

BAYLINER[®]

235 BR

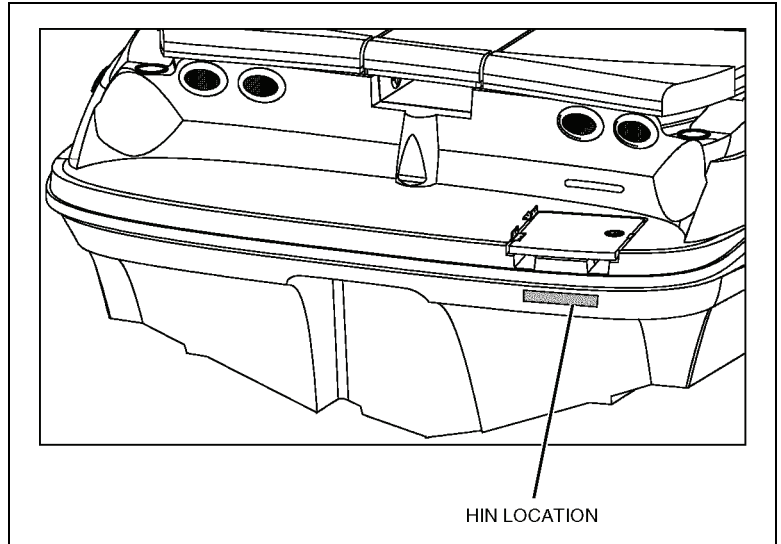
Owner's Manual *Supplement*

Engine Serial Number: _____

Hull Identification Number: _____

Hull Identification Number

- The Hull Identification Number (HIN) is located just below the deck gunnel at the starboard aft corner of the boat.
- Record the HIN (and the engine serial number) in the space provided above.
- Include the HIN with any correspondence or orders.



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

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Hazard Boxes & Symbols

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

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

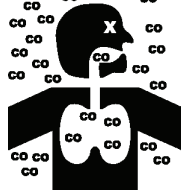
 **WARNING!**
This box alerts you to hazards or unsafe practices which *COULD* result in severe personal injury or death if the warning is ignored.

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

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

| | | | | |
|---|--|---|--|--|
|  FIRE HAZARD! |  EXPLOSION HAZARD! |  NO OPEN FLAME! |  ELECTRICAL HAZARD! |  HOT HAZARD! |
|---|--|---|--|--|

| | | |
|--|---|--|
|  FALLING HAZARD! |  ROTATING PROPELLER HAZARD! |  RUN BILGE BLOWERS FOR 4 MINUTES! |
|--|---|--|


CO POISONING HAZARD!

Chapter 1: Welcome Aboard!

- This *Owner's Manual Supplement* provides specific information about your boat that is **not** covered in the *Sport Boat Owner's Manual*.
- The *Sport Boat Owner's Manual* contains general information about safe operating practices, general boating regulations, and general maintenance techniques. Information that is more specific to your particular boat is found in this *Owner's Manual Supplement*.
- **Before** using your boat, study this *Owner's Manual Supplement*, the *Sport Boat Owner's Manual*, and **all** engine and accessory literature carefully. If similar instructions are found in more than one manual, **always** refer to the specific manufacturer's manual (such as the engine manual) for the most complete and accurate information.
- Keep this *Owner's Manual Supplement* and the *Sport Boat Owner's Manual* on your boat in a secure, yet readily available place.

Dimensions & Tank Capacities

| Overall Length | Length Rigged | Length Rigged On Trailer | Beam | Bridge Clearance | Bridge Clearance W/Tower | Draft (Hull) | Draft (Maximum) | Fuel Tank |
|----------------|---------------|--------------------------|-------|------------------|--------------------------|--------------|-----------------|------------|
| 22' 6" | 23' 5" | 29' 1" | 8' 6" | 4' 4" | 8' 4" | 1' 6" | 3' 0" | 50 Gallons |

Dealer Service

- Your dealer is your key to service.
- Ask your dealer to explain **all** systems **before** taking delivery of your boat.
- Contact your dealer if you have any problems with your new boat.
- If your dealer cannot help, call our customer service hotline: 360-435-8957 or send us a FAX: 360-403-4235.
- Buy replacement parts from any authorized Bayliner dealer.
- You can access on-line parts catalogs, links to vendor websites, and other helpful features by logging on to <http://www.baylinercustomercare.com>.

Warranty Information

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

Boating Experience

| |
|---|
|  WARNING! |
| CONTROL HAZARD! |
| An experienced operator <i>MUST</i> be in control of your boat at <i>ALL</i> times. Do <i>NOT</i> operate your boat while under the influence of alcohol or drugs. |

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

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

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

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

Engine & Accessory Guidelines & Literature

NOTICE

BEFORE starting or working on your engine(s), read the engine manual.

NOTICE

BEFORE using the accessories on your boat, read the accessory manuals.

NOTICE

BEFORE storing your boat, refer to your engine and accessory manuals for storage/winterization instructions.

NOTICE

Certain modifications to your boat WILL result in cancellation of your warranty protection. ALWAYS check with your dealer BEFORE making any modifications to your boat.

- Your boat's engine and accessories were selected to provide optimum performance and service.
- Installing a different engine or adding accessories may affect your boat's running trim.
- If you choose to install a different engine or add accessories that may affect your boat's running trim, have a trained marine technician perform a safety inspection and handling test *before* using your boat again.
- The engine and accessories on your boat have their own manuals. Read these manuals *before* using the engines and accessories.

Unless noted otherwise, *all* engine and accessory literature referred to in this *supplement* is included in your owner's packet.

While the topics listed below may be included in this *supplement* and in the *Sport Boat Owner's Manual*, *always* refer to the engine manual first for specific information on these important subjects:

- Engine Break-in Procedure
- Engine Starting and Stopping
- Gear Shifting
- Fuel and Oil Recommendations
- Engine Maintenance
- Engine Storage/Winterization

Propeller



CAUTION

ENGINE DAMAGE HAZARD!

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

Immediately contact your local Bayliner dealer if:


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

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

Load Limit of Transom Platform Extension (If Equipped)

The load limit for the transom platform extension is 30 pounds per square foot, evenly distributed.

Qualified Maintenance

| |
|---|
|  WARNING! |
| <p>To maintain the safety of your boat, allow <i>ONLY</i> trained personnel to work on, or change, in any way, the:</p> <ul style="list-style-type: none"> • Steering system • Propulsion system • Engine control system • Fuel system • Environmental control system • Electrical system • Navigation 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 yourself and others to the danger of bodily injury or accidental death.

Follow the maintenance instructions in:

- this *Owner's Manual Supplement*
- the *Sport Boat Owner's Manual*
- the engine owner's manual, and;
- *all* accessory literature.

Special Care for Moored Boats


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

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

Safety Standards

⚠ DANGER!

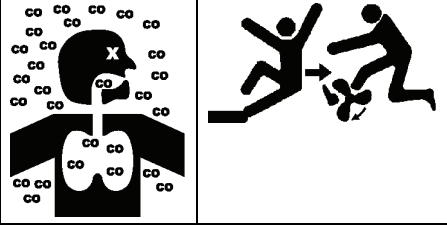
FALLING and ROTATING PROPELLER HAZARD!



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

⚠ DANGER!

FALLING, ROTATING PROPELLER and CARBON MONOXIDE POISONING HAZARD!



- **NEVER** allow anyone to occupy, or hang from, the back deck or transom platform while the engine is running.
- Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal.

⚠ DANGER!

PERSONAL SAFETY HAZARD!

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

⚠ WARNING!

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

Examples Include:

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

To Avoid Harm:

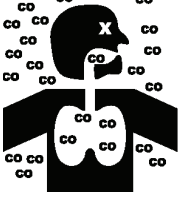
- Keep away from engine, generator, and cooking fuel exhaust fumes.
- Wash exposed skin thoroughly with soap and water after handling the substances above.

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

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

Carbon Monoxide (CO)

⚠ **DANGER!**



- Carbon monoxide gas (CO) is colorless, odorless, tasteless, and extremely dangerous.
- *ALL* engines, generators, and fuel burning appliances produce CO as exhaust.
- Prolonged exposure to low concentrations or very quick exposure to high concentrations *WILL* cause *BRAIN DAMAGE* or *DEATH*.
- Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal.

CO Facts

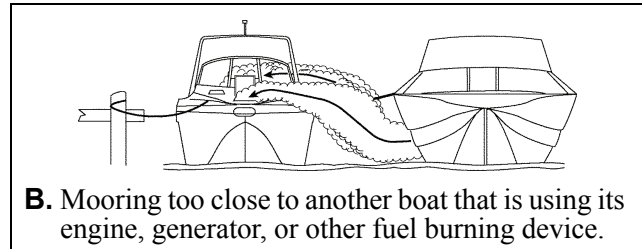
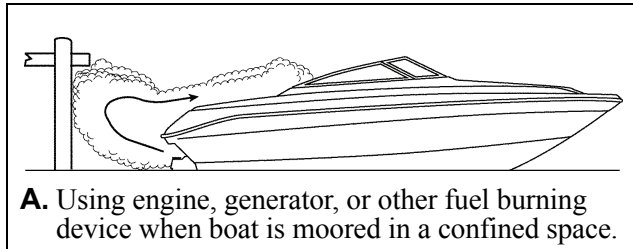
- CO poisoning causes a significant number of boating deaths each year.
- Called the "silent killer", CO is an extremely toxic, colorless, odorless and tasteless gas.
- CO can harm or even kill you inside or outside your boat.
- CO can affect you whether you're underway, moored, or anchored.
- CO symptoms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

Factors that Increase the Effects of CO Poisoning

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

Where & How CO Can Accumulate

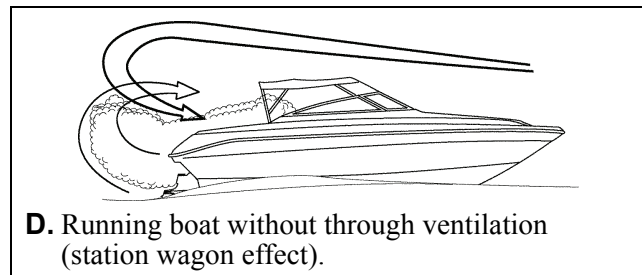
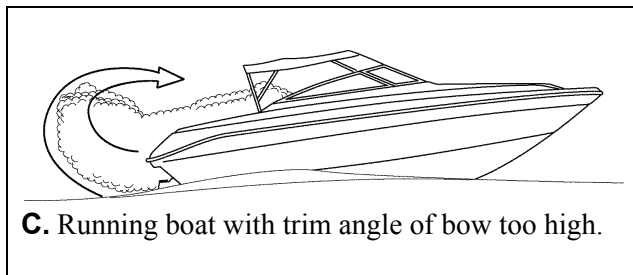
Stationary conditions that increase CO accumulations include:



To correct stationary situations A and/or B:

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

Running conditions that increase CO accumulations include:



To correct running situations C and/or D:

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

How to Protect Yourself & Others From CO

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

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

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

CO Checklists

Trip Checklist

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

Monthly Checklist

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

Annual Checklist

Have a Trained Marine Technician:

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

More Information

For more information about preventing carbon monoxide poisoning on recreational boats and other boating safety tips, contact:

| | | |
|---|--|---|
| United States Coast Guard Office of Boating Safety (G-OPB-3) 2100 Second Street SW Washington, DC 20593 www.uscgboating.org 1-800-368-5647 | National Marine Manufacturers Association (NMMA) 200 East Randolph Drive Suite 5100 Chicago, IL 60601-9301 www.nmma.org 312-946-6200 | American Boat & Yacht Council, Inc. (ABYC) 613 Third Street Suite 10 Annapolis, MD 21403 www.abycinc.org 410-990-4460 |
|---|--|---|

For information about free VESSEL SAFETY CHECKS, visit www.vesselsafetycheck.org or contact your local U.S. Coast Guard Auxiliary or United States Power Squadrons®.

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

Warnings & Warning Labels

Warning Labels

⚠ WARNING

FAILURE TO FOLLOW THESE GUIDELINES CAN RESULT IN INJURY OR DEATH.

- DO NOT TOW MORE THAN ONE PERSON AT A TIME
- ONLY TOW WATER SKIS, WAKEBOARDS, OR RECREATIONAL TOWABLES. DO NOT USE FOR PARASAILING OR TOWING OTHER BOATS
- DO NOT CLIMB ON, SIT ON, STAND ON, JUMP OFF OR DIVE OFF TOWER
- NEVER ALLOW PASSENGERS TO SIT BEHIND TOW ROPE ATTACHMENT POINT
- USE CAUTION WITH SKIER IN TOW AS TOW ROPE MAY SNAP BACK INTO COCKPIT WHEN RELEASED
- NEVER ALLOW LOOSE TOW ROPE ENDS TO DANGLE FROM TOWER
- ALWAYS BE CERTAIN THAT ALL BOLTS ARE IN PLACE AND TIGHT BEFORE AND DURING USE
- WHEN TOWER IS UP, WATCH FOR LOW OBSTACLES SUCH AS TREE LIMBS, BRIDGES, OR POWER LINES

1811513

1811513 (IF EQUIPPED)

⚠ WARNING

Carbon monoxide (CO) can cause brain damage or death.

Engine and generator exhaust contains odorless and colorless carbon monoxide gas. Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness.

Get fresh air if anyone shows signs of carbon monoxide poisoning. See Owner's Manual for information regarding carbon monoxide poisoning.

NW-204-05

1811368

⚠ WARNING

GASOLINE VAPORS CAN EXPLODE. BEFORE STARTING, OPERATE BLOWER 4 MINUTES. CHECK ENGINE COMPARTMENT BILGE FOR FUEL VAPORS. RUN BLOWER BELOW CRUISING SPEED.

1704247

1704247

⚠ WARNING

QUALIFIED OPERATOR TO BE IN CONTROL AT ALL TIMES. OPERATION BY AN UNQUALIFIED OPERATOR CAN CAUSE LOSS OF CONTROL. THIS MAY RESULT IN SEVERE INJURY, DEATH, OR PROPERTY DAMAGE. BOAT STABILITY AND HANDLING WILL CHANGE WITH WEIGHT DISTRIBUTION. READ OWNER'S MANUAL BEFORE USE.

1706140

1706140

⚠ WARNING

ATTACH SHUT DOWN SWITCH LANYARD TO QUALIFIED OPERATOR WHILE ENGINE IS IN OPERATION. UNCONTROLLED BOAT MAY CAUSE INJURY OR DEATH. READ OWNER'S MANUAL BEFORE USE.

1703581

1703581

⚠ WARNING

ROTATING PROPELLER MAY CAUSE SERIOUS INJURY OR DEATH. SHUT OFF ENGINE(S) WHEN NEAR PERSONS IN THE WATER.

1880048

1880048

⚠ WARNING

DO NOT ATTEMPT TO BOARD OR USE THE LADDER IF MOTOR IS RUNNING.

1703700

1703700 (ALSO ONE NEXT TO BOW BOARDING LADDER, IF EQUIPPED)

⚠ WARNING

TURNING PROPELLER. FALLING FROM-SUN LOUNGE CAN CAUSE INJURY OR DEATH. STAY OFF SUNLOUNGE WHEN MOTOR IS RUNNING.

1705524

1705524

⚠ DANGER

Carbon monoxide (CO) can cause brain damage or death.

Engine and generator exhaust contains odorless and colorless carbon monoxide gas. Carbon monoxide will be around the back of the boat when engines or generators are running. Move to fresh air if you feel nausea, headache, dizziness, or drowsiness.

NW-206-05

1811367

⚠ WARNING

FUEL VAPORS MAY EXPLODE. INSPECT FUEL SYSTEM AT LEAST ANNUALLY.

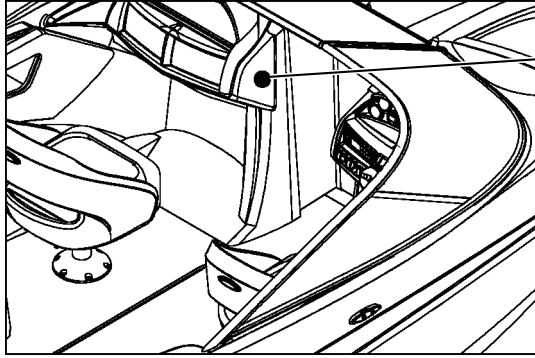
02966A

1703701 OR 1907336

USE UNLEADED PETROL ONLY

65745

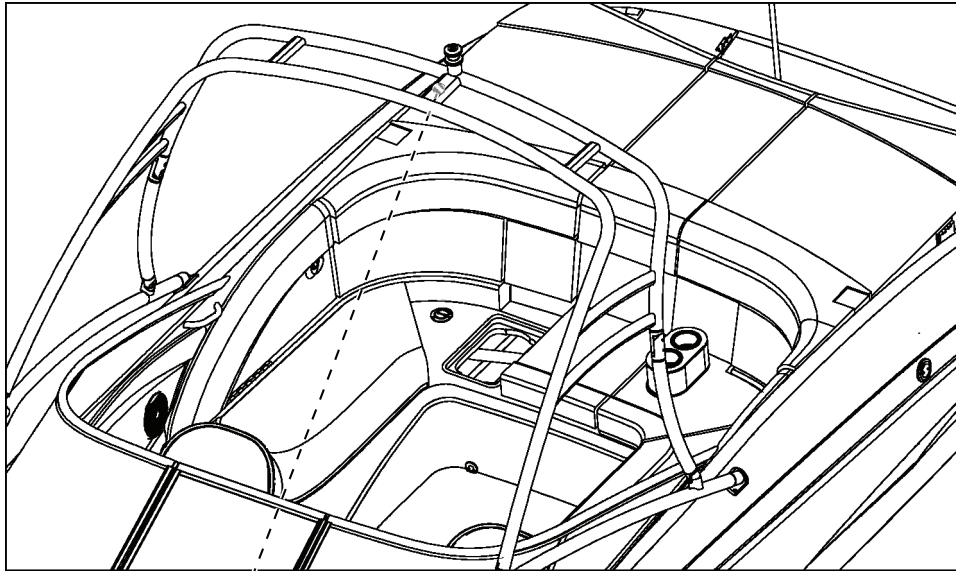
1704248



MAXIMUM CAPACITIES
11 PERSONS OR 1500 LBS.
 1700 LBS, PERSONS, GEAR
 THIS BOAT COMPLIES WITH U.S. COAST GUARD SAFETY STANDARDS
 IN EFFECT ON THE DATE OF CERTIFICATION
 MANUFACTURER: BAYLINER MARINE CORP. US MARINE
 KNOXVILLE, TN 37629
 MODEL: 225 BR
 DESIGN COMPLIANCE WITH NMMA REQUIREMENTS IS VERIFIED.
 MANUFACTURER RESPONSIBLE FOR PRODUCTION CONTROL.

NMMA
CERTIFIED
 using ABYC standards
 NATIONAL MARINE MANUFACTURERS ASSOCIATION

1962587



⚠ WARNING
 DO NOT EXCEED
 MAXIMUM TOW WEIGHT
 OF 600 POUNDS

1758968

**NOTE: THIS LABEL IS ON
 UNDERSIDE OF TOWER**

1758968 (IF EQUIPPED)

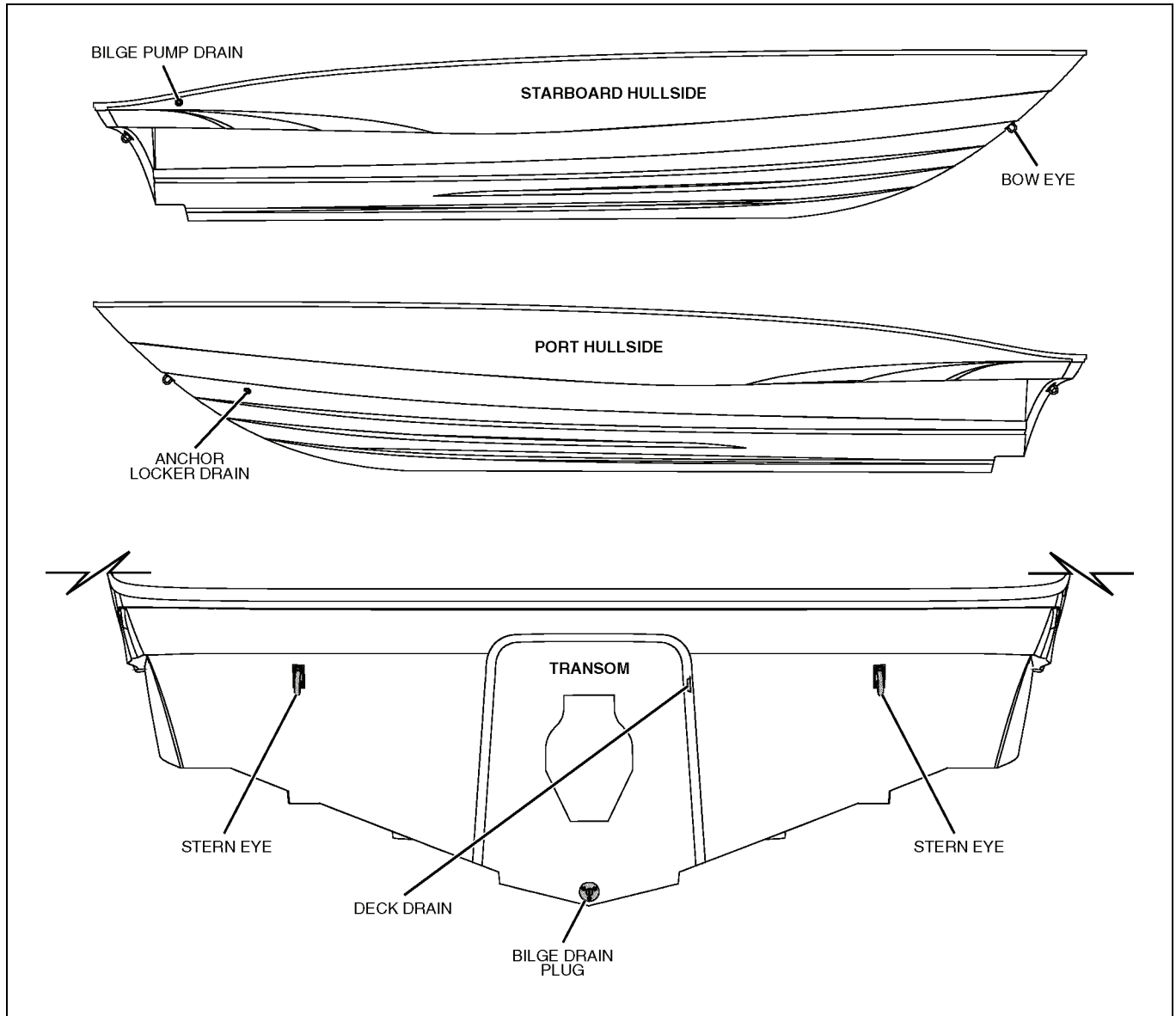
NOTE: THE FOLLOWING LABELS ARE NOT SHOWN

- 1701802 BATTERY INSTALLATION COMPLIANCE
- 1703336 BELTS AND PULLEYS WARNING
- 1703805 FLAMMABLE LIQUID STORAGE WARNING
- 1902810 ACCESSORIES STORAGE DIAGRAM
- 1978894 FIRE PORT LOCATION

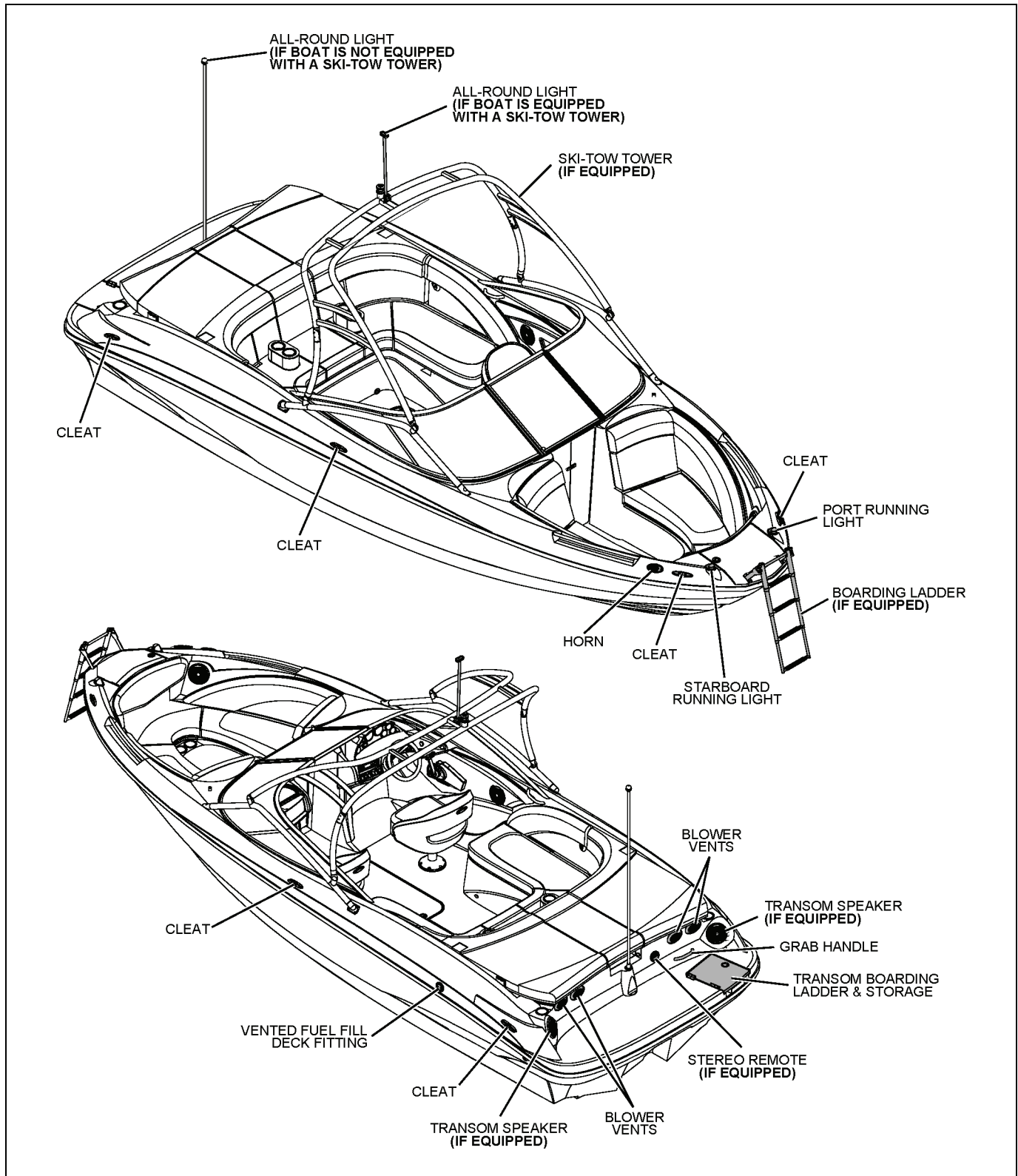
Chapter 2: Locations

Exterior Views

Hull Views

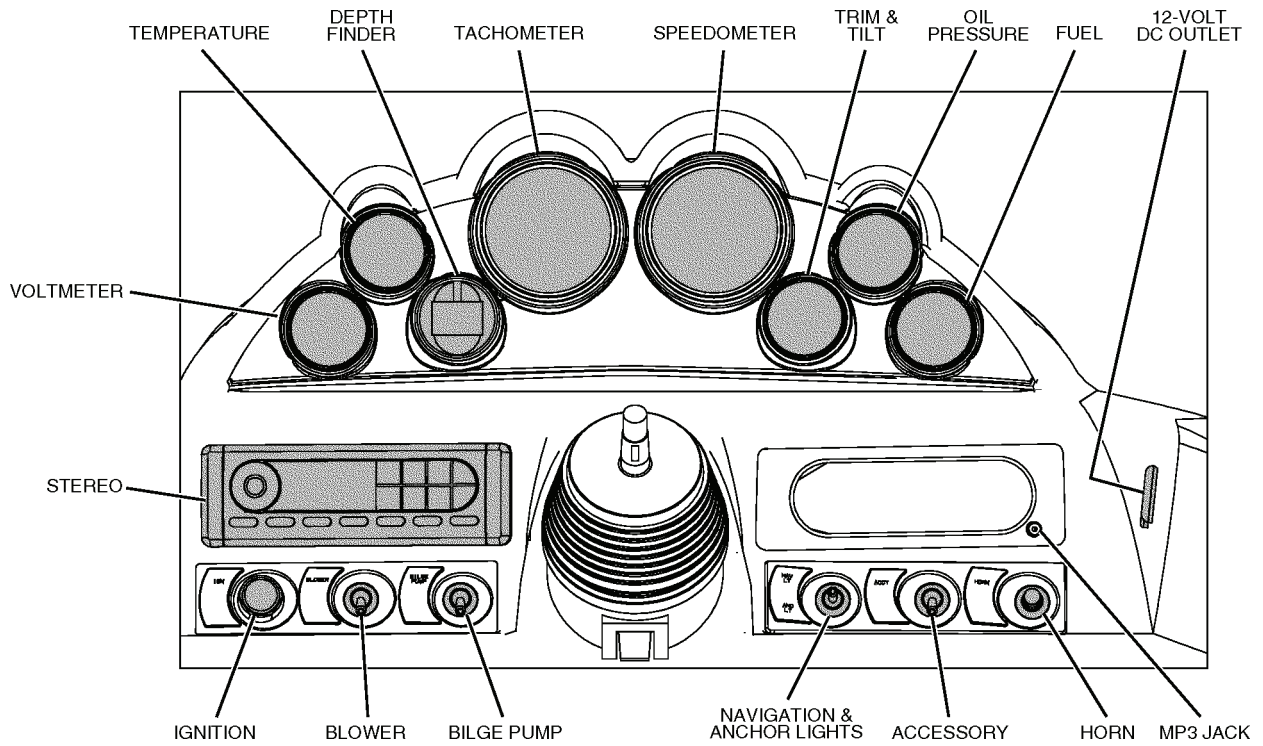


Deck Views



Helm

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

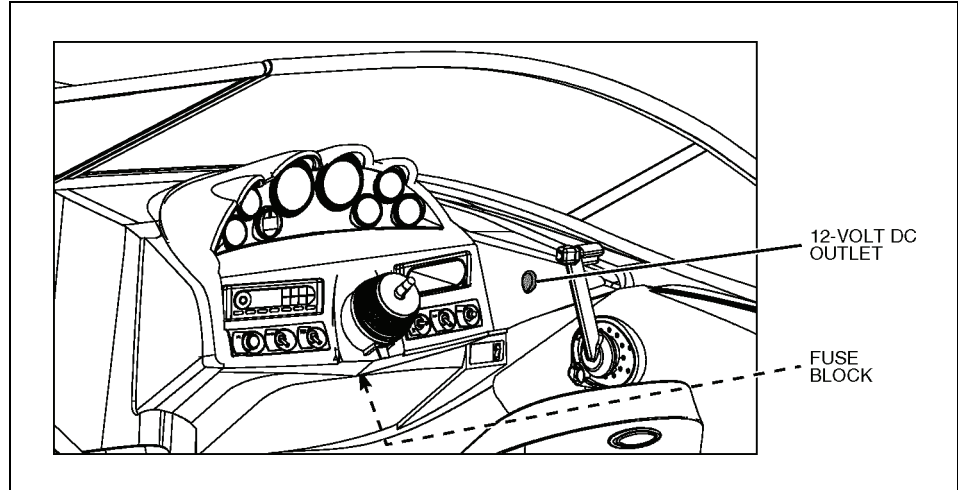


Component Locations

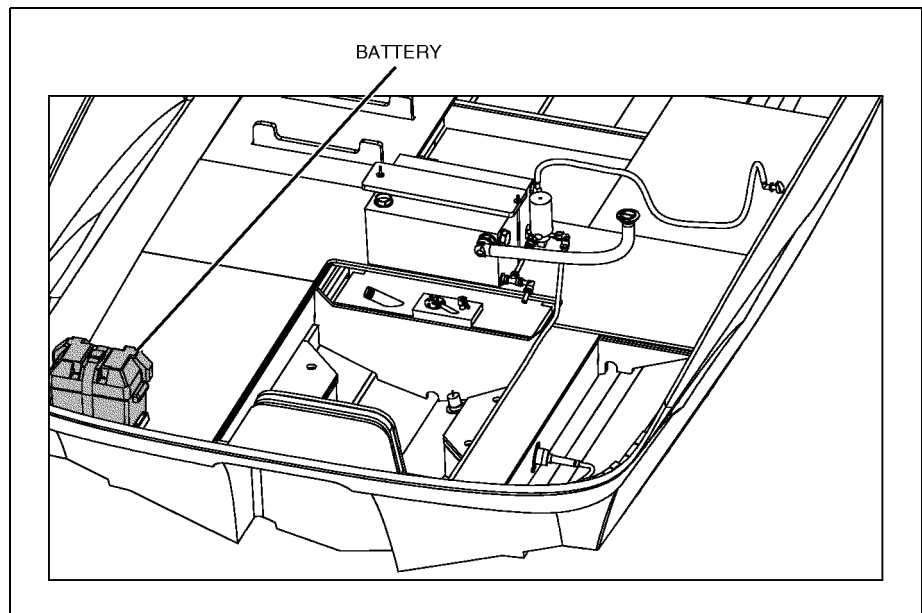
12-Volt DC Accessory Outlet:

Located next to the helm, just forward of the shifter/throttle.

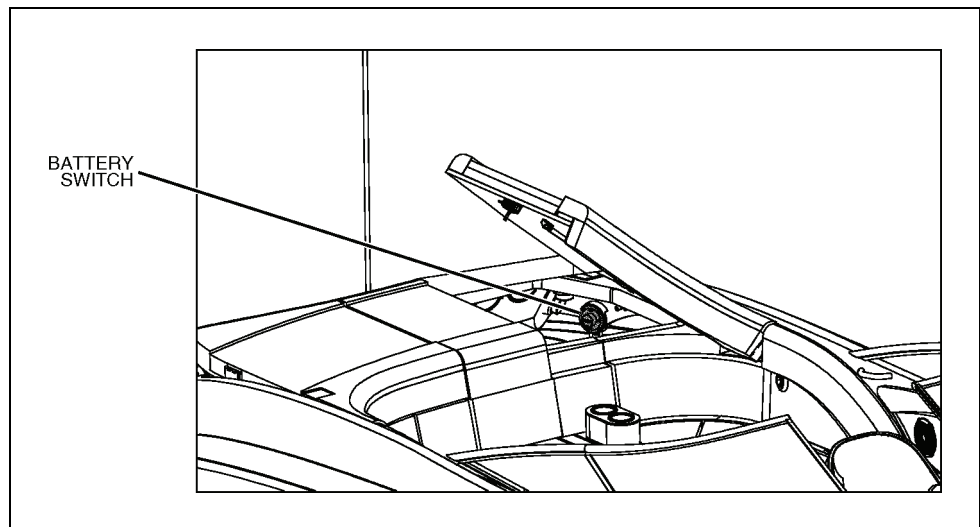
12-Volt DC Fuse Block: Located under the helm.



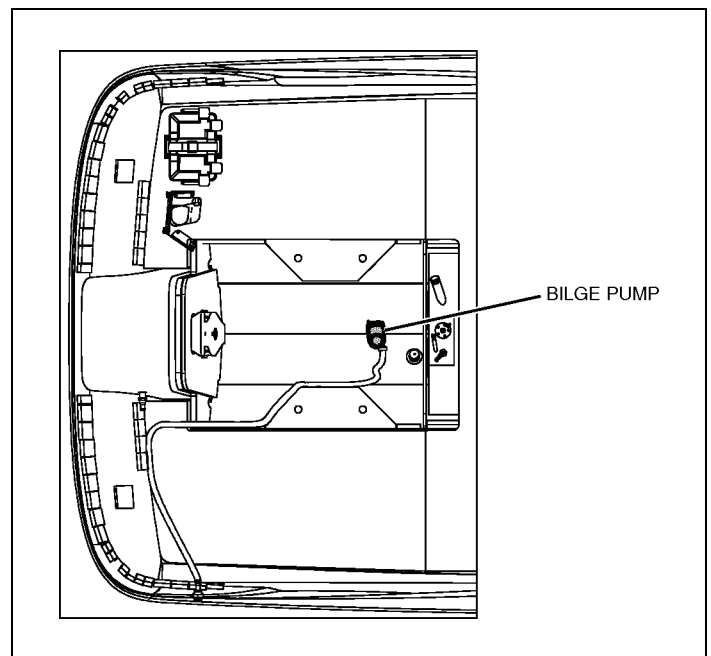
Battery: Located in the port aft corner of the engine compartment.



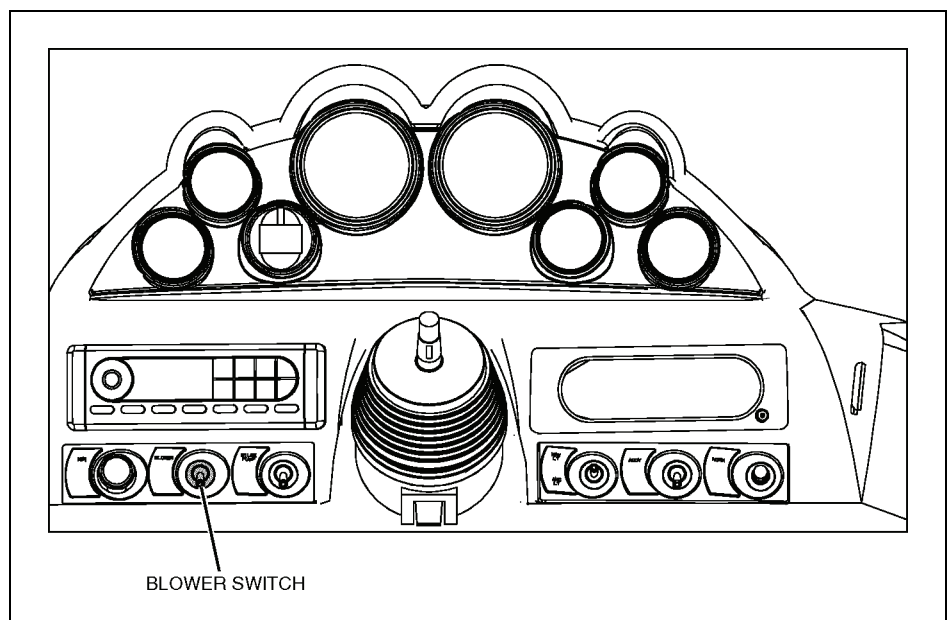
Battery Switch (If Equipped): Access by lifting up the port sunlounge lid.



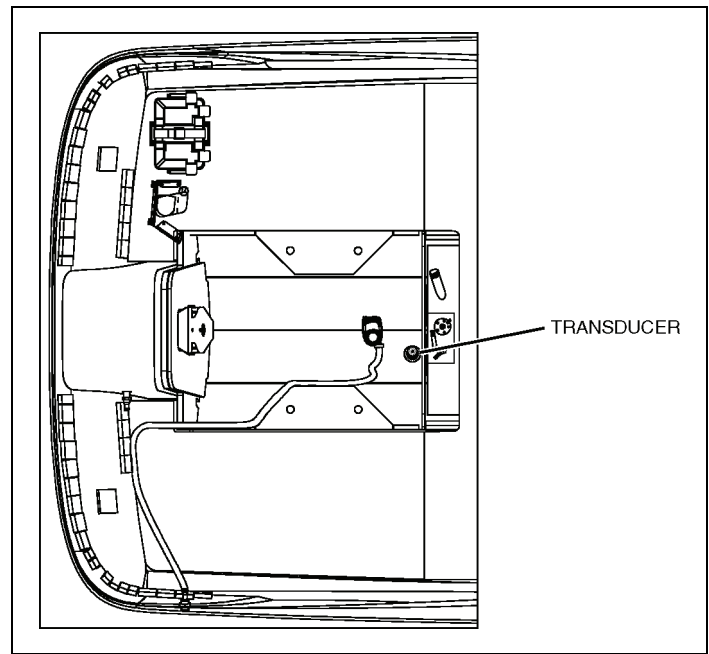
Bilge Pump: Located in the engine compartment bilge area.



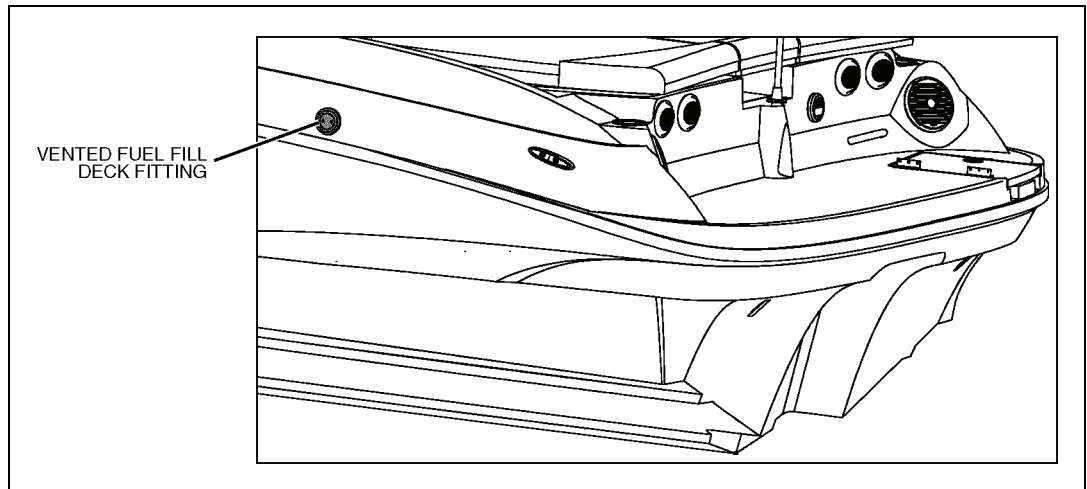
Blower Switch: Located at the helm.



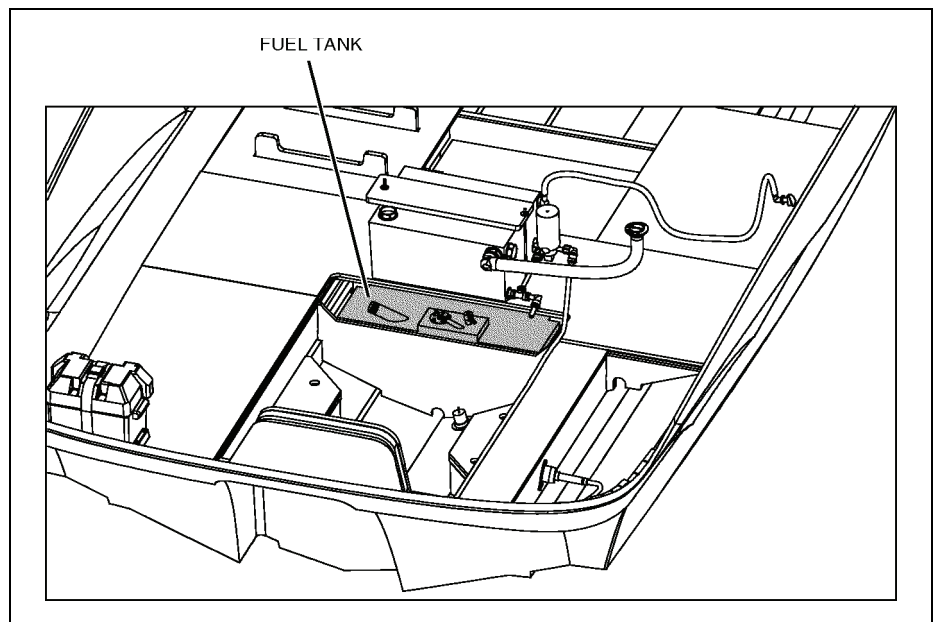
Depth Finder Transducer: Located in the engine room bilge area.



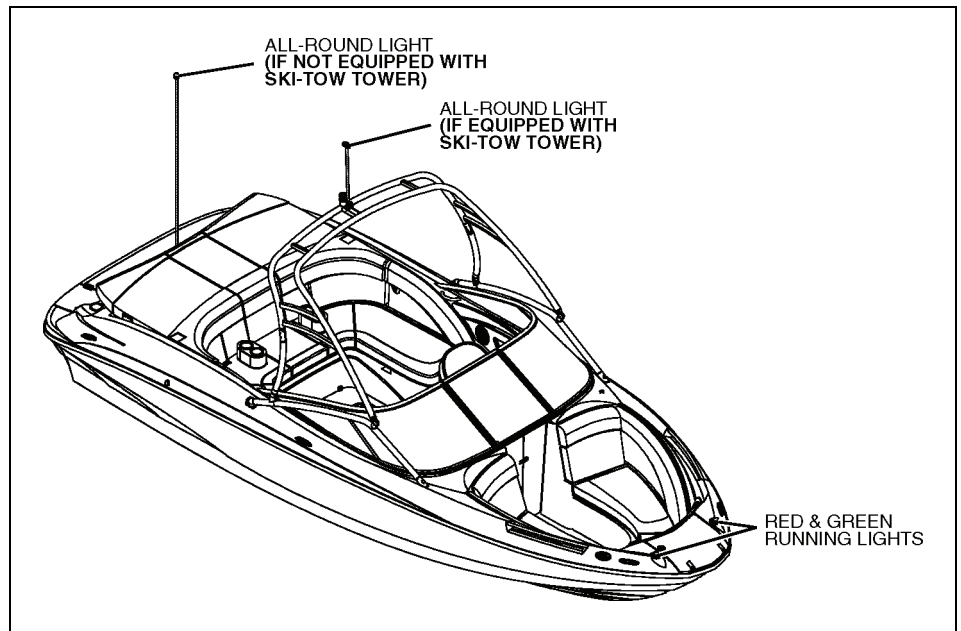
Fuel Fill Deck Fitting (marked GAS): Located on the port side of the deck.



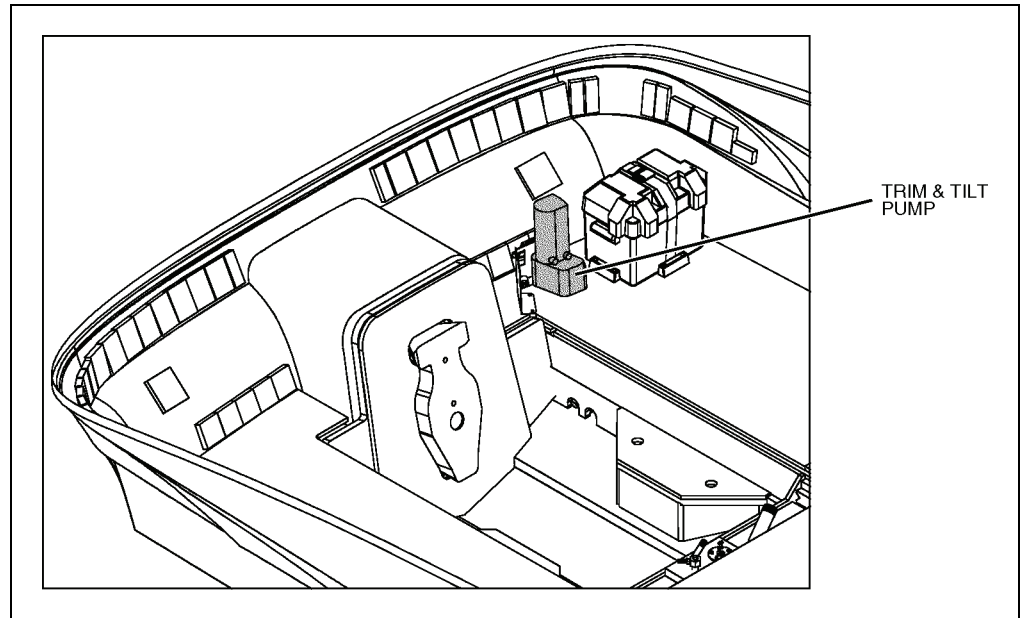
Fuel Tank: Located in the engine compartment bilge area.



Navigation Lights: Red and green lights at the bow. White all-round light at the stern or on the ski-tow tower.



Trim & Tilt Pump: Located in the port aft corner of the engine compartment.



Chapter 3: Propulsion & Related Systems

Engine

NOTICE

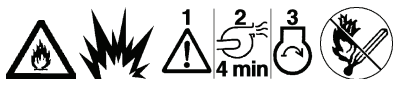
Read the engine manual **BEFORE** starting or working on your engine.

While the topics listed below may be included in this *supplement* and in the *Sport Boat Owner's Manual*, **always** refer to the engine manual first for specific information on these important subjects:

- Engine Break-in Procedure
- Engine Starting and Stopping
- Gear Shifting
- Fuel and Oil Recommendations
- Engine Maintenance
- Engine Storage/Winterization

Bilge Blower System

! WARNING!



FIRE and EXPLOSION HAZARD!

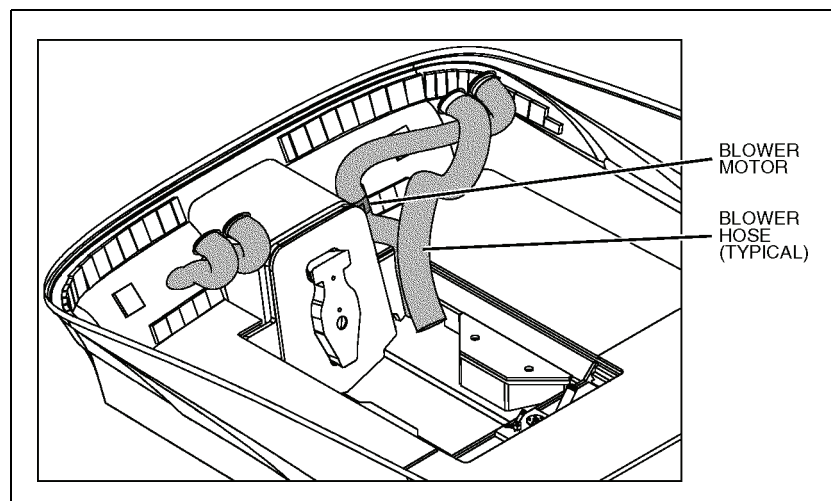
Fuel vapors can explode! **BEFORE** starting the engine:

1. Check the bilge areas for fuel vapors or leaking fuel. If you see leaking fuel or smell fuel vapors:
 - a. Do **NOT** start the engine, do **NOT** turn **On** any electrical devices, put out **ALL** cigarettes, cigars, and other sources of flame or ignition.
 - b. Get everyone off your boat.
 - c. Get trained help to find and fix the problem.
2. Run the bilge blower for at least four minutes **BEFORE** engine starting, electrical system work, or turning on electrical devices.
 - If you smell fuel vapors and the engine is already running;
 - a. Shut **Off** the engine and turn **Off ALL** electrical devices.
 - b. Put out **ALL** cigarettes, cigars, and other sources of flame or ignition.
 - c. Get trained help to find and fix the problem.
 - **NEVER** obstruct or change the bilge blower system.

- The bilge blower system removes explosive fumes from the engine and bilge areas.
- Fresh air is drawn into the engine and bilge areas through the vents.


To make sure the engine and bilge areas are properly ventilated:

- Use the "sniff test" to check the engine and bilge areas for fuel vapors **before** starting the engine.
- **Always** run the bilge blower for at least four minutes **before** starting the engine.
- Continue to run the blower until your boat has reached cruising speed.
- **Always** run the blower when running your boat below cruising speed.



Fuel System

⚠ WARNING!



FIRE, EXPLOSION, and OPEN FLAME HAZARD!

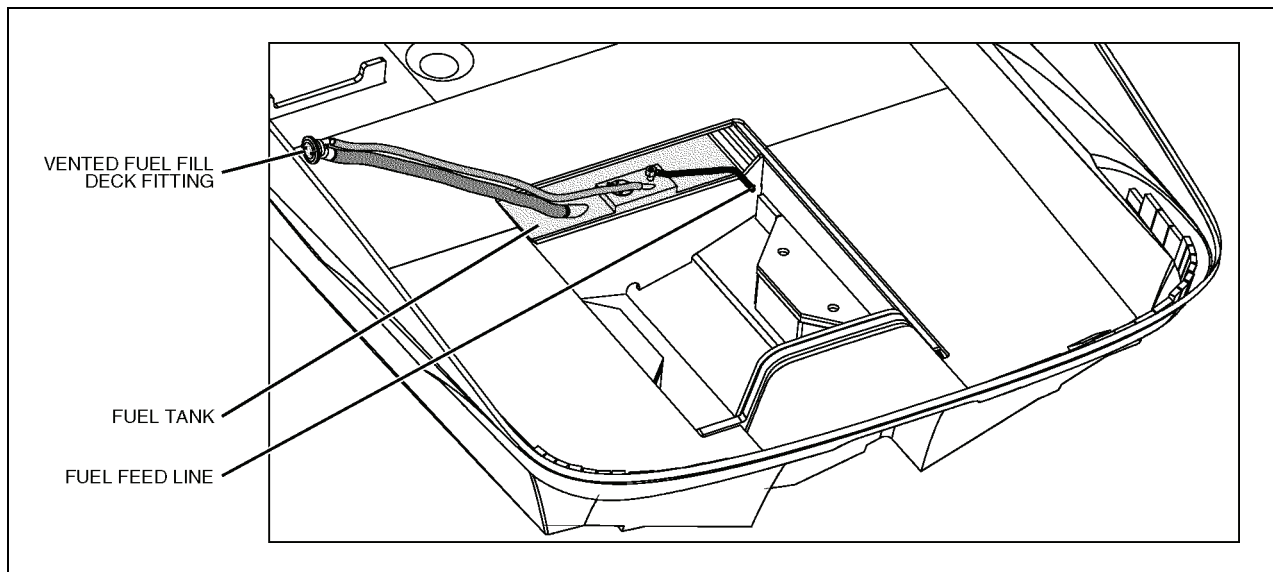
- Thoroughly inspect the fuel system for leaks every time you take on fuel.
- Follow both the *Sport Boat Owner's Manual* fueling instructions and the engine operation manual fuel recommendations.

⚠ CAUTION

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

NOTICE

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



Vented Fuel Fill

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

Fuel Filters

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

Anti-siphon Valve

NOTICE

- **If an engine running problem is diagnosed as fuel starvation, check the anti-siphon valve.**
- **If the valve is stuck or clogged, *ONLY* change or replace it while the engine is *Off*.**
- ***NEVER* run the engine with the anti-siphon valve removed, except in an emergency.**

- The anti-siphon valve is a vital fuel system part.
- If the fuel line ruptures, this valve prevents the siphoning of fuel from the tank.
- The valve is located on the fuel tank, where the fuel feed line attaches to the tank.
- The valve is spring loaded and is opened by fuel pump vacuum.

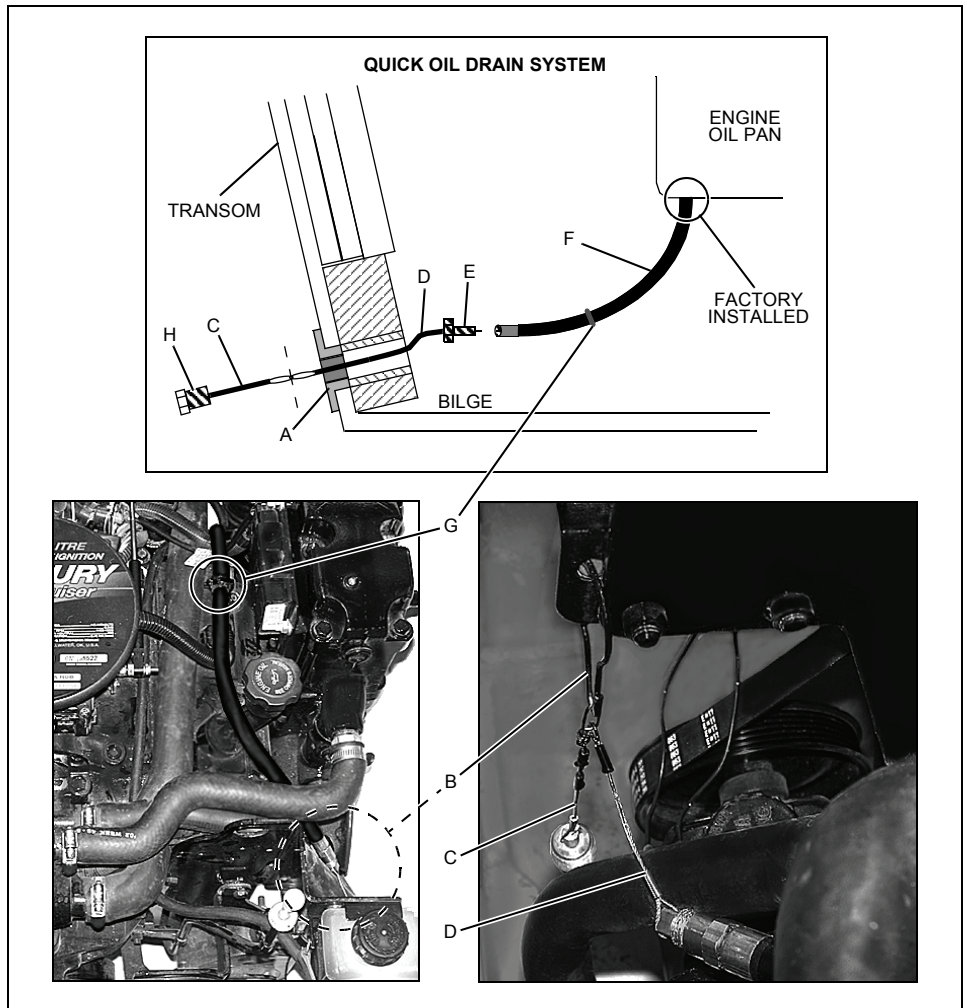
Quick Oil Drain System

The quick oil drain hose assembly was attached to the engine oil pan at the factory. However, some minor assembly is still needed *before* you can use this system.

NOTE: This is not the only method for changing your oil. Your selling dealer can recommend other methods.

How to install the quick oil drain system:

1. Unscrew the factory installed bilge plug from the bilge drain (A). **NOTE:** Keep the original factory bilge plug on your boat as a spare.
2. Unclip the quick oil drain assembly from the wire loop (B) on the engine.
3. Unclip the bilge plug's draw cord (C) from the oil drain plug's draw cord (D).
4. Thread the oil drain plug's draw cord (D) through the bilge drain (A).
5. Pull the oil drain plug (E), and the oil drain hose (F) through the bilge drain.
6. Adjust the hose stop clamp (G) so that no more than 12 inches of hose, including the oil drain plug, can extend out of the bilge drain (A).
7. Clip the bilge plug's draw cord (C) back to the oil drain plug's draw cord (D).
8. Push the oil drain hose, oil drain plug, and both draw cords through the bilge drain and into the bilge area.
9. Screw the bilge plug (H) into the bilge drain (A) and tighten firmly.



To drain the engine oil:

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

Always dispose of waste oil in accordance with local laws.

Chapter 4: Controls & Gauges

Steering

- Your boat features a power-assisted rack-and-pinion steering system.
- For information about the power-assist fluid reservoir, refer to the engine operation and maintenance manual.
- Boat steering is *not* self-centering.
- Refer to the engine manual for more steering system details.

Shift/Throttle Controls

| |
|---|
|  WARNING! |
| LOSS OF CONTROL HAZARD! |
| Improper maintenance of the shift/throttle hardware may cause a sudden loss of control! |

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

Power Trim & Tilt

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

Gauges

Cleaning the Gauges



CAUTION

PRODUCT or PROPERTY DAMAGE HAZARD!

- Use only mild soap and water to clean the gauge lenses and bezels.
- Use of other cleaners, including common window cleaning solutions, may cause the lenses to crack.
- Lenses cracked in this manner will **NOT** be covered by our warranty.

Gauge Fogging

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

Radio Transmission Interference

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

Fuel Gauge

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

Depth Finder



WARNING!

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

Read the depth finder's instruction *before* using.

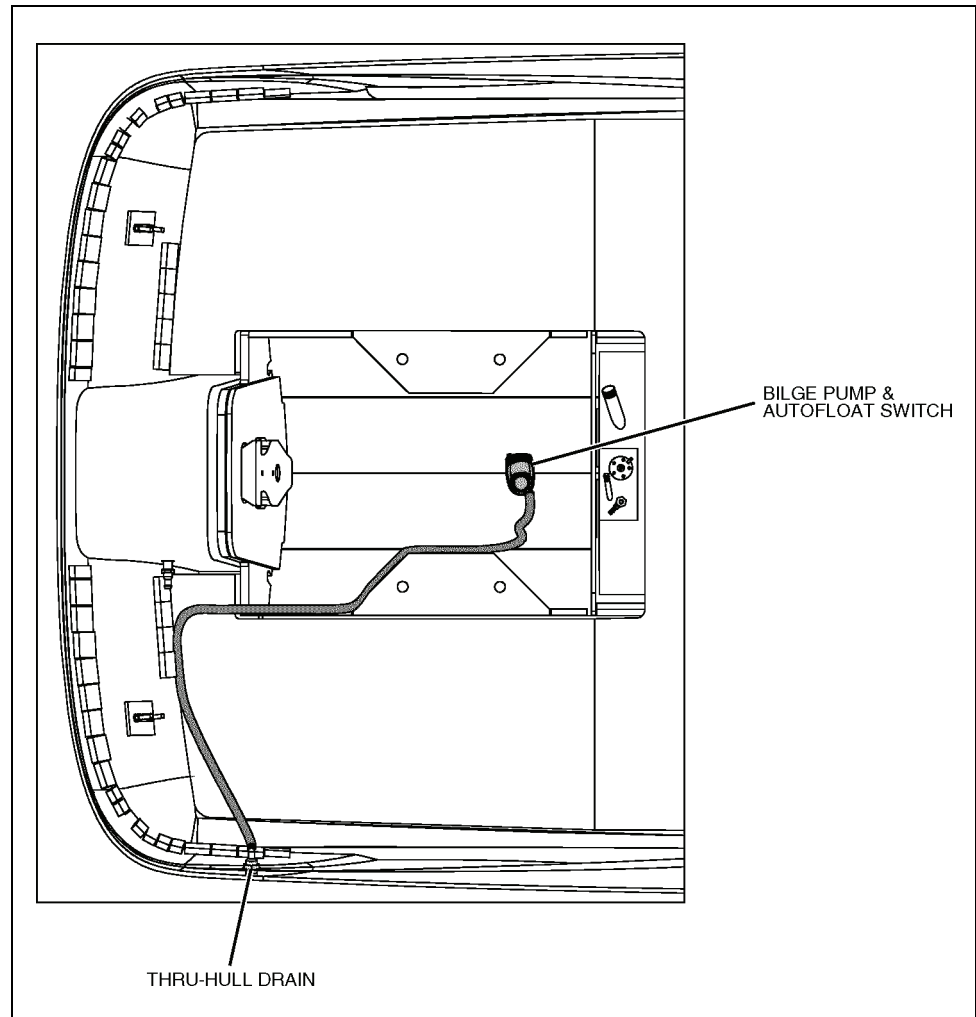
Chapter 6: Plumbing

Bilge Pump

NOTICE

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

- Your boat has a bilge pump for pumping water out of the bilge.
- The built-in autofloat switch will turn **On** the bilge pump if bilge water rises above a preset level.
- You can also turn **On** the bilge pump using the switch at the helm.
- The bilge pump is wired directly to the battery. Unless the battery is dead, the bilge pump should work even when your boat is unattended.



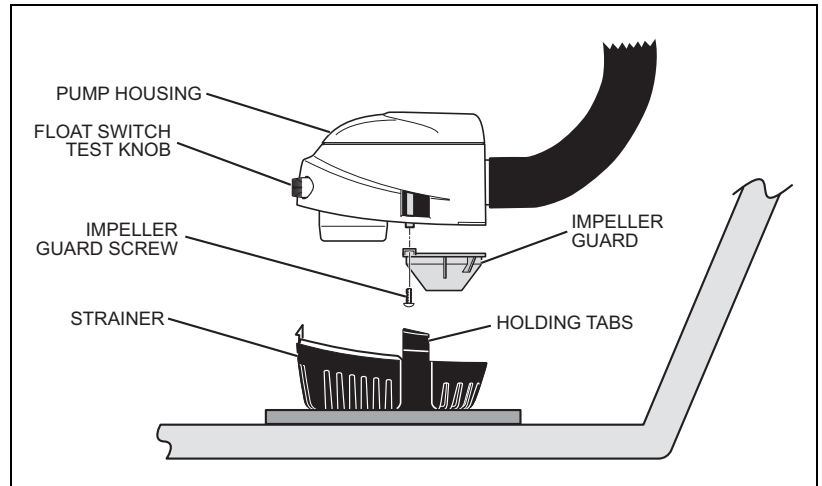
Bilge Pump Testing

- The bilge pump is vital to the safety of your boat.
 - Test the bilge pump often.
1. Turn **On** the bilge pump switch at the helm.
 2. Make sure that water in the bilge is pumped overboard.
- If there is water in the bilge and the pump motor is running but **not** pumping, inspect the discharge hose for a kink or collapsed area.

If the discharge hose looks okay, check the bilge pump and strainer for clogging debris.

Inspecting and clearing debris from the bilge pump:

1. Squeeze the holding tabs on each side of the strainer and pull the pump housing out of the strainer.
2. Remove debris from the strainer and the bottom of the pump housing.
3. Remove the impeller guard screw and the impeller guard.
4. Remove all debris from the pump chamber, from around the impeller, and from the tab slots on the sides.
5. Make sure the impeller is firmly attached to the shaft and is not cracked or broken.
6. Reinstall the impeller guard and screw, and the pump housing on on the strainer. Make sure both tabs lock into the slots.



Built-in Autofloat Switch Testing

- The autofloat switch turns the bilge pump **On** when water rises above a preset level.
- Test the autofloat switch often as follows:

Autofloat switch testing:

Twist the float switch test button to turn **On** the bilge pump.

- If the pump does not turn **On**, check the fuse on the fuse block.
- If the fuse is good, but the switch still does not work, it may mean the switch is bad, or the battery is dead.

Drain Systems

Deck Drains

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

Chapter 7: Deck Equipment


Cleats & Bow/Stern Eyes

| |
|---|
|  WARNING! |
| PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD! NEVER lift your boat using the bow/stern eyes or the cleats. |

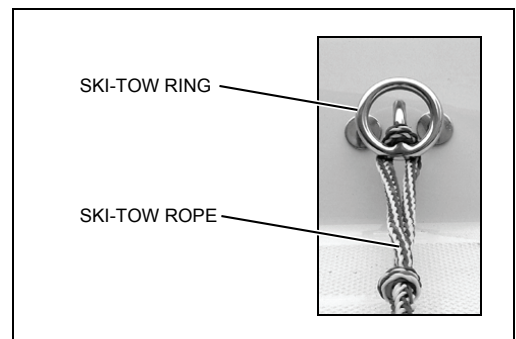
Read the section on towing in the *Sport Boat Owner's Manual* **before**:

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

Ski-Tow Ring

| |
|---|
|  WARNING! |
| PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD! Failure to follow these guidelines can result in injury or death: <ul style="list-style-type: none"> • ONLY tow water skis, wakeboards, or recreational towables. • Do NOT tow parasails, kites, or other boats. • Do NOT tow more than two persons at one time. • Use caution with skier in tow as tow rope may snap back into cockpit when released. |

Attach the tow rope as shown in the photo.



Ski-Tow Tower (If Equipped)



WARNING!

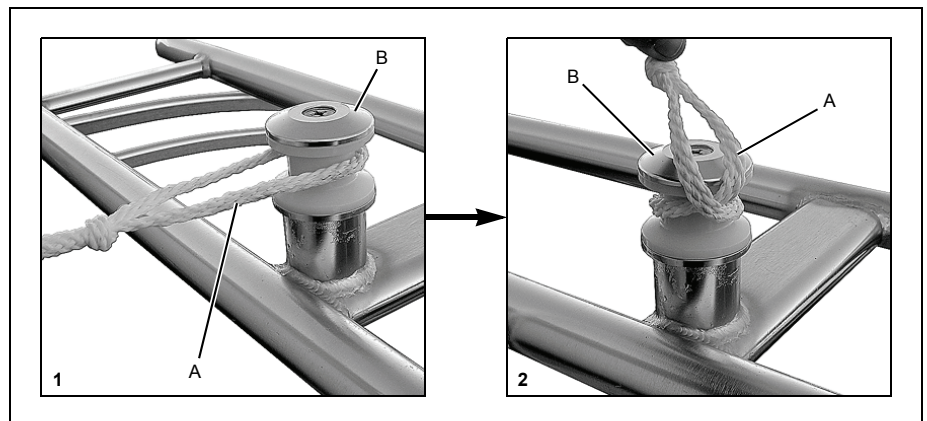
PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!

Failure to follow these guidelines can result in injury or death:

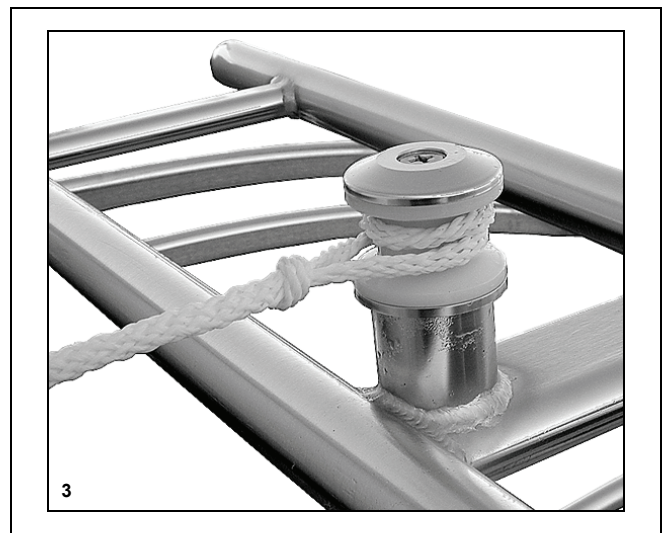
- Read *ALL* warning labels on ski-tow tower.
- *BEFORE* each use of the boat *and BEFORE* each use of the folding ski-tow tower, make sure the lock-down bolts are tightened firmly.
- *ONLY* tow water skis, wakeboards, or kneeboards.
- Do *NOT* exceed the *MAXIMUM* tow weight of 600 pounds.
- Do *NOT* tow parasails, kites, tubes, rafts or other boats.
- Do *NOT* tow more than one person at a time.
- Do *NOT* climb on, sit on, stand on, jump off or dive off tower.
- *NEVER* allow passengers to sit behind tow rope attachment point.
- Use caution with skier in tow as tow rope may snap back into cockpit when released.
- *NEVER* allow loose tow rope ends to dangle off tower.
- When tower is up, watch for low obstacles such as tree limbs, bridges, or power lines.

Attaching the Ski-tow Rope

1. Place the ski-tow rope's loop (A) over the ski-tow pylon (B).
2. Put a twist in the ski-tow rope's loop (A) and slide the loop over the ski-tow pylon (B) again.



3. Pull firmly on the ski-tow rope to tighten.



Folding the Ski-tow Tower



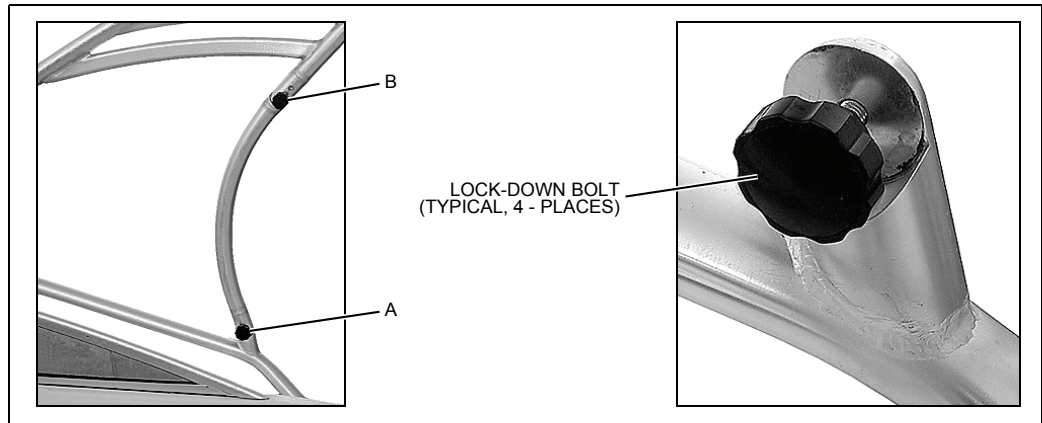
WARNING!

PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!

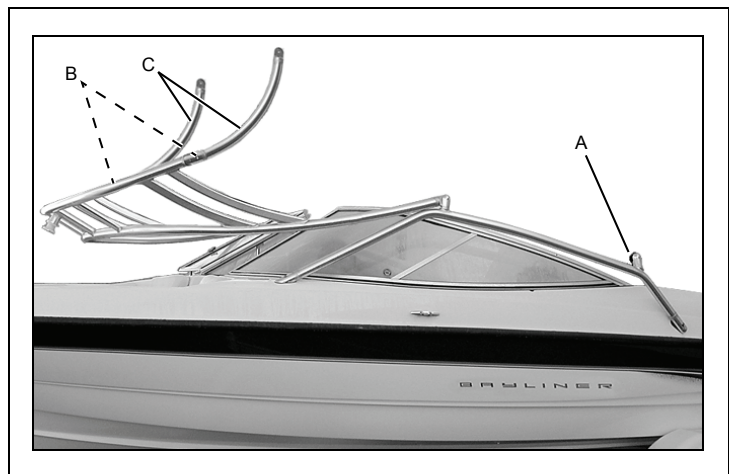
- Folding or unfolding the ski-tow tower is a two person task.
- **BEFORE** each use of the boat *and* **BEFORE** each use of the folding ski-tow tower, make sure the lock-down bolts are tightened firmly.
- Read **ALL** warning labels on the ski-tow tower.

To fold the ski-tow tower into the storage position:

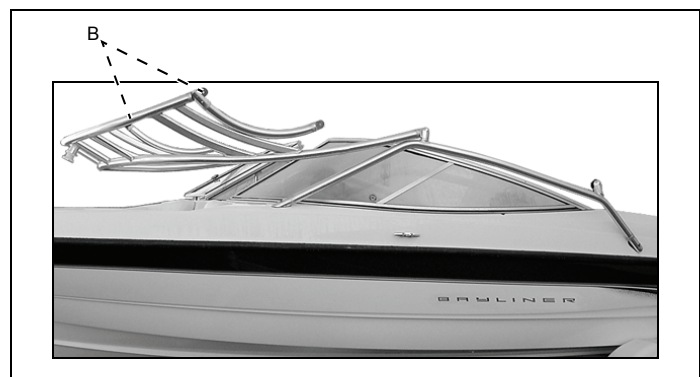
1. Remove the lower lock-down bolt (A) on each side of the tower.



2. Carefully fold the tower forward.
3. Replace the lower lock-down bolts (A).
4. Remove the upper lock-down bolts (B).



5. Lower the support legs (C).
6. Replace the upper lock-down bolts (B).



To return the tower to the towing position, do the above steps in reverse order.

Canvas & Vinyl Tops & Enclosures



CAUTION

PRODUCT or PROPERTY DAMAGE HAZARD!

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

NOTICE

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

NOTICE

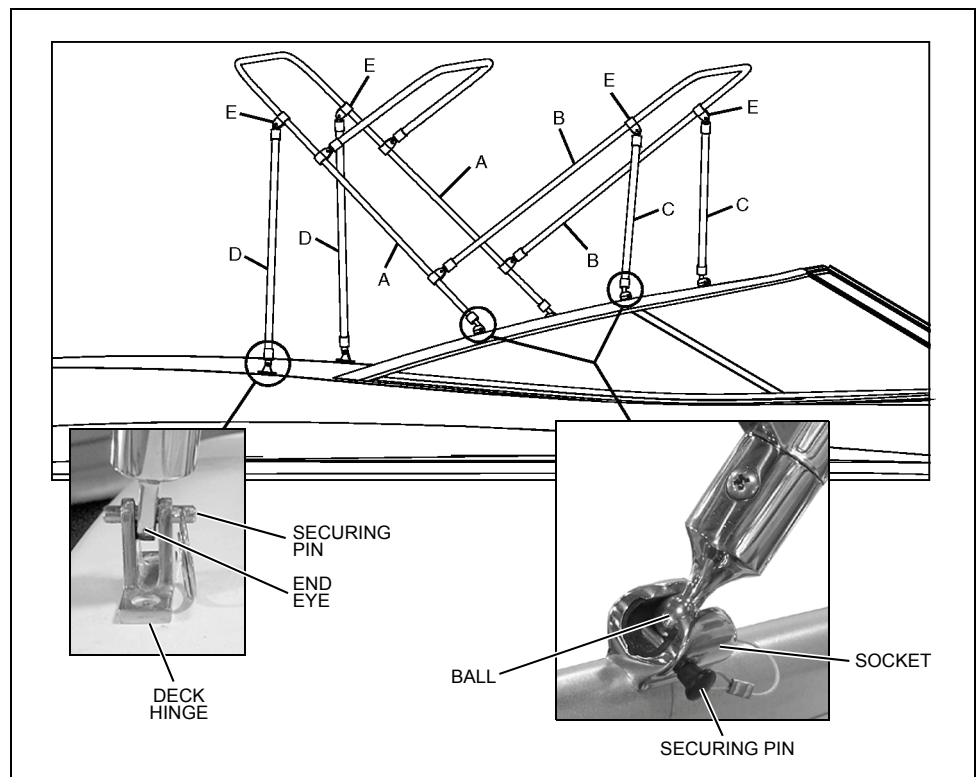
Two people are needed for most of the tasks listed in this section.

NOTICE

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

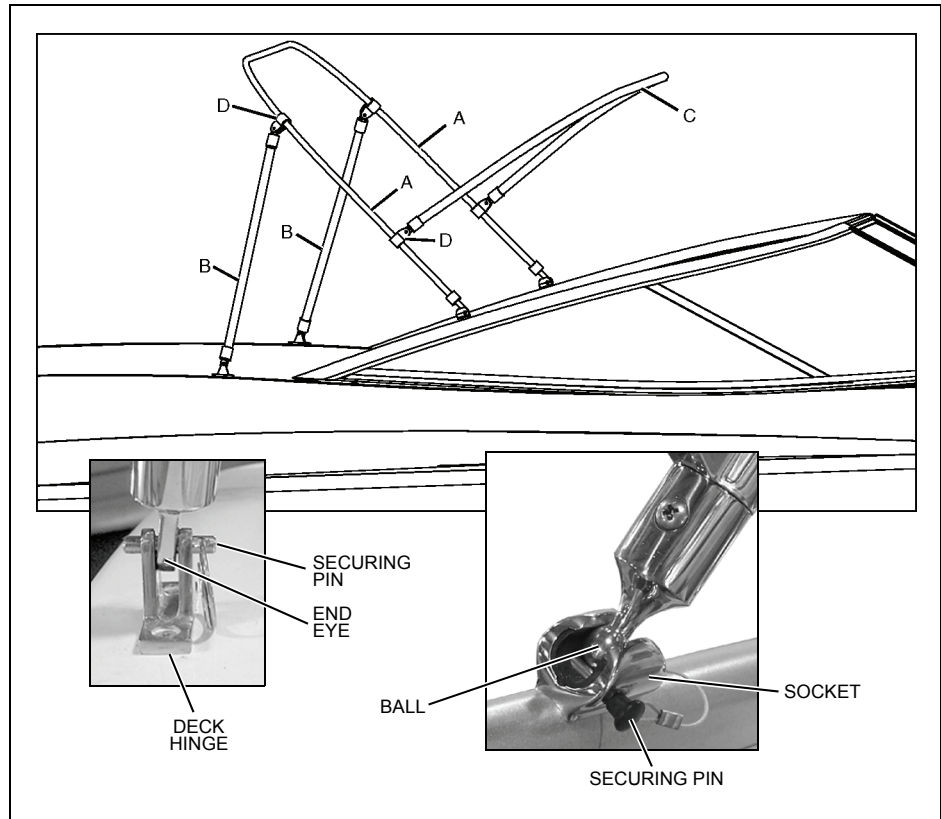
Bimini Top (If Equipped)

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



Convertible Top (If Equipped)

1. Insert the balls of the main bow (A) into the sockets on the windshield frame and secure them with the pins.
2. Insert the end eyes of the aft braces (B) into the deck hinges and secure them with the pins.
3. Unfold the canvas top and pull the secondary bow (C) forward.
 - The jaw slides (D) should not need to be adjusted.
 - If you decide to adjust the jaw slide positions, get the correct measurements from your selling dealer.

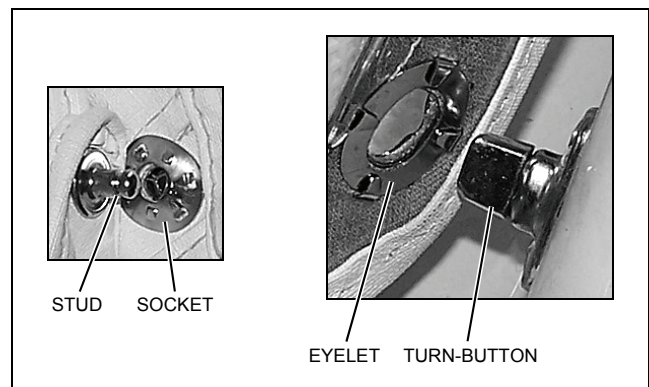


Enclosure Curtains for Convertible Top (If Equipped)

NOTICE

To avoid socket/stud problems when removing enclosure curtains; grasp the edge of the curtain just below each socket and roll the edge upwards. The socket should pop off easily.


Make sure your dealer explains how to install the vinyl.



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

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


Cleaning the Canvas

| |
|---|
|  CAUTION |
| <p>NEVER use detergents when washing the canvas. Detergents can destroy the water repellency, and mildew/UV resistant finish of your canvas.</p> |

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

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

Stubborn Stains

| |
|--|
|  CAUTION |
| <ul style="list-style-type: none"> • Soaking in bleach solutions may remove the waterproof finish of the fabric and may also decrease the life of the polyester thread used in the canvas. • If needed, a water repellent treatment should be reapplied to your canvas. Ask your dealer about the treatments available for your boat's canvas. |

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

Method 1

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

Method 2

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

Clear Vinyl Care

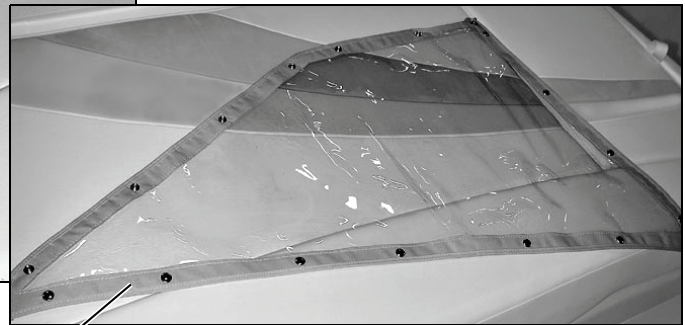
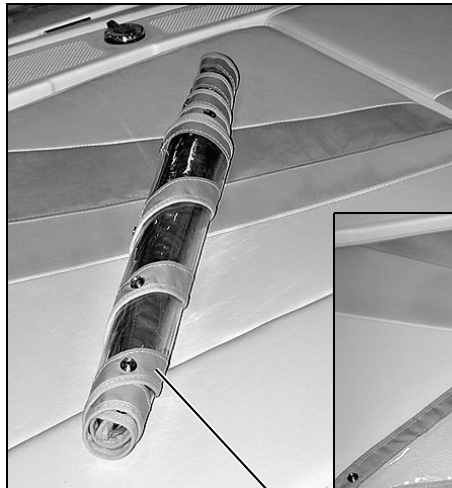


CAUTION

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

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

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



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

Cleaning Clear Vinyl

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

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

Chapter 8: Entertainment System

Audio Equipment

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|---------------|
| NOTICE |
|---------------|

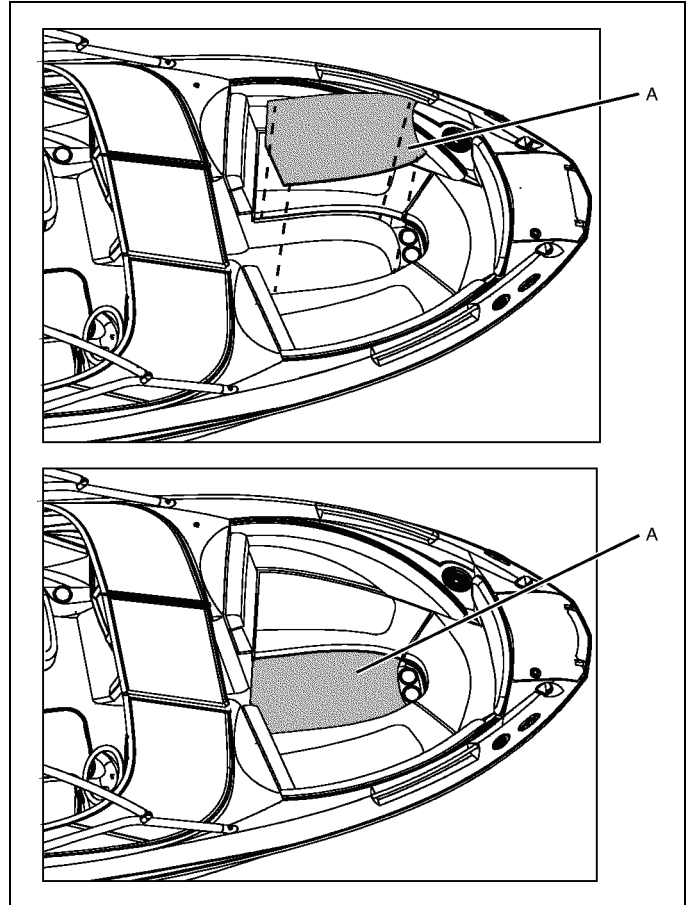
| |
|---|
| AM radio reception may be impaired when the engine is running. |
|---|

Read the manufacturer's instruction manual *before* using the audio equipment.

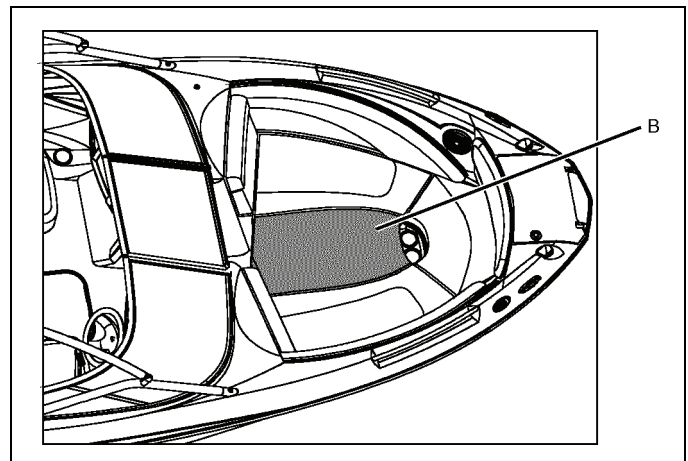
Chapter 9: Convertible Seats, Beds, & Tables

Bow Conversion (If Equipped)

1. Place filler board (A) so that it fits securely on the edge lips at the front of the bow cushions.



2. Place the filler cushion (B) on top of the filler board.




Chapter 10: Lights

Care & Maintenance

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

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

Interior & Exterior Lights

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|--|
|  CAUTION |
| <ul style="list-style-type: none">• Be conservative in the use of battery power.• Prolonged use of cabin interior lights (overnight) WILL result in a drained battery. |


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




Navigation Lights

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


| |
|---|
| NOTICE |
| Running lights are legally required to show boat direction and right-of-way at night. |







Chapter 11: Electrical System

 **DANGER!**




EXTREME FIRE, SHOCK and EXPLOSION HAZARD!


- **NEVER** install non-ignition protected switches or other arcing devices in the fuel compartment.
- **NEVER** substitute automotive parts for marine parts. Marine electrical, ignition, and fuel system parts were designed and manufactured to comply with rules and laws that minimize the risks of fire and explosion.
- **NEVER** change the electrical systems or relevant drawings.
- Allow **ONLY** trained personnel to install batteries and/or do electrical system work.
- Make sure that **ALL** battery switches (if equipped) are turned **Off BEFORE** working in the engine spaces.


 **WARNING!**







FIRE and EXPLOSION HAZARD!

Fuel vapors can explode! **BEFORE** turning on electrical devices or working on the electrical system:

1. Check the bilge areas for fuel vapors or leaking fuel. If you see leaking fuel or smell fuel vapors:
 - a. Do **NOT** start the engine, do **NOT** turn **On** any electrical devices, put out **ALL** cigarettes, cigars, and other sources of flame or ignition.
 - b. Get everyone off your boat.
 - c. Get trained help to find and fix the problem.
2. Run the bilge blower(s) for at least four minutes **BEFORE** engine starting, electrical system work, or turning on electrical devices.

 **CAUTION**


SHOCK and ELECTRICAL SYSTEM DAMAGE HAZARD!

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

NOTICE

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

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

12-Volt DC System

Battery(s)

- The battery(s) supply electricity for lights, 12-volt accessories, and engine starting.
- The *Electrical* section in the *Sport Boat Owner's Manual* provides battery care and maintenance instructions.

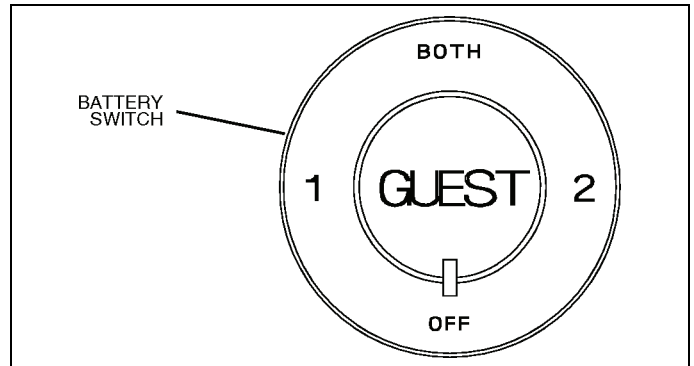
Battery Switch (If Equipped with Two Batteries)

⚠ CAUTION

SHOCK and ELECTRICAL SYSTEM DAMAGE HAZARD!

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

- Standby-loads, such as the automatic bilge pumps and the stereo memory, are not affected by the battery switch since they are wired directly to the batteries.
- Turn the battery switch to the *Off* position whenever your boat will be unoccupied for long periods of time.



Battery Switch Positions

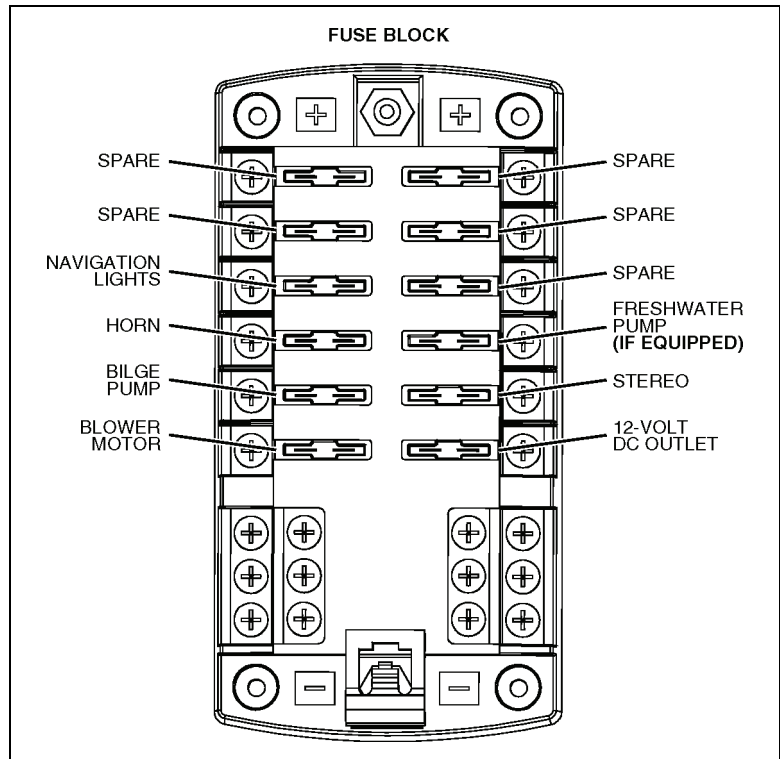
NOTICE

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

| BATTERY SWITCH POSITIONS | ENGINE STARTING | ACCESSORIES & LIGHTS | ENGINE ALTERNATOR |
|--------------------------|--|---|-------------------------------|
| POSITION 1 | Battery <u>1</u> provides starting power | Battery <u>1</u> provides power for accessories and lights | Charges battery <u>1</u> |
| POSITION 2 | Battery <u>2</u> provides starting power | Battery <u>2</u> provides power for accessories and lights | Charges battery <u>2</u> |
| BOTH POSITION | <u>BOTH</u> batteries Provide starting power | <u>BOTH</u> batteries provide power for accessories and lights (not advised unless engine is running) | Charges <u>BOTH</u> batteries |

Fuses

- Fuses for the accessories are on the fuse block. For the location of the fuse block, see the *Component Locations* section in *Chapter 2* of this supplement.
- Fuses for the engine control and gauges are on the engine. See the engine operation manual.
- Some equipment may have secondary fuse protection at the unit, or at the battery.



12-Volt DC Accessory Outlet



CAUTION

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

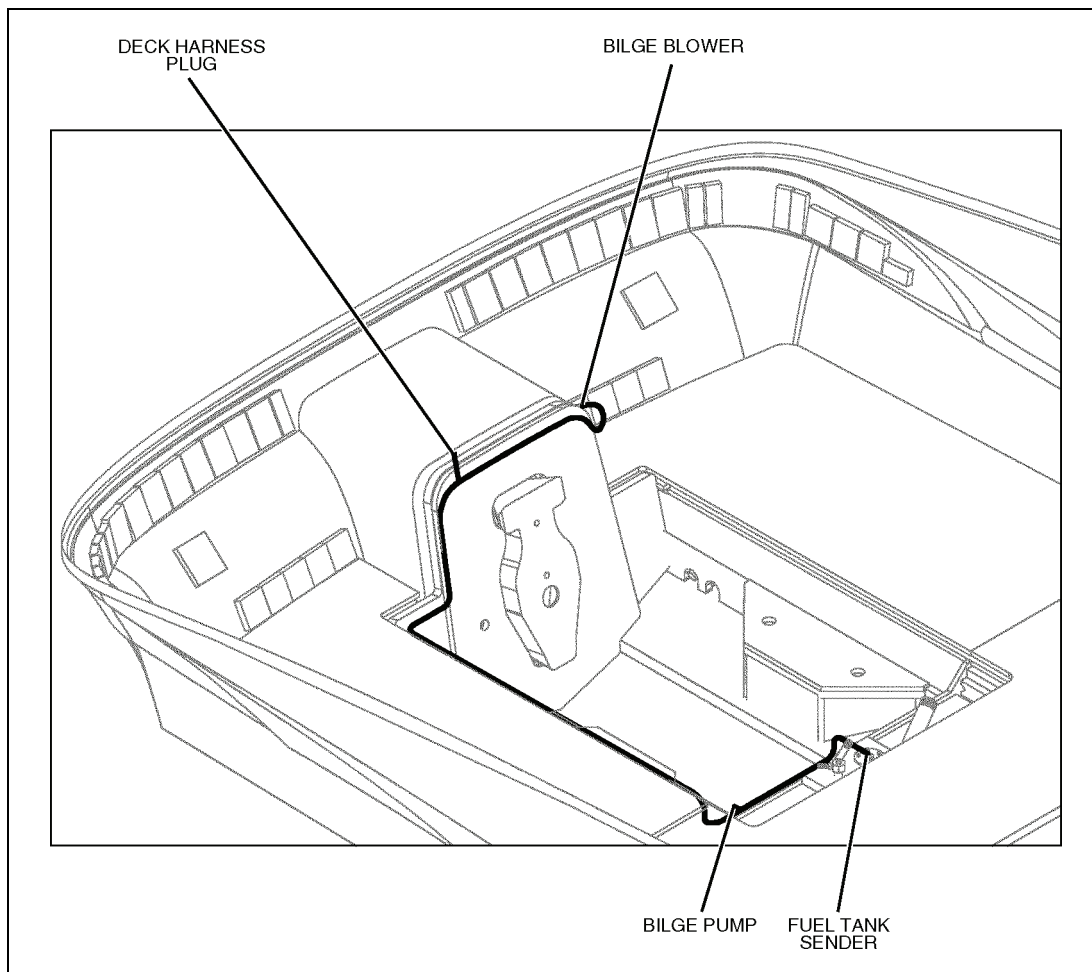
- The 12-volt DC accessory outlet can be used with any 12-volt device which draws 10-amps or less.
- The 12-volt DC accessory outlet is protected by a 10-amp fuse on the fuse block.
- For the location of the 12-volt DC accessory outlet, see the *Component Locations* section in *Chapter 2* of this supplement.

Alternator

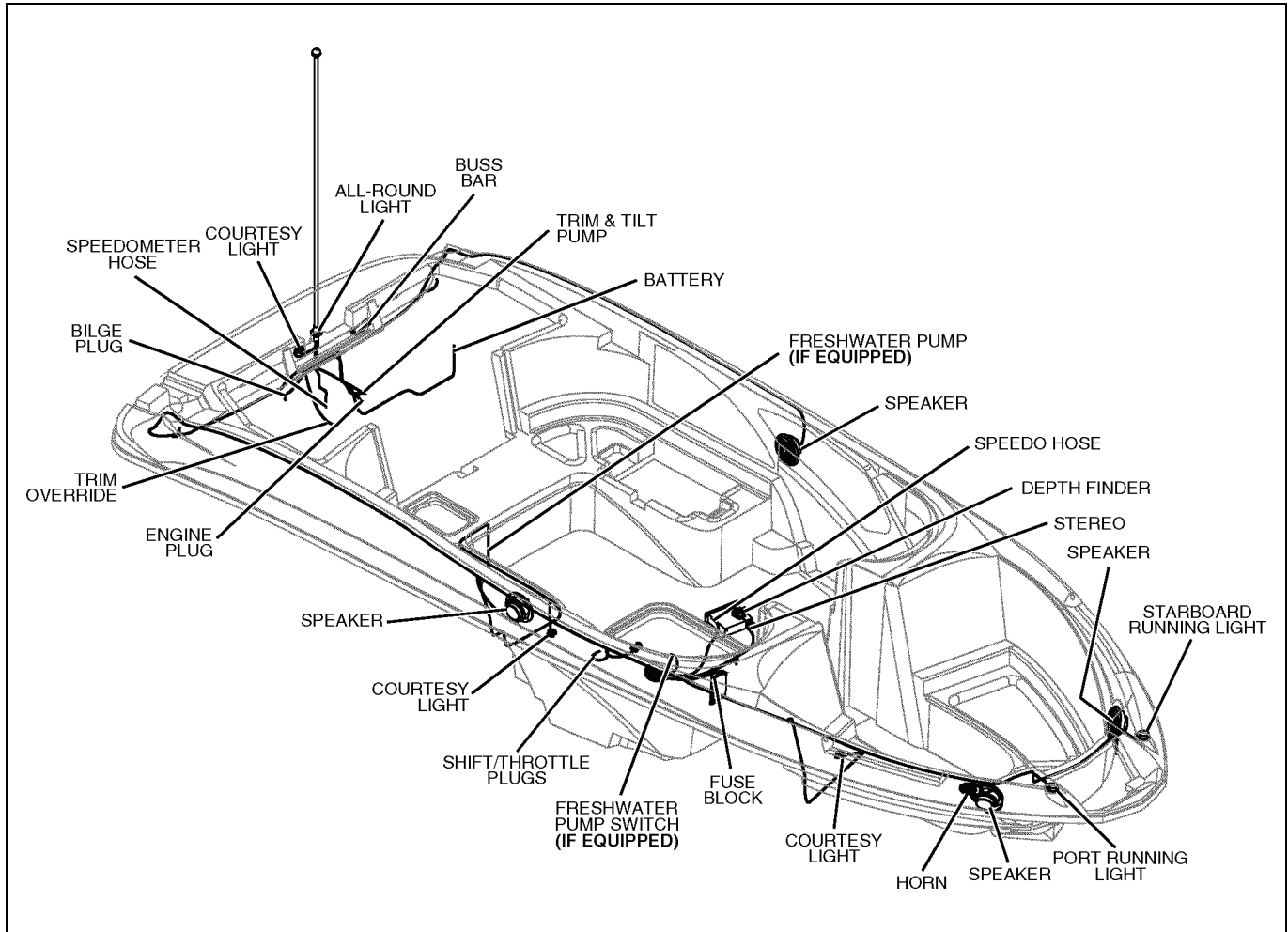
The alternator on the engine will keep the battery properly charged when the engine is running at, or above cruising speeds.

Electrical Routings

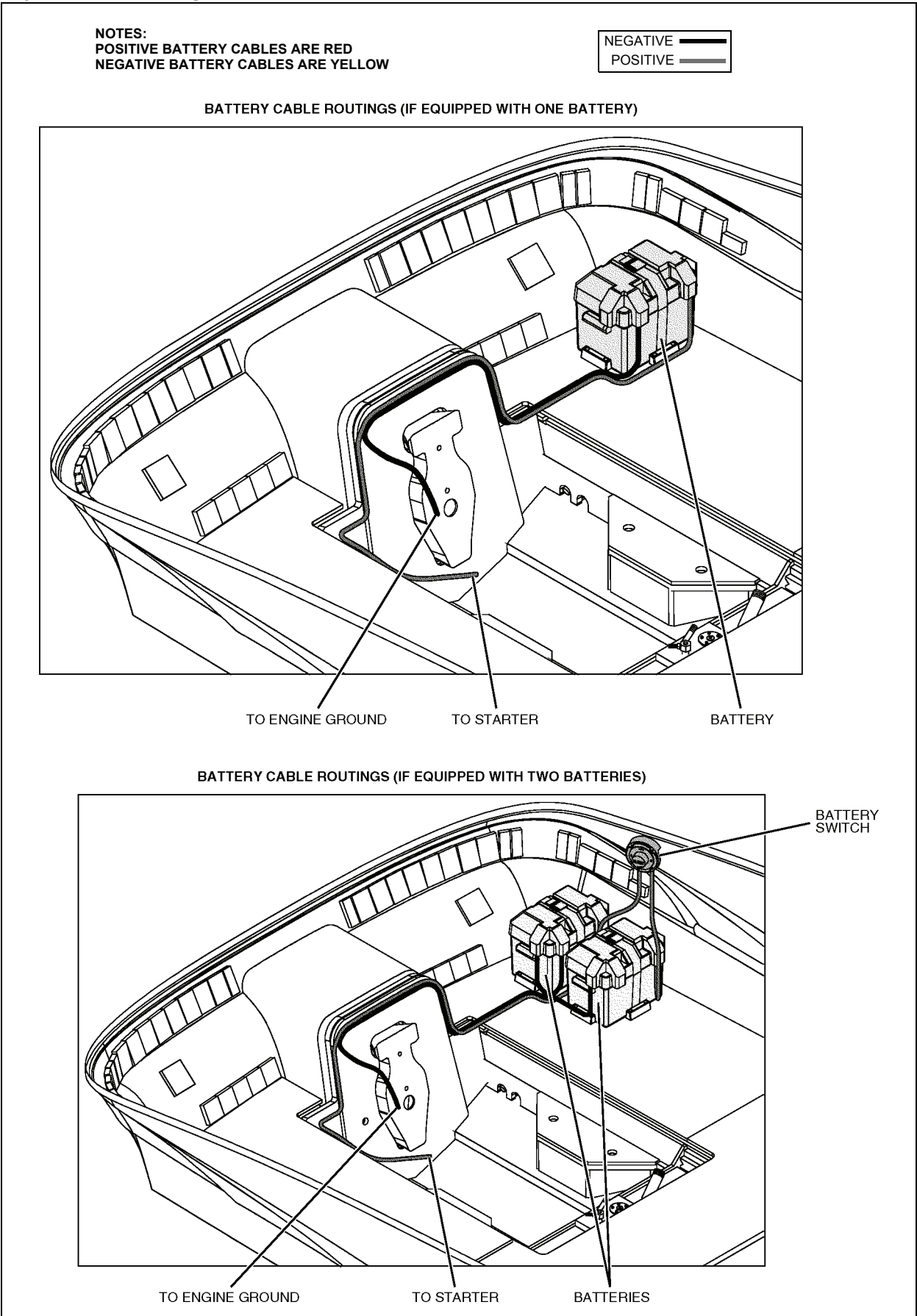
12-Volt DC Hull Harness



12-Volt DC Deck Harness



Battery Cable Routings



Important Records

Selling Dealer

Name Of Dealership

Address

Phone/FAX/E-mail

Sales Manager

Service Manager

Engine

Manufacturer

Model Name/Number

Engine Serial Number

Oil Type/SAE

Quarts per Engine

Filter Type

Propeller

Manufacturer

Pitch

Model Number

Key Numbers

Ignition

Other

Electronics

Manufacturer

Model Name/Number

Serial Number

Manufacturer

Model Name/Number

Serial Number

Manufacturer

Model Name/Number

Serial Number

Manufacturer

Model Name/Number

Serial Number

Float Plan

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

Description of Boat

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

| | | |
|-----------|--------|--------------|
| Full Name | | |
| Age | Health | Phone Number |
| Full Name | | |
| Age | Health | Phone Number |
| Full Name | | |
| Age | Health | Phone Number |
| Full Name | | |
| Age | Health | Phone Number |

Operator of Boat

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

| | | |
|-----------|--------|--------------|
| Full Name | | |
| Age | Health | Phone Number |
| Full Name | | |
| Age | Health | Phone Number |
| Full Name | | |
| Age | Health | Phone Number |
| Full Name | | |
| Age | Health | Phone Number |

Persons Onboard

| | | |
|-----------|--------|--------------|
| Full Name | | |
| Age | Health | Phone Number |
| Full Name | | |
| Age | Health | Phone Number |

| | | |
|-----------|--------|--------------|
| Full Name | | |
| Age | Health | Phone Number |
| Full Name | | |
| Age | Health | Phone Number |

Survival Equipment

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

Vehicle Description

| | |
|------------------------------|----------------|
| Make | Model |
| Color | License Number |
| Where is the Vehicle Parked? | |

Trip Expectations

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

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

| |
|------------------------------|
| Coast Guard Phone Number |
| Local Authority Phone Number |

Part Number 2030496

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