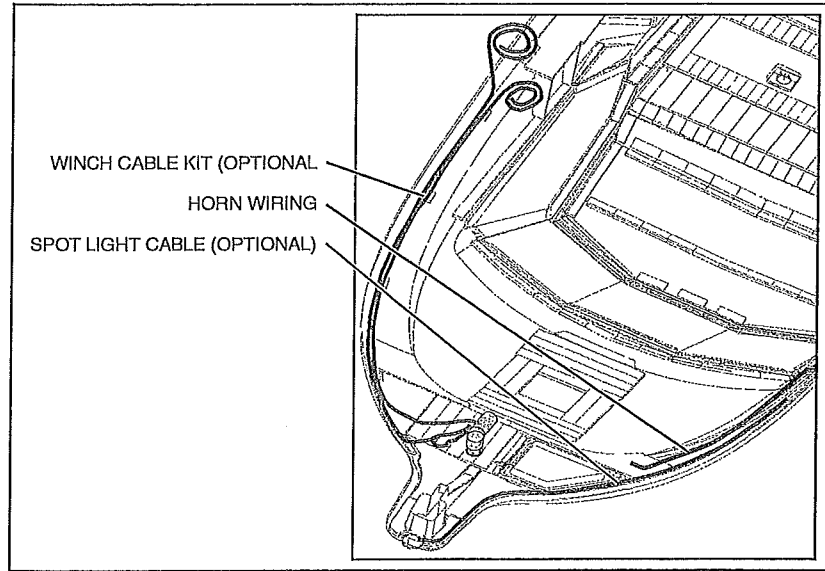


# APPENDIX B: ELECTRICAL ROUTINGS

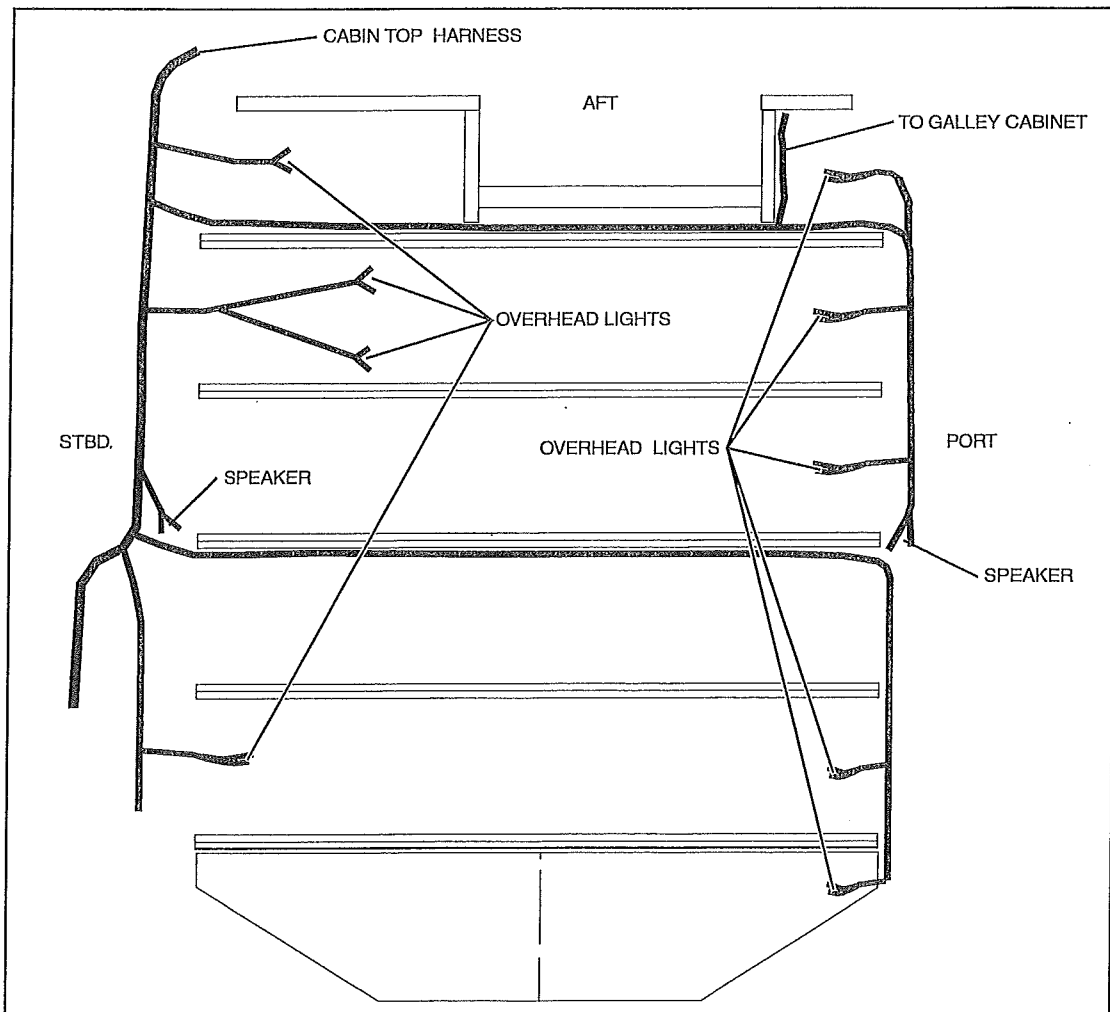
## Aft Hull DC



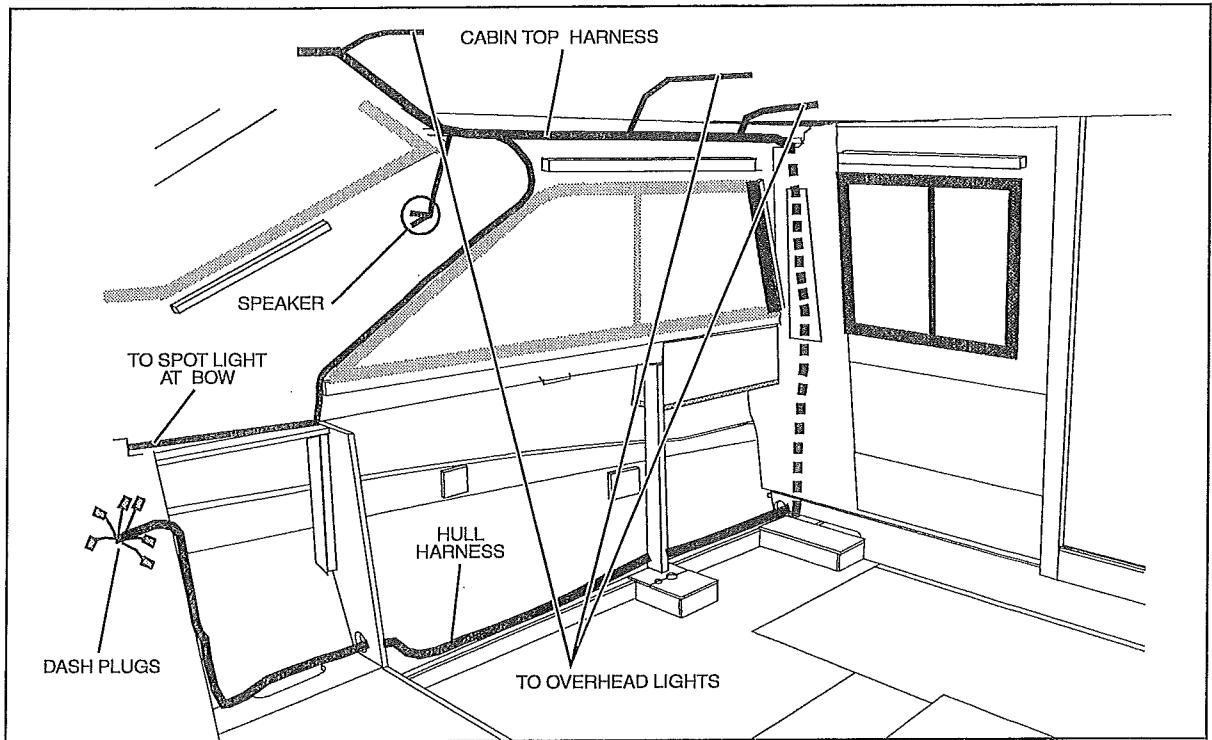
### Forward Deck DC



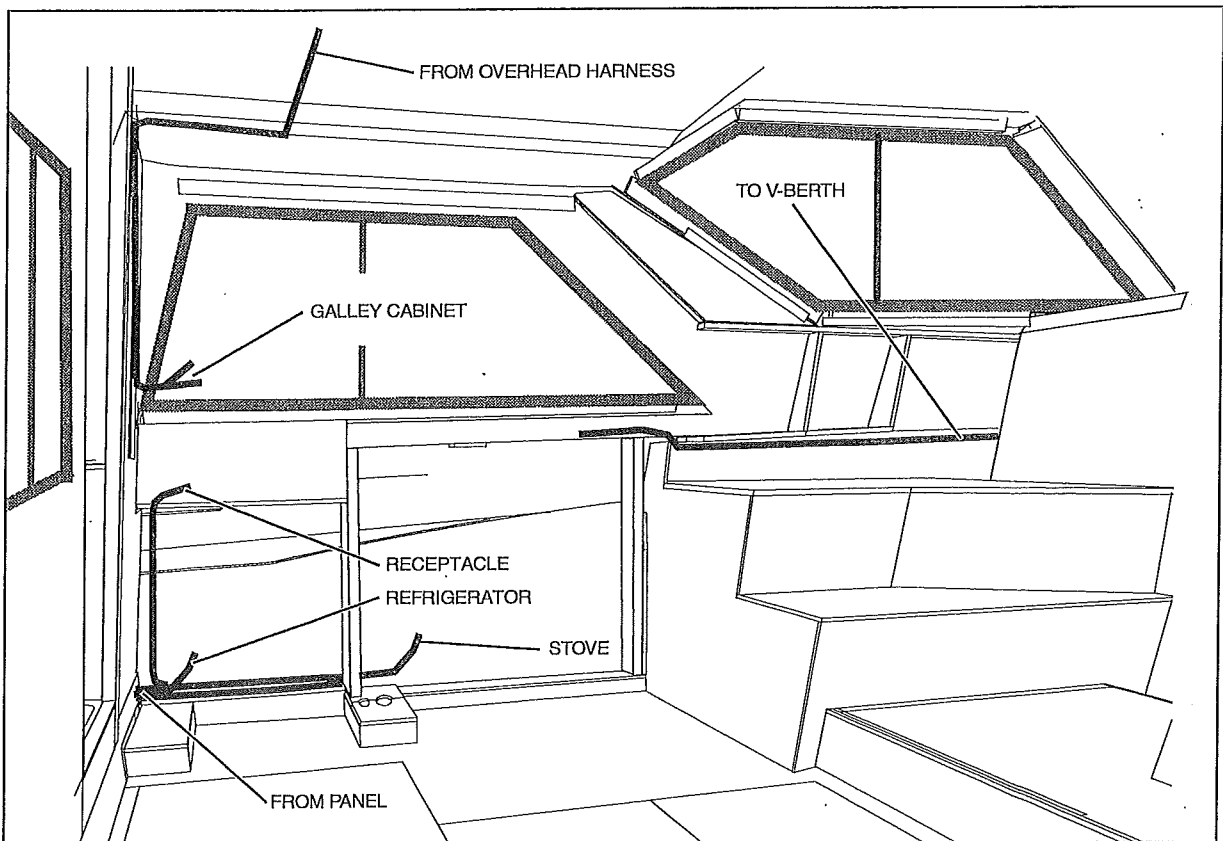
### Headliner



### Starboard Salon View

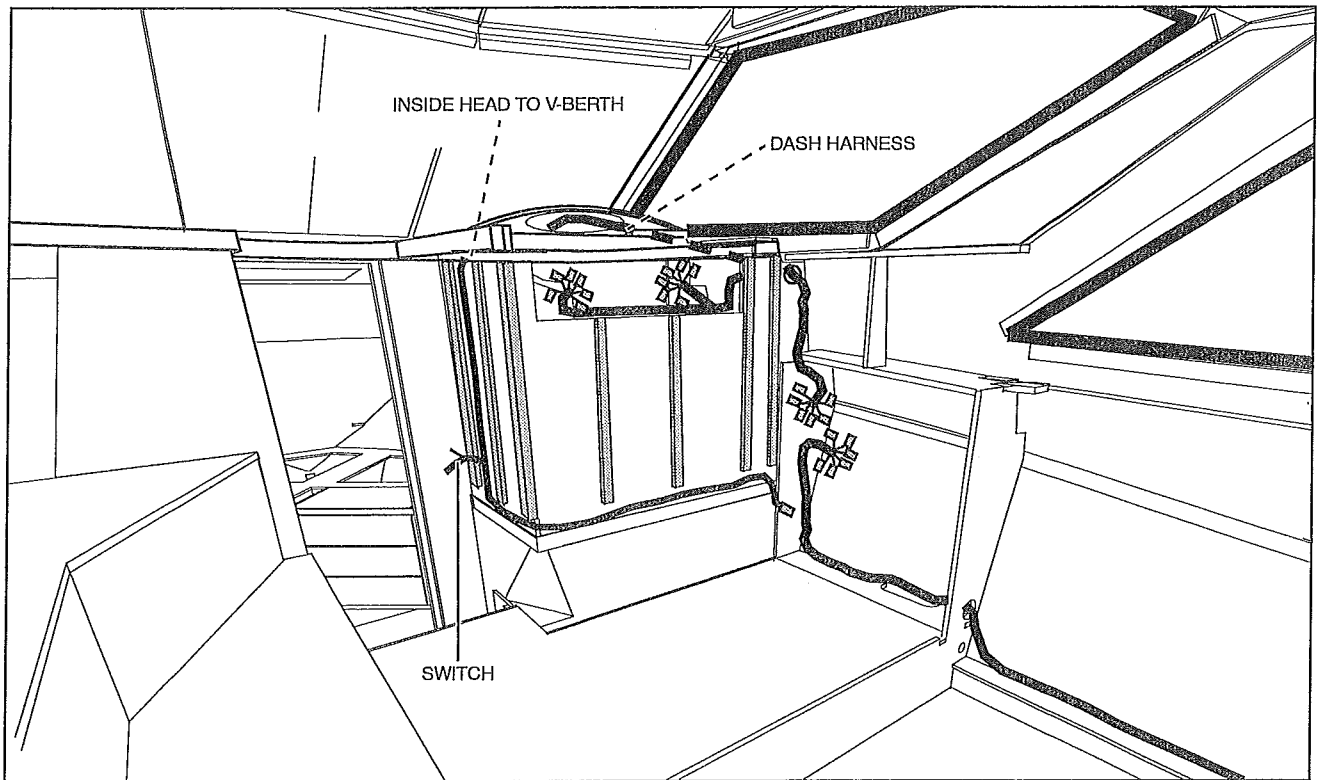


### Port Salon View

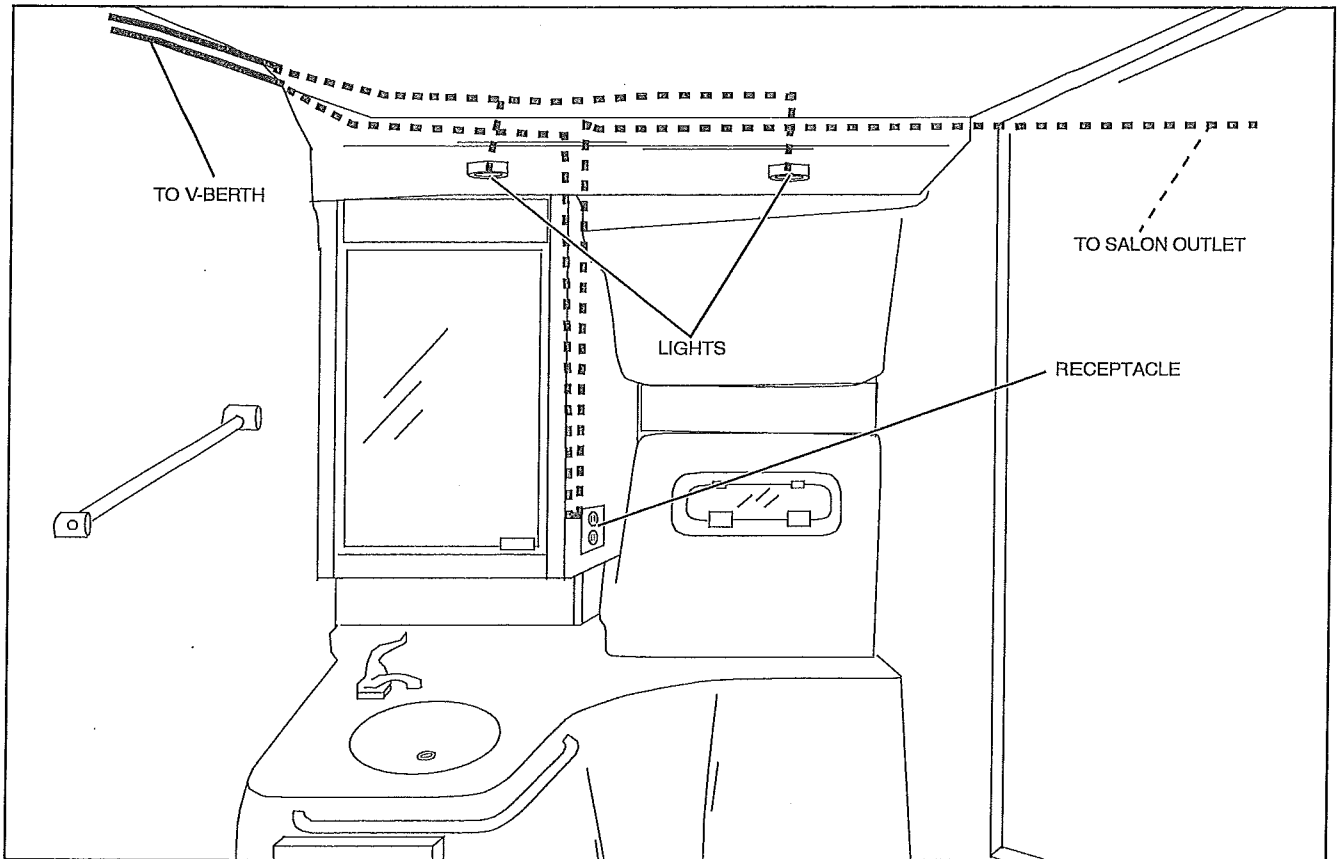




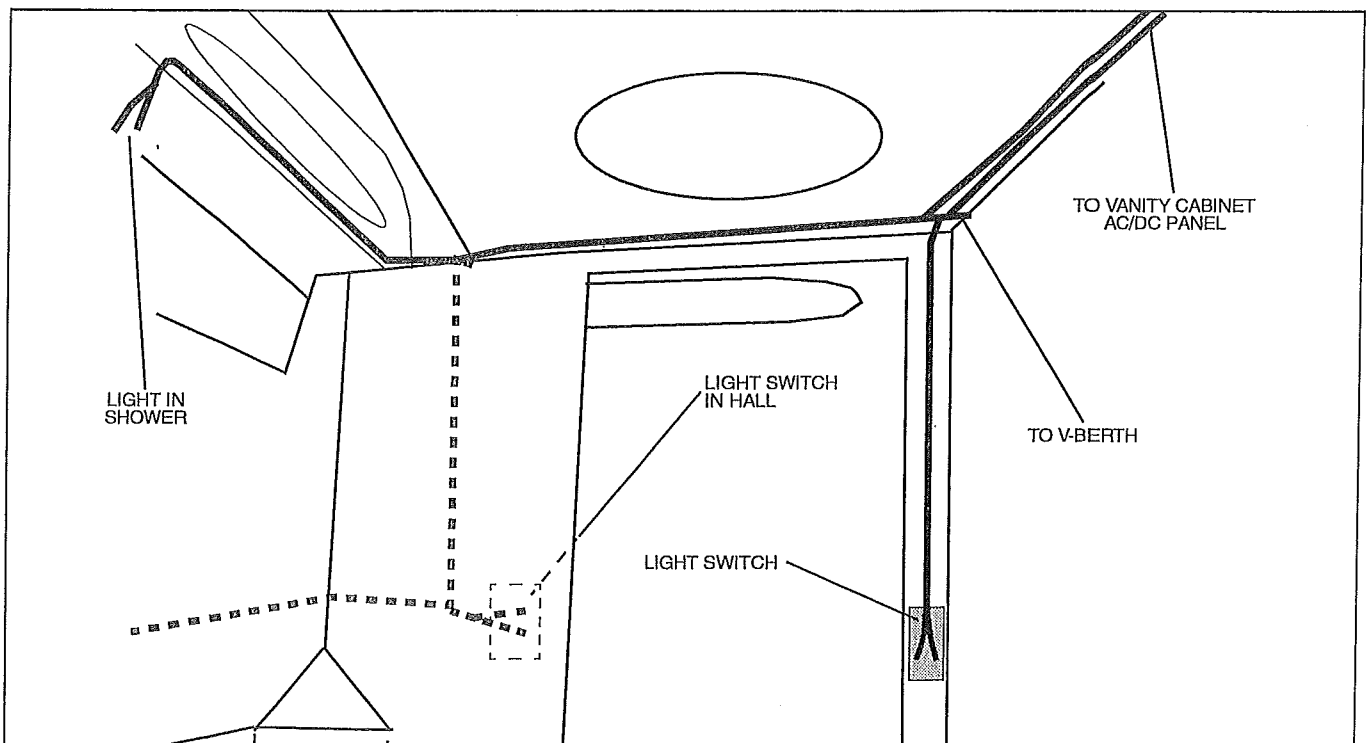
### Lower Helm View



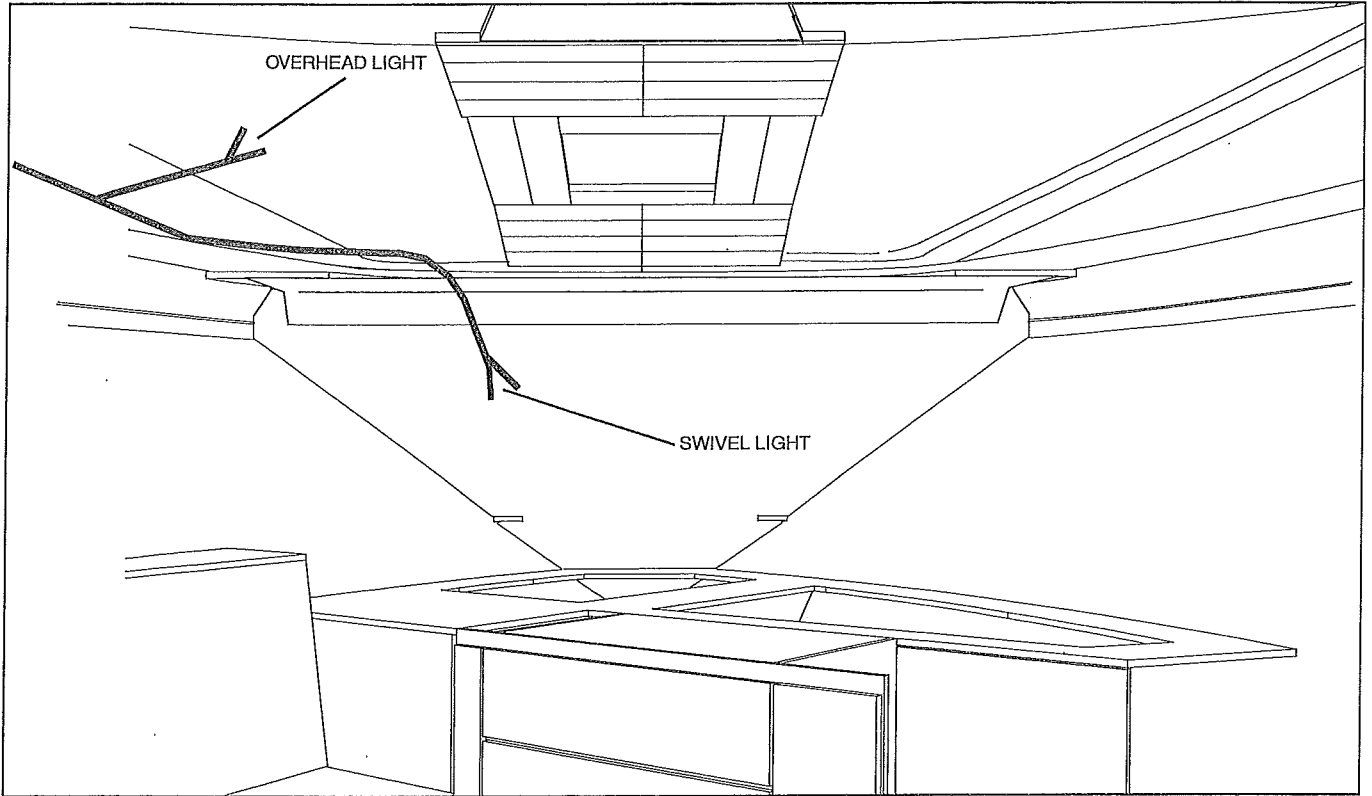
### Head. Outboard View



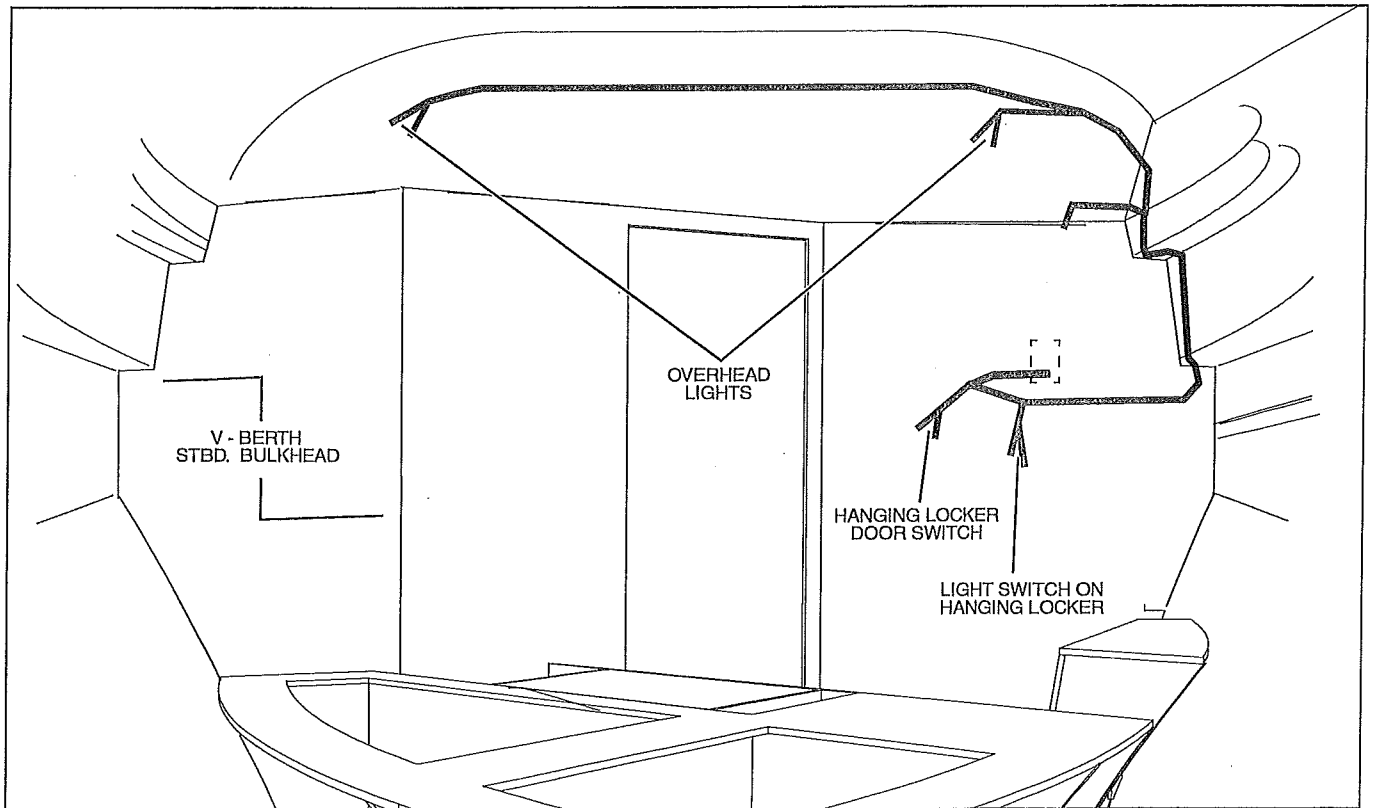
### Head, Inboard View



### V-berth, Forward View



### V-berth, Aft View



## APPENDIX C: LIMITED WARRANTY

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Bayliner warrants to the original purchasers of its 1999 and 2000 model boats, purchased from an authorized 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 limited 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. Plexiglass windscreen breakage; rainwater leakage on runabout models; rainwater leakage through convertible tops; minor gelcoat discoloration, cracks or crazing or air voids;
4. Hull blisters that form below the waterline;
5. Normal deterioration, i.e. wear, tear, or corrosion of hardware, vinyl, tops, vinyl and fabric upholstery, plastic, metal, wood, or trim tape;
6. Any Bayliner boat used for commercial purposes;
7. 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 OR FITNESS FOR A PARTICULAR PURPOSE IS LIMITED TO THE DURATION OF ONE YEAR.
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 jurisdictions do not allow limitations on how long any implied warranty lasts, so the above limitation may not apply to you. Some jurisdictions do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you. This limited 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 regulations, it is essential that your limited warranty registration card be submitted within 30 days of delivery of your boat. Return of the limited warranty registration card is a condition precedent to limited warranty coverage. Before any warranty work is performed, we require that you contact your dealer to request warranty assistance.

**YOU MUST GIVE US WRITTEN NOTICE OF YOUR WARRANTY CLAIM PRIOR TO THE EXPIRATION OF YOUR LIMITED WARRANTY AND ALLOW US AN OPPORTUNITY TO RESOLVE THE MATTER.**

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 9029  
Everett, WA 98206

Phone: 360-435-8957  
FAX: 360-403-4235

