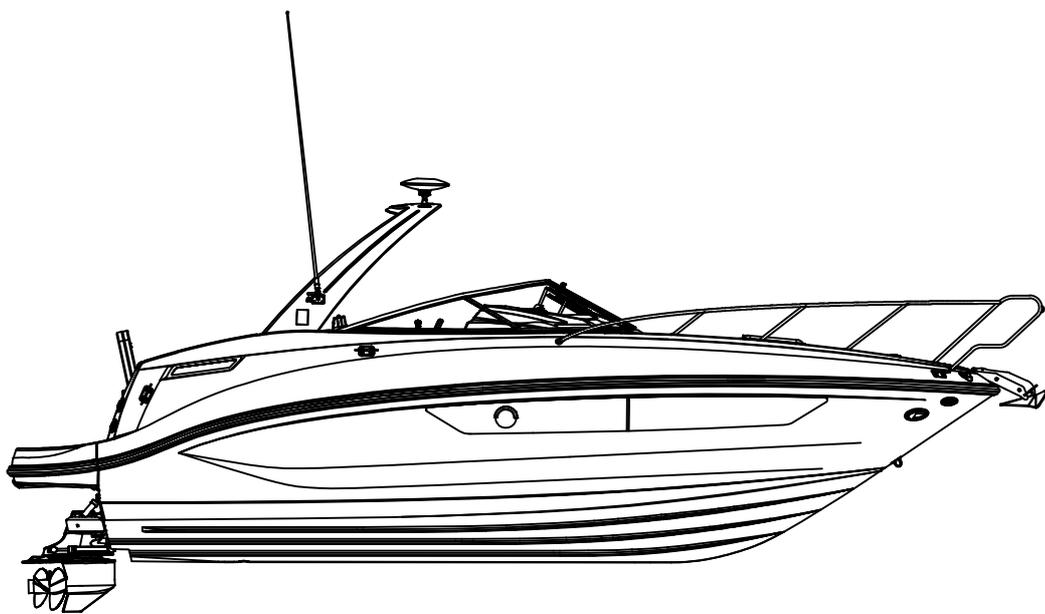


# BAYLINER®

## 842 Cuddy

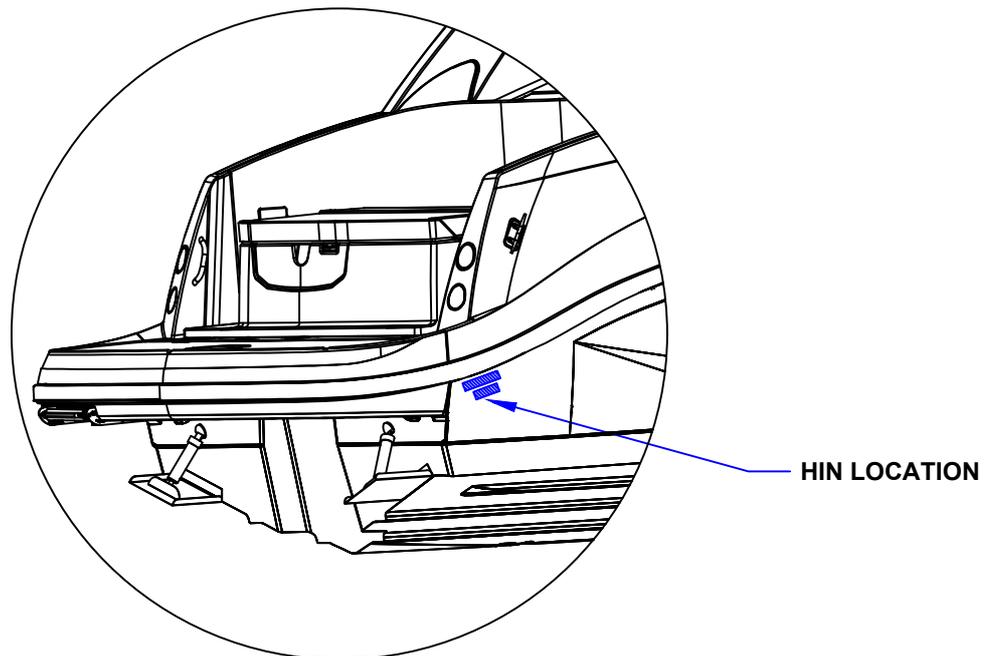


### Owner's Manual

**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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### General Notes

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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 draw attention to potentially dangerous situations which could lead to either personal injury or product damage. Read ***all*** warnings carefully and follow ***all*** safety instructions.

 <b>DANGER</b>
<b>DANGER</b> - Immediate hazards which WILL result in severe personal injury or death if the warning is ignored

 <b>WARNING</b>
<b>WARNING</b> - Hazards or unsafe practices which MAY result in severe personal injury or death if the warning is ignored.

 <b>CAUTION</b>
<b>CAUTION</b> - Hazards or unsafe practices which COULD result in minor injury, product of property damage in the warning is ignored.

<b>NOTICE</b>
Information which is important to proper operation or maintenance, but is not hazard related.



# Chapter 1: Welcome Aboard!

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This *Owner's Manual Supplement* provides specific information about your boat that is not covered in the *Cruiser & Yacht Owner's Manual*.

- The *Cruiser & Yacht Owner's Manual* contains general information about safe operating practices, general boating regulations, and general maintenance techniques.
- 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 actual to the 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.

## 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: 865-971-6311.
- Bayliner advises that all rigging, installation and prep work on any Bayliner product be done by an authorized dealer at the authorized dealer's location.
- Buy replacement parts from any authorized Bayliner dealer.
- You can access additional information by logging on to <http://www.bayliner.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 865-971-6311 for a copy.

## Boating Experience

 **WARNING**

**CONTROL HAZARD!**  
An experienced operator **MUST** be in control of your boat at **ALL** times.  
Do **NOT** operate your boat while under the influence of alcohol or drugs.

If this is your first boat or if you are changing to a type of boat you are not familiar with, for your own comfort and safety, get handling and operating experience before assuming command of your boat. Take one of the boating safety classes offered by the United States Power Squadrons® or the United States 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 [www.usps.org](http://www.usps.org)
- U.S. Coast Guard Auxiliary: 1-800-368-5647 or [www.cgaux.org](http://www.cgaux.org)
- In Canada, for CPS courses: 1-888-CPS-BOAT

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

### **Manufacturer's Certification**

As a boat manufacturer, Bayliner builds their products to guidelines established under the Federal Boat Safety Act of 1971. The Act is promulgated by the United States Coast Guard who has authority to enforce these laws on boat manufacturers that sell products in the United States. Bayliner ensures that all of its products comply with these laws.

The National Marine Manufacturers Association (NMMA) provides Bayliner with a third party certification. The NMMA is an organization that represents the marine industry and assists manufacturers, boat dealers, marinas, repair yards and component suppliers in areas of legislation, environmental concerns, marine business growth and state and federal government agency interaction. The third party certification that Bayliner participates in, uses the well known Standards and Recommended Practices of the American Boat and Yacht Council (ABYC). Bayliner Boats cooperates with the American Boat and Yacht Council which is a nonprofit organization that develops and publishes voluntary standards and recommended practices for boat and equipment design, construction, service and repair. We apply all relevant ABYC standards in the construction of your Bayliner craft.

Finally, Bayliner sells their products world wide and as such must conform to rules and regulations required by other countries. Most notable, are the European ISO standards which require application of the Common European (CE) mark. This mark, much like the NMMA certification here in the US, gives you, the boat owner, with specific information concerning your craft.

### **International Requirements**

Depending on your boat's original destination, the vessel and its systems may have been constructed in accordance with standards and specifications published by various international authorities such as:

- Construction Standards for Small Vessels - Canada
- Recreational Craft Directive and applicable ISO Standards - European Union
- AS/NZ 3004 Electrical Installations - Australia/New Zealand

Further information concerning these requirements may be obtained from your local dealer.

## Engine & Accessory Guidelines & Literature

### NOTICE

- Before starting or working on your engine(s), read the engine manual.
- Before using the accessories on your boat, read the accessory manuals.
- 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.

- 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 engine and accessories.

Unless otherwise noted, *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 *Cruiser & Yacht 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 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
- 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.

## Qualified Maintenance

### **WARNING**

To maintain the safety of your boat, allow **ONLY** trained personnel to work on, or change, in any way, the following:

- 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 *Cruiser & Yacht Owner's Manual*
- The engine owner's manual, and;
- *All accessory literature.*

## Special Care for Moored Boats

### **NOTICE**

- To help seal the hull bottom and reduce the chance of gel coat blistering while your boat is moored, apply an epoxy barrier coating.
- The barrier coating should be covered with several coats of anti-fouling paint.
- Many states regulate the chemical content of bottom paints in order to meet environmental standards. Check with your local dealer about recommended bottom paints, and about the laws in effect in your area.

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

## Safety Standards

### DANGER

#### **FALLING and ROTATING PROPELLER HAZARD!**

- NEVER allow anyone to ride on parts of your boat not designed for such use.
- Sitting on seat-backs, lounging on the forward deck, bow riding, gunwale 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.

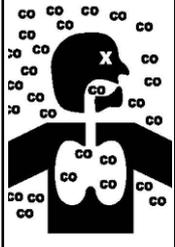
Examples include:

- 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 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)

 <b>WARNING</b>	
	<p>Carbon monoxide (CO) can cause brain damage or death.</p> <p>Engine and generator exhaust contains odorless and colorless carbon monoxide gas.</p> <p>Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness.</p> <p>Get fresh air if anyone shows signs of carbon monoxide poisoning.</p> <p>See Owner's Manual for information regarding carbon monoxide poisoning.</p>

### **CO Facts**

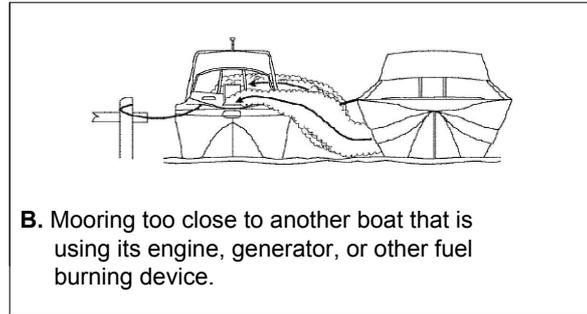
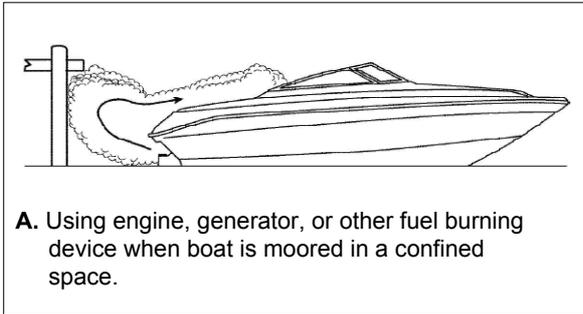
- CO poisoning causes a significant number of boating deaths each year.
- Called the "silent killer", CO is an extremely toxic, colorless, odorless and tasteless gas.
- CO can harm or even kill you inside or outside your boat.
- CO can affect you whether you're underway, moored, or anchored.
- CO symptoms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

### **Factors that Increase the Effects of CO Poisoning**

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

## Where & How CO Can Accumulate

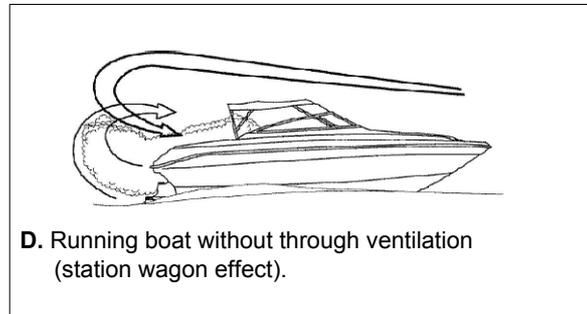
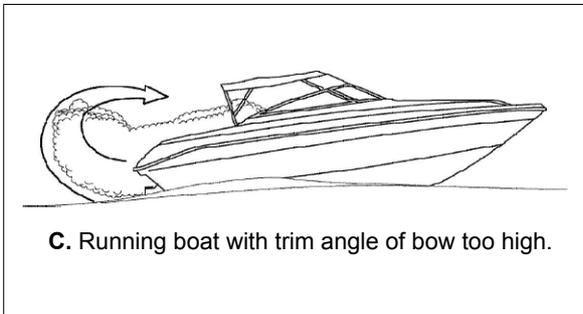
### Stationary conditions that increase CO accumulations include:



### To correct stationary situations A and/or B:

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

### Running conditions that increase CO accumulations include:



### To correct running situations C and/or D:

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

### How to Protect Yourself & Others From CO

- Know where and how CO may accumulate in and around your boat (see above).
- **Always** maintain fresh air circulation throughout your boat.
- Know where your engine and generator exhaust outlets are located and keep everyone away from these areas.
- **Never** sit on, or hang onto, the back deck or 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.
- **Maintain the CO monitors that are installed 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](http://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 deteriorating 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).

### CO Monitors

## NOTICE

- The stereo memory and CO monitors place a small, but constant drain on the battery.
- If your boat will be unattended for an extended amount of time, plug into shore power with the battery charger turned On.

- Do not disconnect the CO monitors
- Read the manufacturer's instructions for your CO monitors.

CO monitor is located in the dinette area, on the forward wall of the head.

### More Information

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

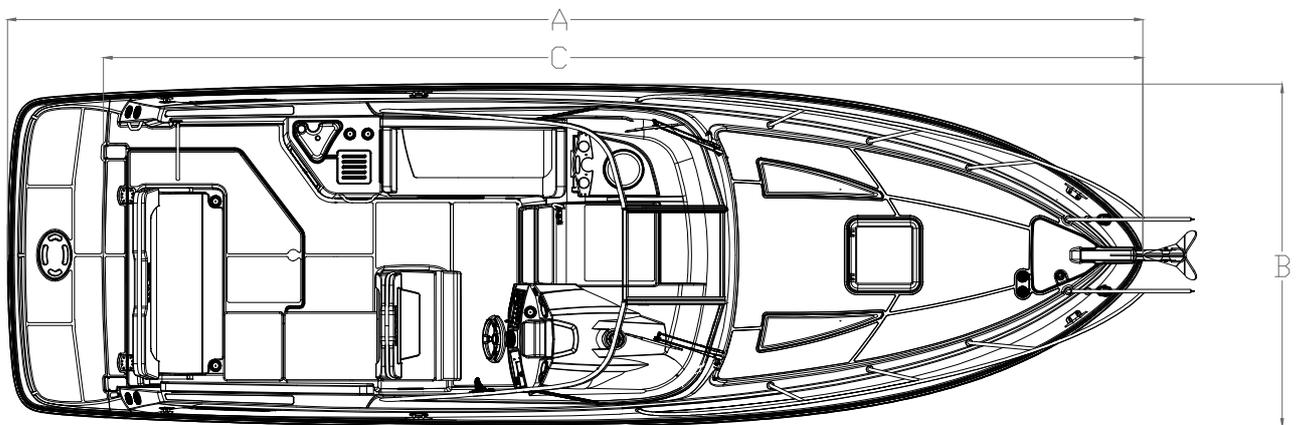
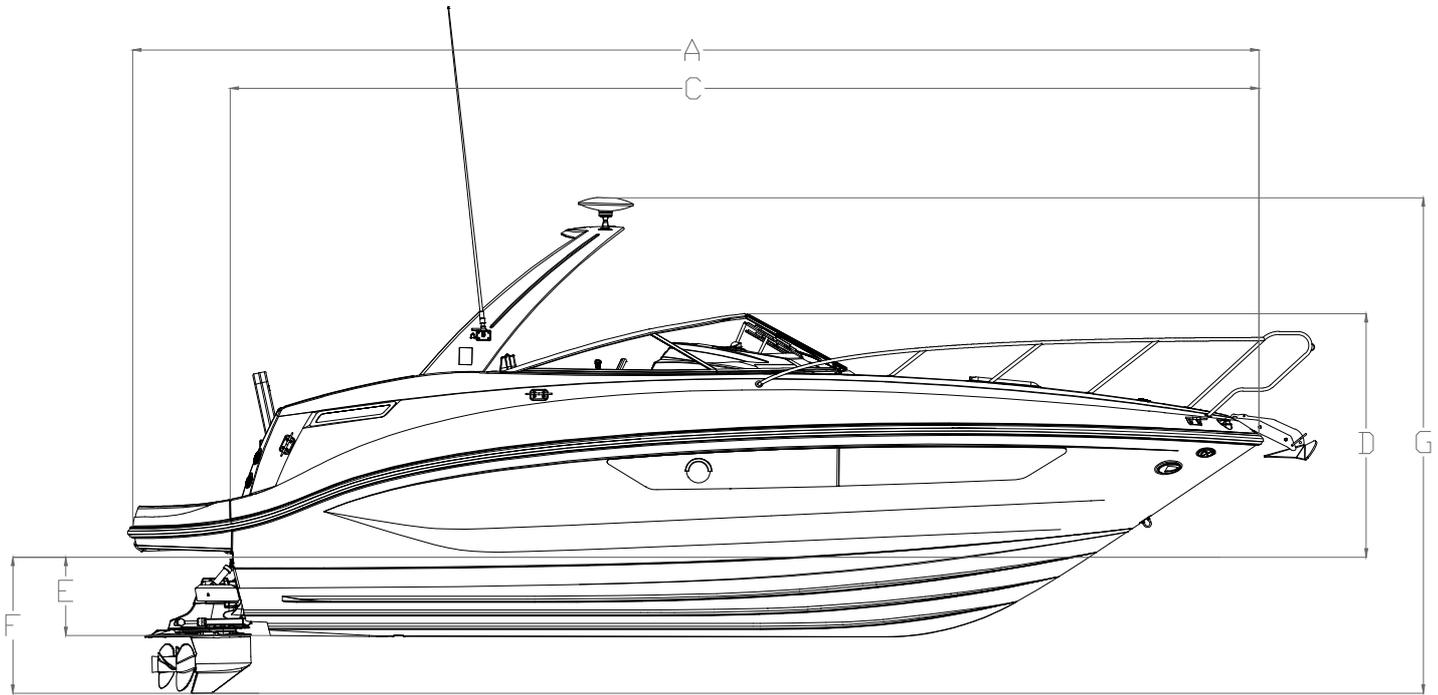
United States Coast Guard  
Office of Boating Safety (G-OPB-3)  
2100 Second Street SW  
Washington, DC 20593  
[www.uscgboating.org](http://www.uscgboating.org)  
1-800-368-5647

National Marine Manufacturers  
Association (NMMA)  
200 East Randolph Drive  
Suite 5100  
Chicago, IL 60601-9301  
[www.nmma.org](http://www.nmma.org)  
312-946-6200

American Boat & Yacht Council, Inc. (ABYC)  
613 Third Street  
Suite 10  
Annapolis, MD 21403  
[www.abycinc.org](http://www.abycinc.org)  
410-990-4460

# Chapter 2: Locations

## Dimensions and Specifications



### 842 Cuddy Specifications:

(A) Length Overall	29.13 ft	8.88 m
(B) Beam	8.37 ft	2.55 m
(C) Length of Hull	25.40 ft	7.77 m
(D) Windshield Height	8.01 ft	2.44 m
(E) Draft (Hull)	1.97 ft	0.56 m
(F) Draft (Maximum)	3.38 ft	0.99 m
(G) Overall Height	12.27 ft	3.74 m
Fuel Tank Capacity	65 gallons	246 liters
Water Tank Capacity	28 gallons	106 liters
Waste Tank Capacity	20 gallons	76 liters
Light Craft Weight	6285 lbs	2850 kg
Fully Loaded Craft Weight	8940 lbs	4052 kg
Dead Rise	21°	

## Stability and Buoyancy

### WARNING

Wet decks are slippery.  
You can be seriously injured if you slip and fall.  
Wear slip resistant footwear secured to your feet and hold on to rails or boat structure.

### WARNING

Boat motion can be erratic.  
You can fall overboard or be injured by hitting something in or on the boat.  
All persons must be in cockpit area or cabin and be prepared for sudden boat movement.  
Use front or bow deck area only during anchoring, mooring or emergencies

When persons are on the working deck area, for anchoring, mooring, or in emergencies, they must be holding on and be positioned so as to prevent falling. In bad weather and/or rough water, if it is essential to be on deck, persons should be closely tied to cleats, railing stanchions or other securely fastened boat hardware. Your boat was manufactured to specific stability and flotation standards for the capacity shown on the certification plate. Any increase from the recommended load capacities will put your boat in jeopardy of capsizing, swamping and/or sinking.

In Addition:

- Stability may be substantially reduced if equipment is added above the deck.
- Stability is substantially reduced by loose fluids or weight within the hull. Keep bilge area as dry as possible, and close all openings, hatches and windows in rough weather.

### DANGER

Rotating propellers can injure or kill you.  
Shut off engine when persons are in water near boat, or on swim platform or ladder.

### WARNING

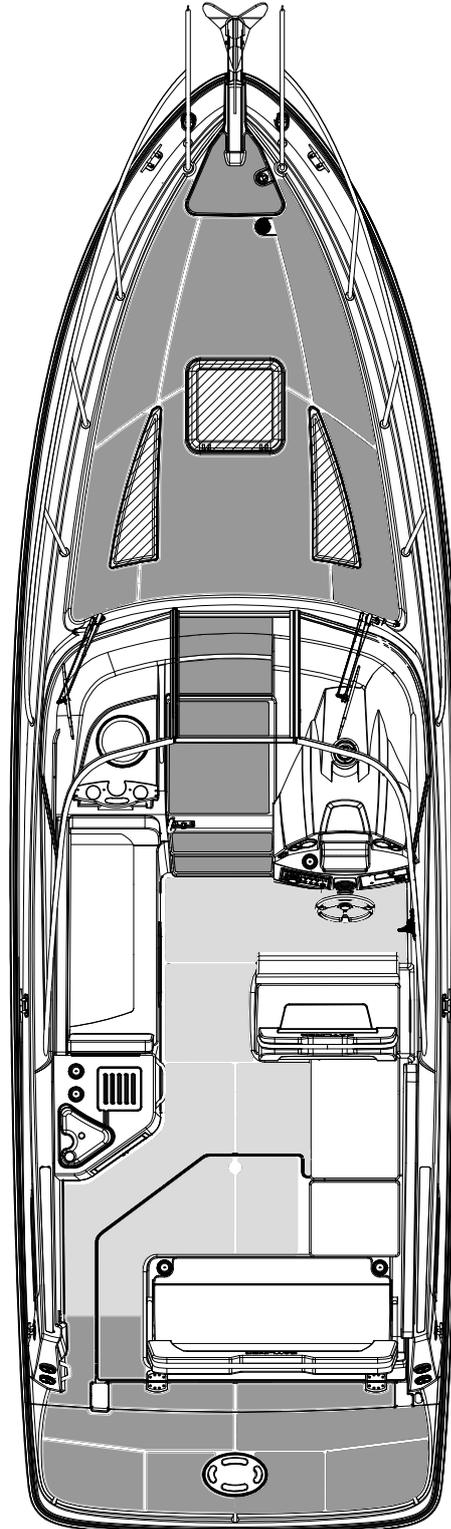
Distribute passengers and gear as uniformly as possible from front to rear and left to right.  
The manufacturer's load rating is the maximum allowed under calm conditions.  
Reduce boat loading if weather, water or other conditions are adverse.

## Deck Occupation Areas

 **WORKING DECK**  
(DECK AREA INTENDED FOR OCCUPATION DURING NORMAL OPERATION)

 DECK AREA INTENDED FOR ONLY IF BOAT ANCHOR OR MOORING, EMERGENCY OPERATION ONLY

 **DO NOT STAND OR WALK ON THIS AREA**



## Load Capacity

### WARNING

Do not exceed maximum recommended number of persons, regardless of the number of persons on board, the total weight of persons and equipment must never exceed the maximum recommended load. Always use seats spaces provided.

The capacity information plate (located near the helm) indicates maximum weight and number of persons and provisions with personal effects your boat can handle under calm sea conditions. Do not exceed the load capacities stated. The number of people on board must be reduced if you go out in poor weather and rough water.

### WARNING

When loading the craft, never exceed the maximum recommended load. Always load the craft carefully and distribute loads appropriately to maintain trim. Avoid placing heavy weights high up.

The type of capacity plate will vary depending upon the local governing authority.

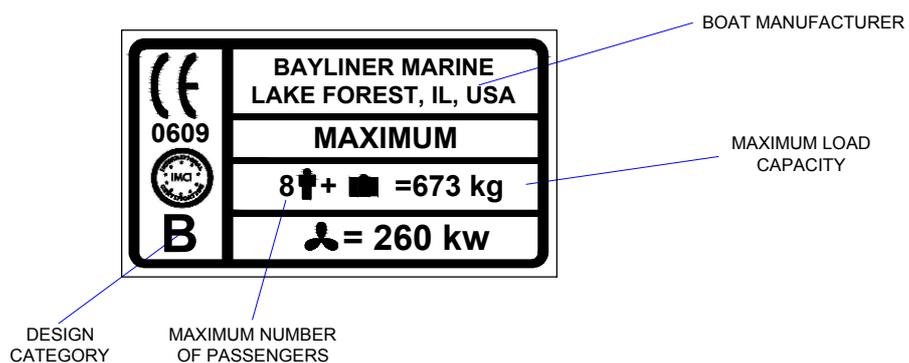
A. United States - The United States Coast Guard only provides specific numbers for passenger capacity or cargo weight for recreational vessels up to 20', (6.1 meters). NMMA provides capacity for boats under 26' (7.9 meters).

B. Canada - Transport Canada only provides specific numbers for passenger capacity or cargo weight for recreational vessels up to 6 meters (19.7').

C. Australia - The Australian Transport Council provides specific numbers for passenger capacity and cargo weight for all recreational vessels.

D. European Union - CE regulations provide specific information for passenger capacity and cargo weight for all recreational vessels.

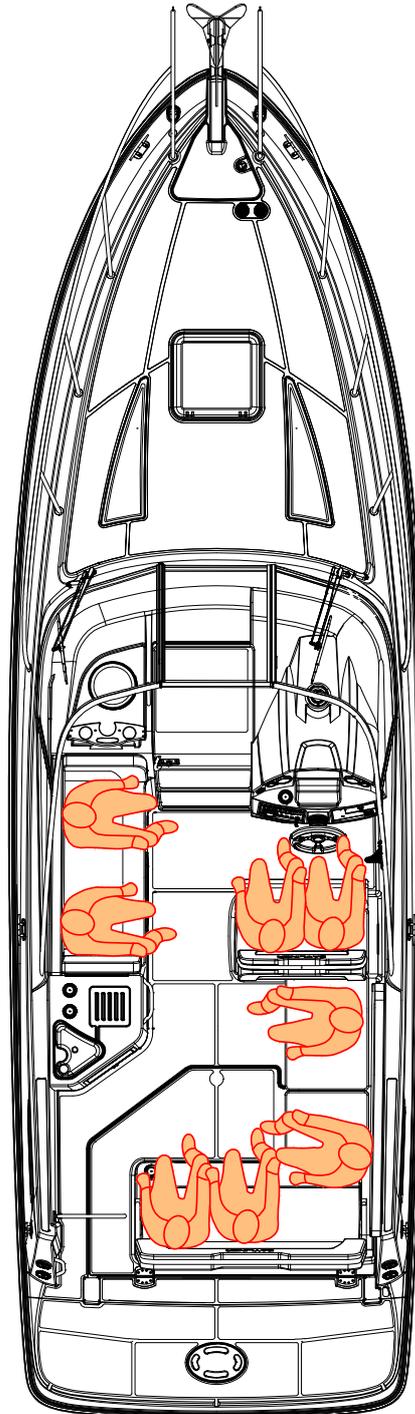
### Capacity Plate (International Certification)



## Passenger Locations

### NOTICE

The maximum number of persons listed on the capacity plate may be affected by where the vessel is registered. See Load Capacity.



*INTERNATIONAL, (CE)*

## ***Watercraft Design Category***

A watercraft given design category B is considered to be designed for a wind speed up to, and including 40 knots (46 mph) and significant wave height up to, and including 4 m.



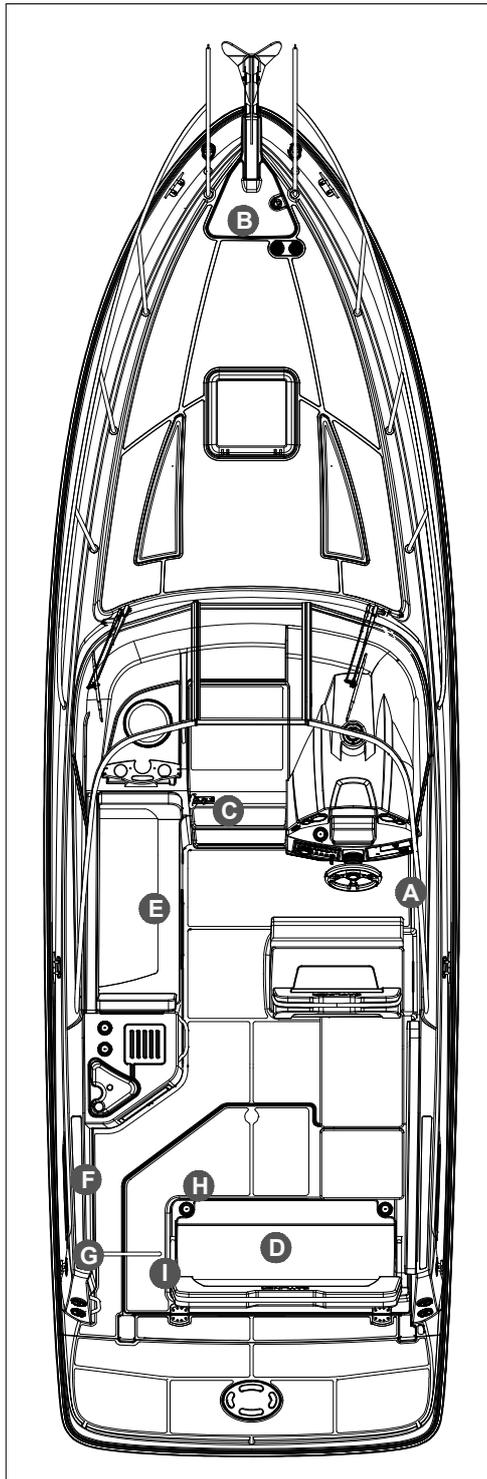
The wind speed and wave height specified as the upper limit for your category of boat does not mean that you or your passengers can survive if your boat is exposed to these conditions. It is only the most experienced operators and crew that may be able to operate a boat safely under these conditions.

You must always be aware of weather conditions and head for port or protected waters in sufficient time to avoid being caught in high winds and rough water. Do not take chances!

### ***Maximum Propulsion Power***

- Maximum propulsion power rating for the craft: 260 kW.
- Do not operate this craft with an engine of rated power larger than that posted on the capacity label in the craft.
- Do not operate this craft at negative propulsion unit trim settings (bow down) at high speed. Craft may lean over on side. Instability in turns may result. Use negative trim to accelerate to planing speed from displacement speed and at lower planing speeds in choppy water (applicable to craft equipped with propulsion unit power trim).
- Do not operate at maximum speed while in congested high traffic waterways or in weather and sea conditions of reduced visibility, high winds or large waves. Reduce speed and wake as a courtesy and as a safety consideration to yourself and others. Observe and obey speed limit and no wake zones.
- Observe right-of-way as defined by Rules of the Road and required by COLREG.
- Always be certain to have sufficient distance to stop or maneuver if required to avoid collisions.

# Warning Labels



**A** **! WARNING**

	<b>BAYLINER MARINE</b> 842 Cuddy
	<b>MAXIMUM</b>
	8'4" x 11' = 673 kg = 260 kw

GASOLINE VAPORS CAN EXPLODE RESULTING IN INJURY OR DEATH BEFORE STARTING ENGINES/GENERATORS

- CHECK ENGINE COMPARTMENT BILGE FOR GASOLINE OR VAPORS
- OPERATE BLOWERS FOR FOUR (4) MINUTES
- VERIFY BLOWER OPERATION
- RUN BLOWER BELOW CRUISING SPEED

**A** **! 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.

**A** **! DANGER**

AVOID SERIOUS INJURY OR DEATH FROM CARBON MONOXIDE EXHAUST FUMES FROM ENGINES CONTAIN CARBON MONOXIDE GAS AND MAY COLLECT IN ENCLOSED AREAS

KEEP COCKPIT CABIN AND CABIN AREAS WELL VENTILATED. DO NOT USE CANVAS, SIDE CURTAINS AND FORWARD VISOR WITHOUT PROPER VENTILATION

CO SICKNESS SYMPTOMS INCLUDE HEADACHE, NAUSEA AND DIZZINESS. DO NOT MISTAKE FOR SEASICKNESS.

SEE OWNERS MANUAL FOR ADDITIONAL INFORMATION

**E** **! WARNING**

DO NOT STORE FUEL OR FLAMMABLE LIQUIDS HERE VENTILATION HAS NOT BEEN PROVIDED FOR EXPLOSIVE VAPORS

**G** **! DANGER**

TRANSOM DOOR MUST BE CLOSED AND SECURE WHEN ENGINE IS RUNNING.

**A** **! DANGER**

FORE AND AFT SUN PADS SHOULD NOT BE USED WHEN VESSEL IS UNDER WAY.

**A** **! WARNING**

TRIM TABS SHOULD BE USED FOR PORT TO STARBOARD TRIM ADJUSTMENT. EXCESSIVE DOWN TAB MAY RESULT IN POOR HANDLING CHARACTERISTICS. DO NOT RUN TABS DOWN IN FOLLOWING SEA CONDITIONS.

**A** **! WARNING**

VISIBILITY FROM THE SEATED POSITION AT THIS HELM STATION IS LIMITED. AVOID SERIOUS INJURY OR DEATH FROM COLLISIONS. OPERATION FROM STANDING POSITION MAY BE NECESSARY TO MAINTAIN LOCKOUT AS REQUIRED BY RULES OF THE ROAD. READ THE OWNERS MANUAL.

**A** **! WARNING**

ENGINE COMPARTMENT HAS FIXED FIRE EXTINGUISHING SYSTEM. BEFORE DISCHARGING FIRE EXTINGUISHER:

1. SHUTDOWN ENGINES AND BLOWERS
2. EVACUATE THE ENGINE COMPARTMENT TO AVOID ASPHYXIATION

AFTER DISCHARGE VENTILATE ENGINE COMPARTMENT BEFORE ENTERING.

**B** **! DANGER**

STAY CLEAR OF MOVING PARTS

**A** **! WARNING**

THE UNITED STATES COAST GUARD (USCG) RECOMMENDS THAT ALL OCCUPANTS WEAR APPROVED PERSONAL FLOTATION DEVICES (PFDs).

**C** **! WARNING**

RUNNING BOAT WITH DOOR OPEN COULD INDUCE EXHAUST FUMES INTO CABIN. SEE OWNERS MANUAL FOR INSTRUCTIONS CONCERNING CARBON MONOXIDE.

**! DANGER**

PROPELLER(S) MAY CAUSE SERIOUS INJURY OR DEATH

Shut-off engine(s) when near swimmers, prior to using sunpads, swim platform, or boarding ladder.

**C** **! WARNING**

- SECURE DOOR WHEN CRUISING
- DO NOT SIT, STAND OR PLACE HEAVY OBJECTS ON DOOR
- KEEP CABIN DOOR CLOSED WHEN ENGINES OR GENERATOR ARE RUNNING
- DO NOT USE CAUSTIC MATERIALS TO CLEAN
- WASH WITH MILD SOAP AND WATER

**! WARNING**

AVOID COLLISIONS-

- Maintain lookout as required by the "Rules of the Road"
- Visibility can be limited by high boat trim angles, persons, gear, weather and atmospheric conditions.
- At all times proceed at a safe speed, in order to take proper and effective action to avoid hazardous conditions.

**D** **! WARNING**

PREVENT THE DISCHARGE OF POLLUTANTS

DISCHARGE OF OIL OR OILY WASTE INTO NAVIGABLE WATERS IS PROHIBITED IF SUCH A DISCHARGE CAUSES A FILM, SHEEN OR A DISCOLORATION OF THE SURFACE OR CAUSES A SLUDGE OR EMULSION BENEATH THE SURFACE OF THE WATER. VIOLATORS ARE SUBJECT TO PENALTIES.

**! WARNING**

SUCH ISSUES ARE UNDER THE CONTROL OF THE OPERATOR!

AVOID SKI LINES AND TOW ROPES- Ski lines and tow ropes can backslash into the cockpit when released.

**D** **NOTICE**

FIXED FIRE EXTINGUISHING SYSTEM MUST BE SUITABLE FOR COMPARTMENT VOLUME OF 150 cu. ft.

**! CAUTION**

AVOID INHALATION OF TOXIC FUMES- If fire extinguishing system discharge occurs, ventilate space before entering.

**D** **! WARNING**

LEAKING FUEL IS A FIRE AND EXPLOSION HAZARD. INSPECT SYSTEM REGULARLY. EXAMINE FUEL TANKS FOR LEAKS OR CORROSION AT LEAST ANNUALLY.

**D** **! DANGER**

STAY CLEAR OF MOVING PARTS WHILE ENGINE IS RUNNING.

**D** **! CAUTION**

DISINFECT AND FLUSH PORTABLE WATER SYSTEM BEFORE USING. FAILURE CAN CAUSE ILLNESS.

**H** **! CAUTION**

REMOVE COCKPIT TABLE BEFORE LIFTING ENGINE HATCH

**D** **NOTICE**

THIS BOAT IS EQUIPPED WITH AN OPTIONAL DIRECT OVERBOARD DISCHARGE VALVE. DISCHARGING OF SEWAGE DIRECTLY OVERBOARD IS FOR USE WHERE APPROVED ONLY.

**D** **NOTICE**

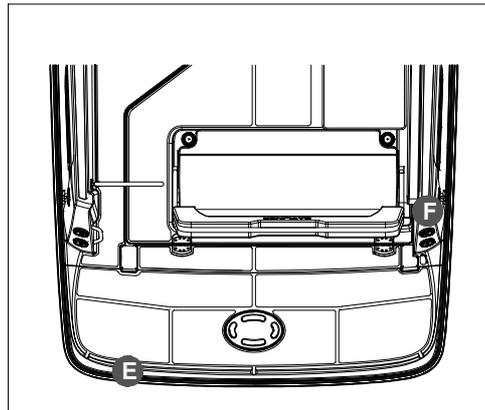
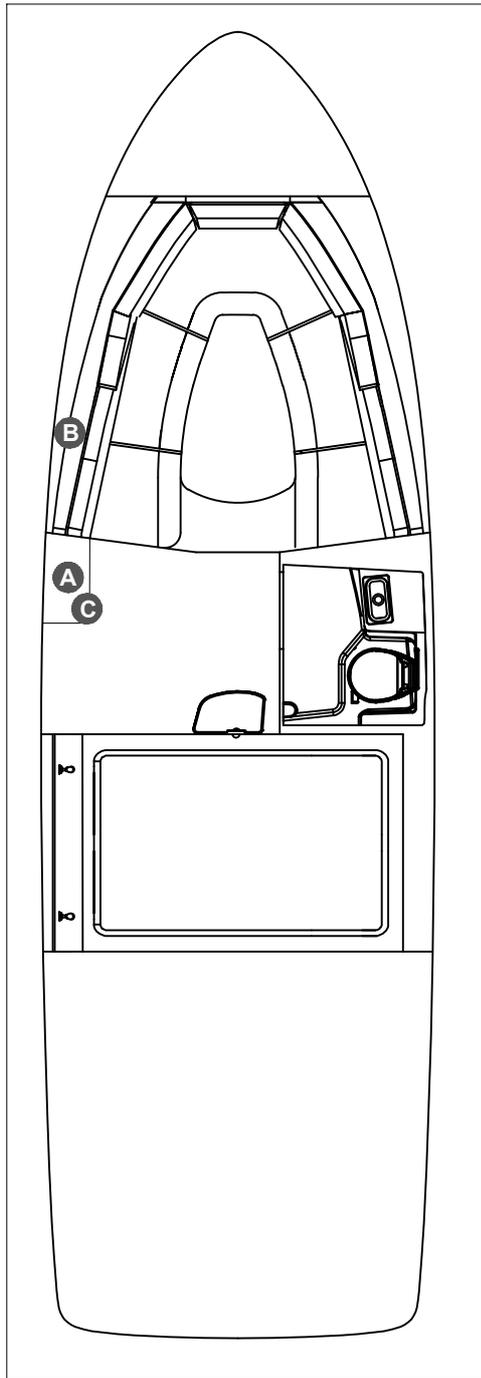
CHECK BATTERY CELL FLUID LEVEL APPROXIMATELY EVERY 4 WEEKS, AND MORE OFTEN IN SUMMER AND HOT ZONES.

**F** **! CAUTION**

BATTERY SWITCH MUST BE IN THE "BOTH" POSITION PRIOR TO STARTING ENGINES. CHANGING THE SWITCH POSITION OR TURNING THE SWITCH OFF WITH THE ENGINE RUNNING MAY CAUSE SYSTEM FAILURE OR ALTERNATOR DAMAGE.

**I** **! WARNING**

REAR FACING TRANSOM SEATS MUST NOT BE USED WHILE ENGINE IS RUNNING OR BOAT IS MOVING. YOU CAN DIE OR BE SERIOUSLY INJURED BY BREATHING CARBON MONOXIDE OR BY THE PROPELLER IF YOU FALL OVERBOARD.



**A** **! 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.



**B** **! DANGER**

LEAVING WINDOW OPEN COULD INCLUDE EXHAUST FUMES INTO CABIN RESULTING IN SEVERE PERSONAL INJURY OR DEATH

**C** **! DANGER**

HIGH VOLTAGE  
AVOID SERIOUS INJURY OR DEATH FROM ELECTRICAL SHOCK. DISCONNECT ALL POWER SOURCES BEFORE REMOVING PANEL

**E** **! 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.



**E** **! DANGER**

TO AVOID RISK OF SERIOUS INJURY OR DEATH SHUT OFF ENGINE WHEN NEAR SWIMMERS OR PRIOR TO USING SWIM PLATFORM AND BOARDING LADDER

**F** **! WARNING**

Gasoline vapors are explosive! Avoid serious injury or death from fire or explosion, resulting from leaking fuel. Inspect system for leaks at least once a year.

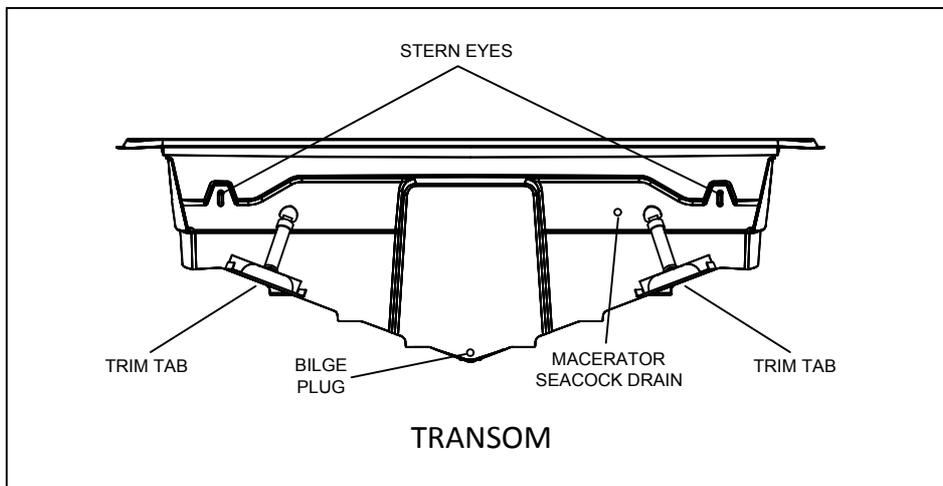
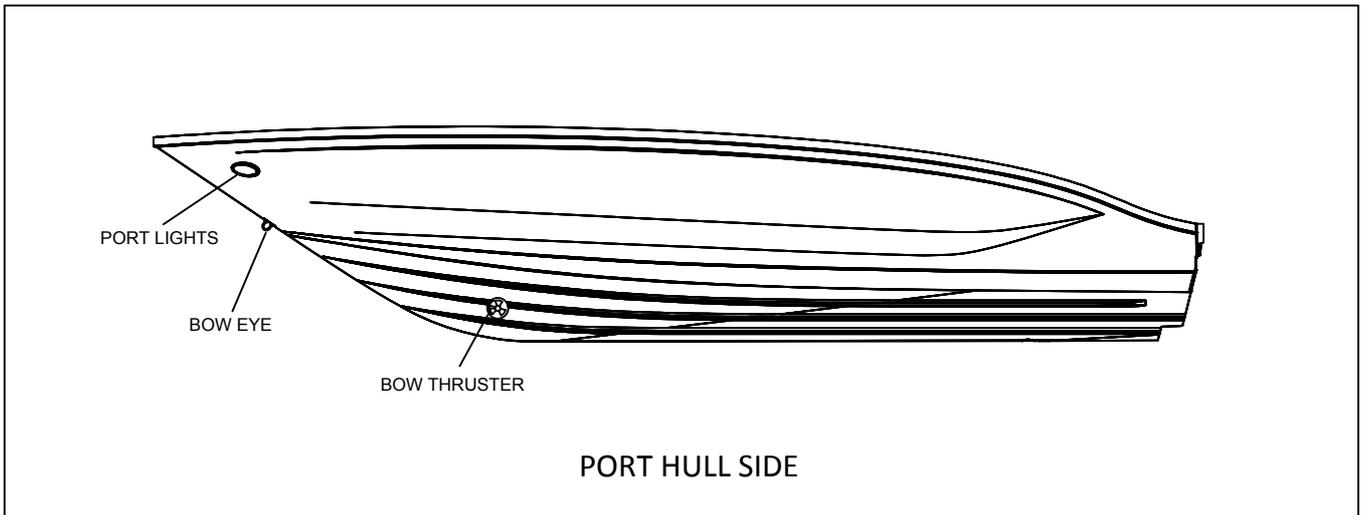
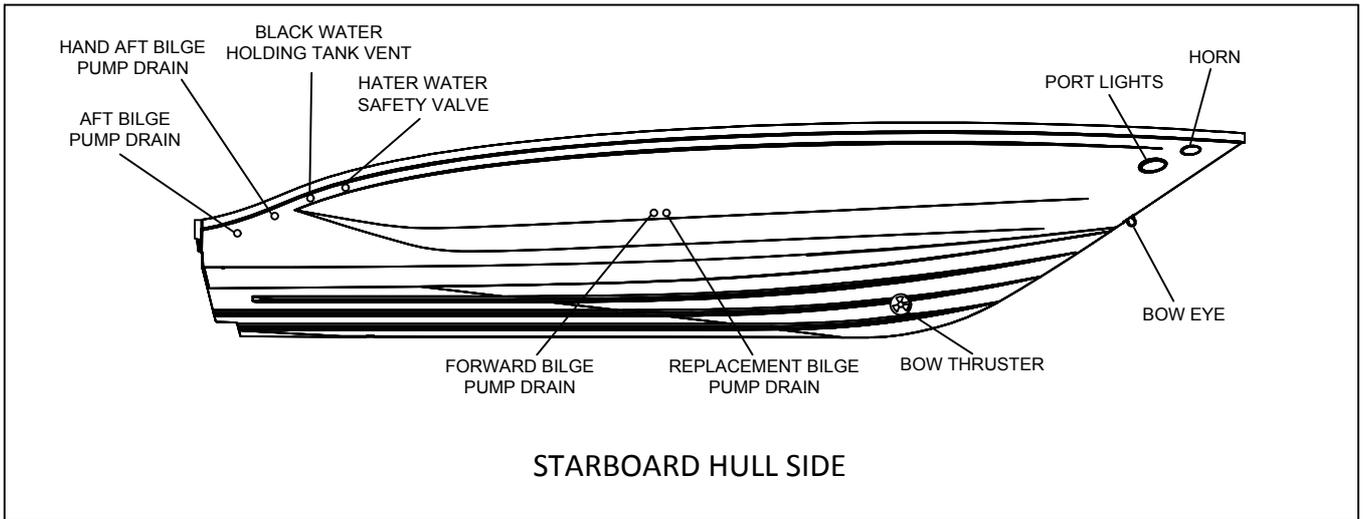
Contents can be under pressure. Open slowly in a well ventilated area.

The use of fuels containing ethanol higher than 10% (E-10) can damage your engine or fuel system and will void the warranty. Never use (E-85).

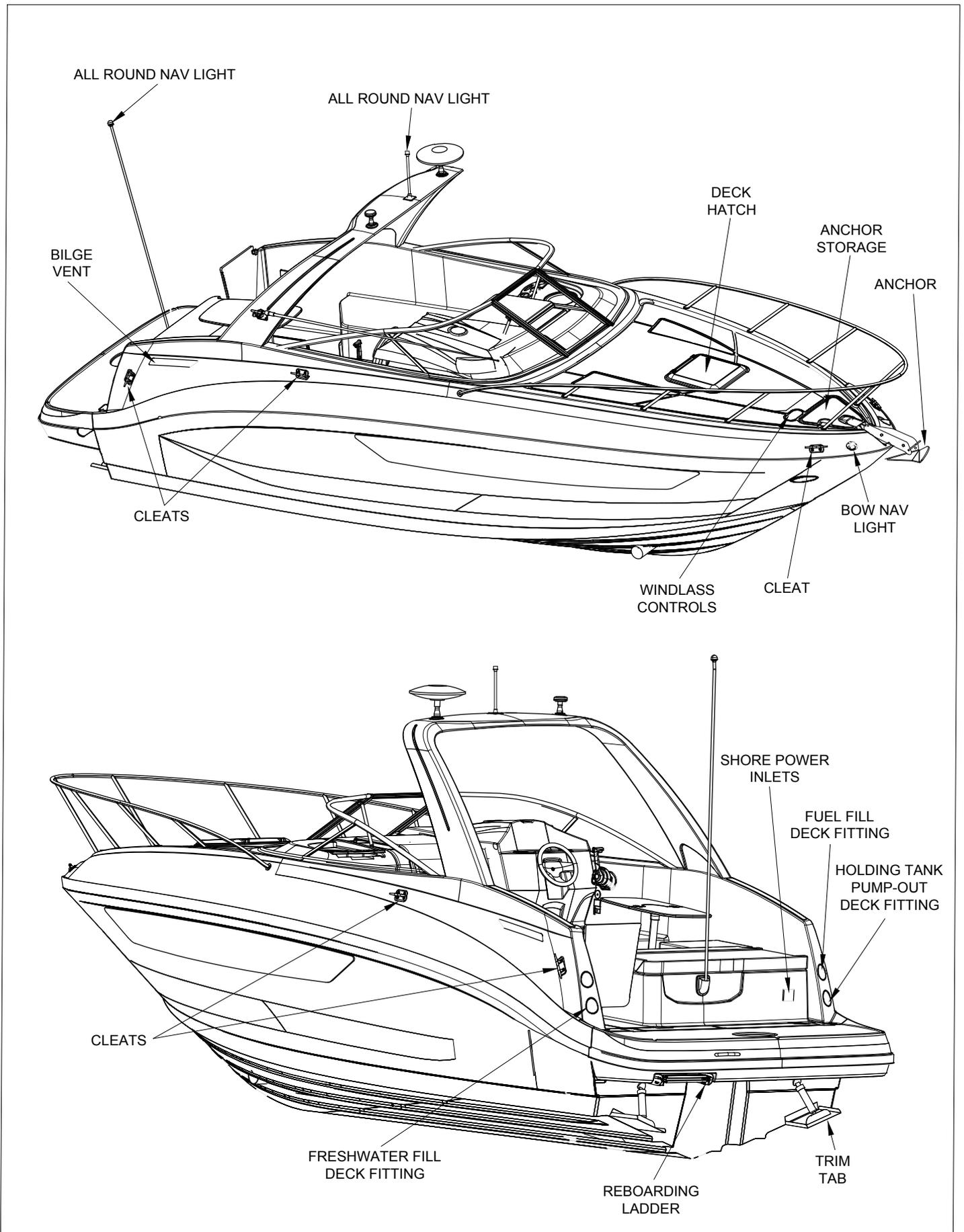
Open flame appliances can ignite gasoline vapors causing death or injuries from the fire or explosion. Turn off all open flame appliances when refueling.

## Exterior Views

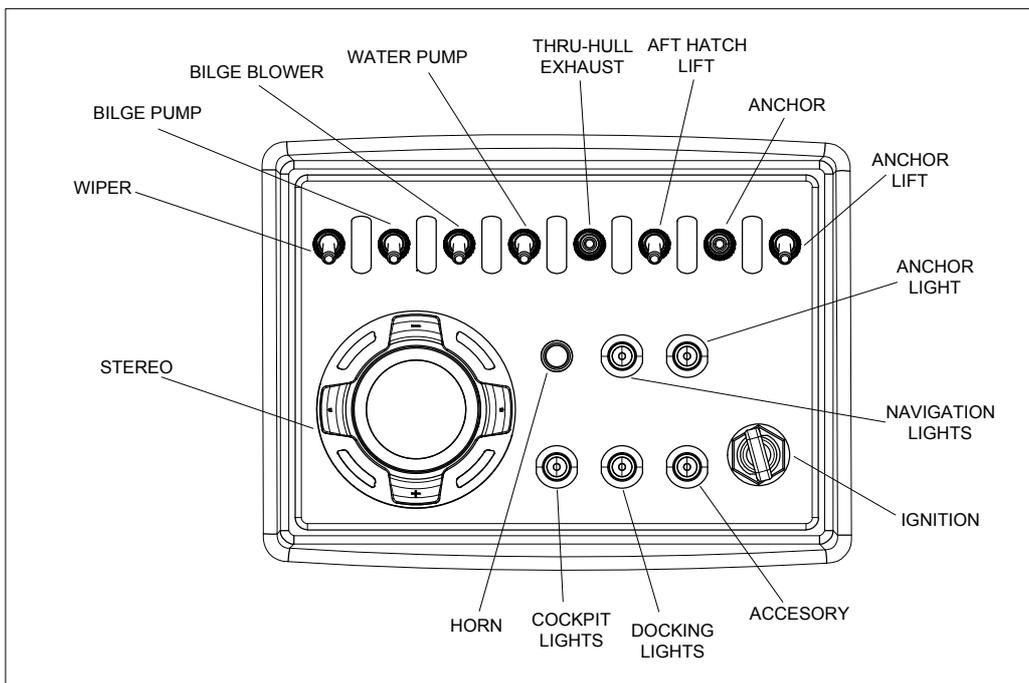
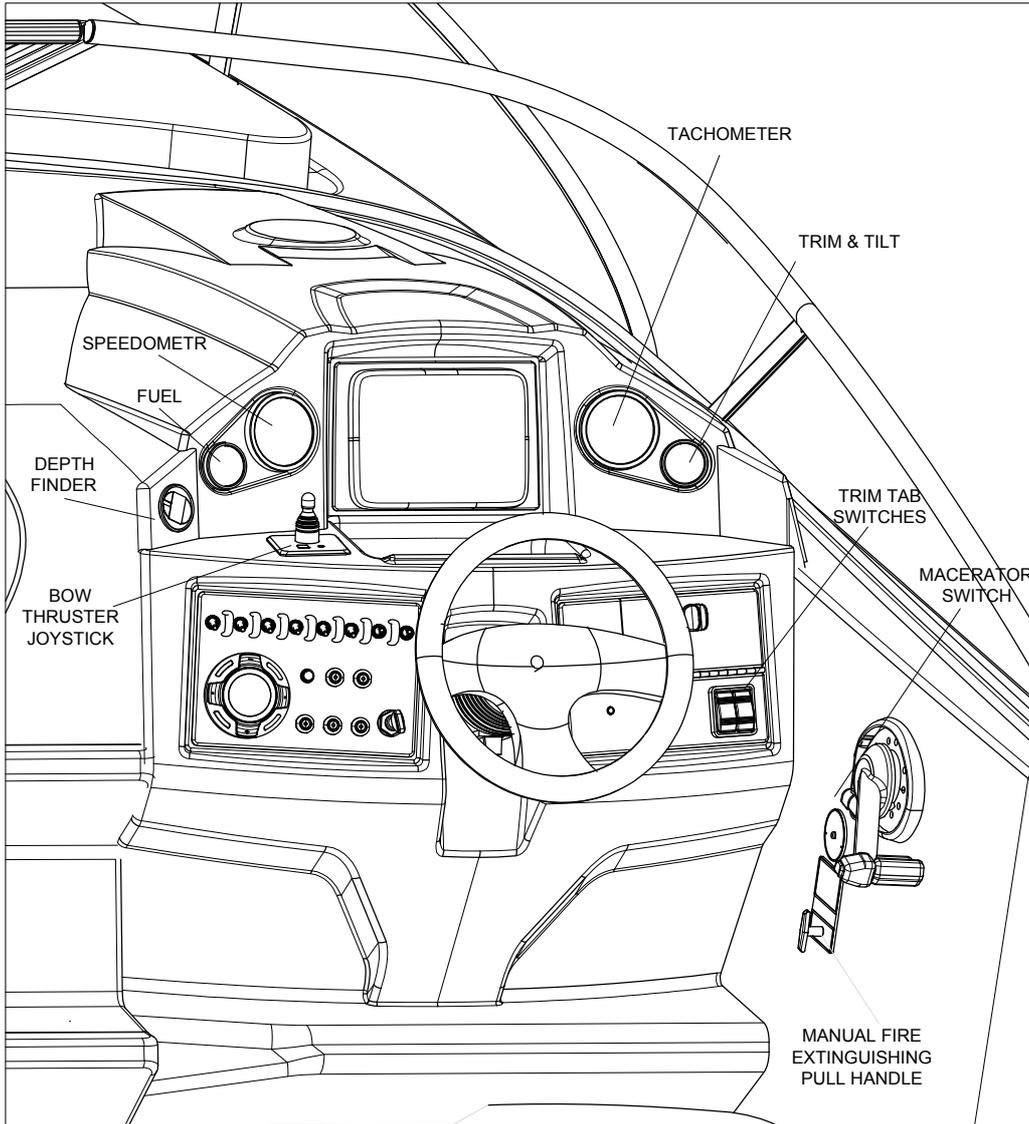
### Hull Views



### Deck View



### Helm View



Operator vision from the helm may be obstructed by high trim angles of the craft and other factors caused by one or more of the following variable conditions:

1. propulsion unit trim angles (on craft equipped with a power trim system on the propulsion unit);
2. hull trim plane angles (on craft equipped with power operated trim planes or trim tabs on the transom);
3. loading and load distribution;
4. speed;
5. rapid acceleration;
6. transition from displacement to planing mode;
7. sea conditions;
8. rain and spray;
9. darkness and fog;
10. interior lights;
11. position of tops and curtains;
12. persons or movable gear in the operator's field of vision.

The International Regulations for Preventing Collisions at Sea (COLREG) and the rules of the road require that a proper lookout be maintained at all times and observance of right of way be respected. Observance of these rules is essential.

## Chapter 3: Propulsion and Related Systems

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### **Engine**

#### **NOTICE**

Read the engine manual BEFORE starting or working on your engine



#### **CAUTION**

##### **TRANSOM ENTRY DOOR DAMAGE HAZARD!**

Always open the transom entry door before opening the engine hatch

While the topics listed below may be included in this supplement and in the *Cruiser & Yacht 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

## Fuel System

### ! WARNING

#### FIRE, EXPLOSION, and OPEN FLAME HAZARD!

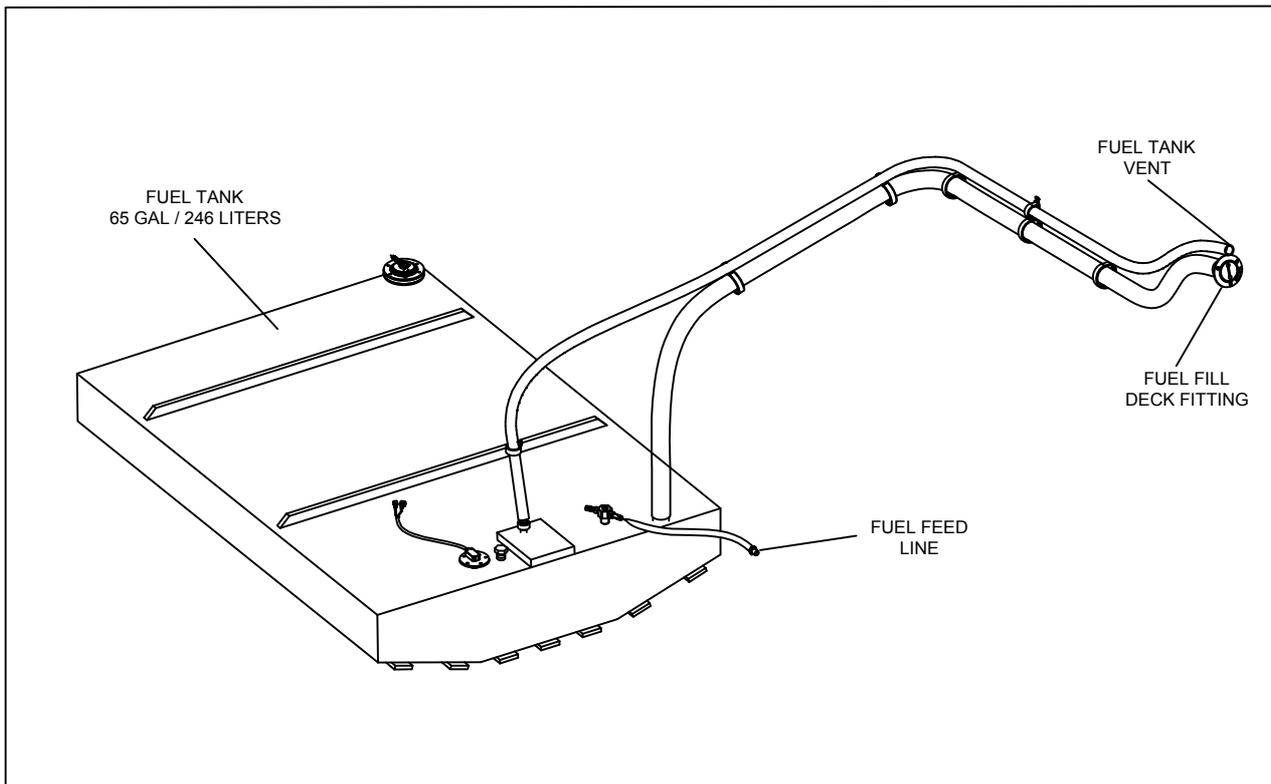
- Thoroughly inspect the fuel system for leaks every time you take on fuel.
- Follow both the *Cruiser & Yacht Owner's Manual* fueling instructions and the engine operation manual fuel recommendations.

### ! CAUTION

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

### NOTICE

- On diesel engine models, air in the diesel supply system can stop an engine or severely restrict performance.
- If you suspect air in the fuel lines, refer to engine manual for detailed instructions on how to bleed the system.



**GASOLINE ENGINE FUEL LINE ROUTING**



## 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, turn Off the engine and then repair or replace the valve.
- Except in an emergency, NEVER run the engine without the anti-siphon valve.

The anti-siphon valve is a vital part of the fuel system.

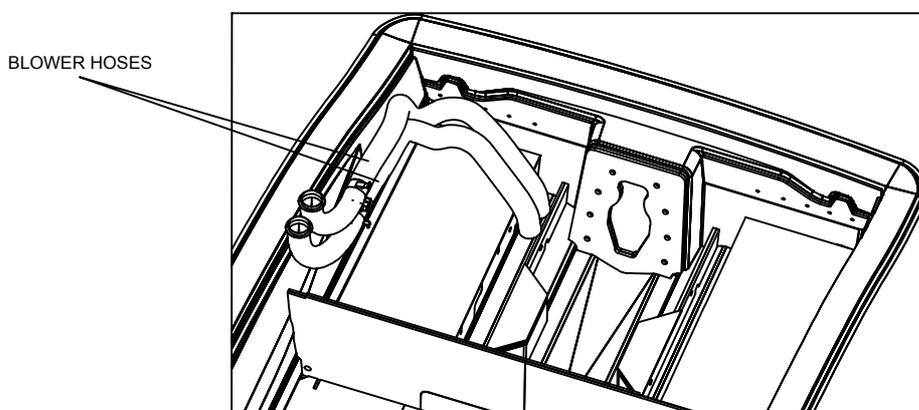
If the fuel line ruptures, this valve prevents the siphoning of fuel from the tank. The valve is located on the fuel tank, where the fuel feed line attaches to the tank. The valve is spring loaded and is opened by the fuel pump vacuum.

### Fuel Recommendations

The quality of the fuel is critical for satisfactory engine performance and long engine life. Care should be taken to select fuels having the octane rating recommended for the engine, as indicated in the owner's manual, for proper operation. Fuel should be clean and free of contamination. Your fuel tanks should be kept full of fuel whenever possible. This will reduce the amount of water condensation and reduce the possibility of contamination.

When filling the tank, do NOT attempt to top off the tank. When the fill nozzle shuts off, the tank is full. Continuing to fill past the fuel fill shut off will cause the system to spit back.

Do not obstruct or modify the ventilation system



## Fuel Filters

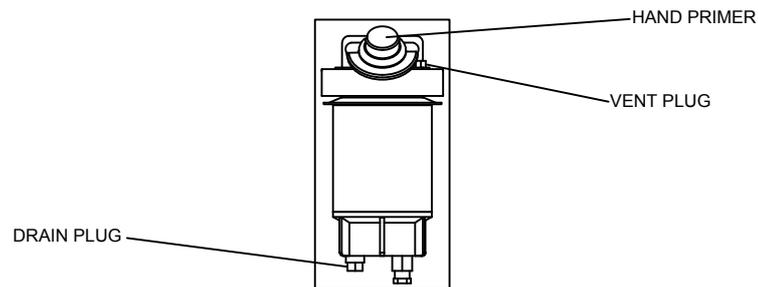
### Gasoline Engine Fuel Filters

The fuel pickup tube (located inside the fuel tank) is equipped with fine mesh screen filter. Fuel filter could be installed on the engine, when supplied by the engine manufacturer. Periodically replace the fuel filter to make sure it remains 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.

### Diesel Engine Fuel Filter (Water Separator)

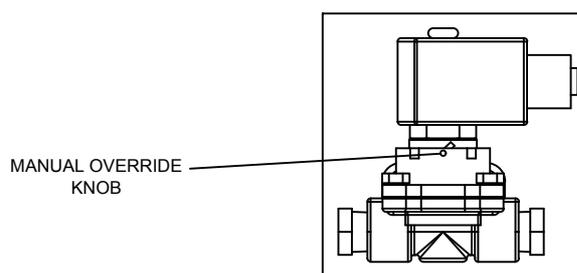
## NOTICE

- The frequency of water draining or element replacement is controlled by the contamination level in fuel.
- Inspect the collection bowls for water daily.
- Replace the elements at least once a year, or when a loss of power is noticed, whichever comes first.



### Electronic Fuel Shut-off Valve (If Equipped)

Your diesel engine is equipped with an electronic fuel shut-off valve. When you start your engine, the electronic fuel shutoff valve opens to allow fuel to the engine. When you turn off the engine, the electronic fuel shutoff valve closes, stopping the fuel flow to the engine. If the electronic fuel shut-off valve malfunctions, it has a manual override. Turn the manual override clockwise to open the electronic fuel shut-off valve.



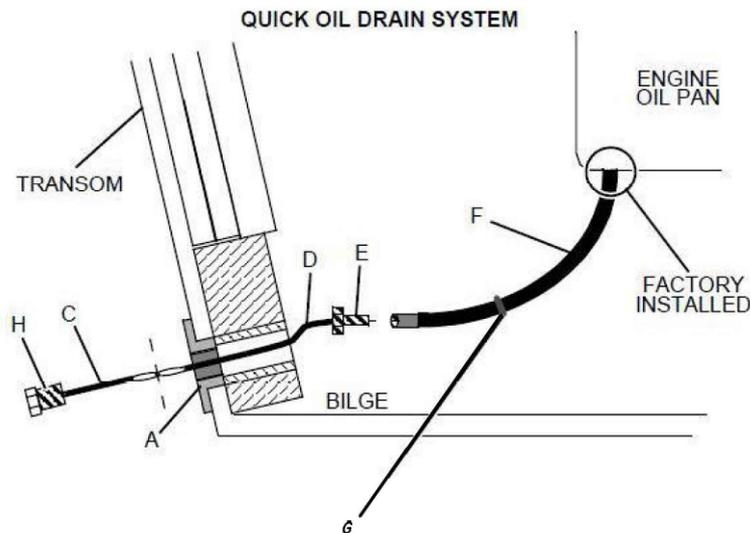
## Quick Oil Drain System

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 (B) 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 and Gauges

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### Steering

- Boat steering is not self-centering.
- Your boat features a power-assisted rack-and-pinion steering.
- Refer to the engine manual for steering system details.

### Shift / Throttle Controls

 <b>WARNING</b>
<b>LOSS OF CONTROL HAZARD !</b> 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 *Cruiser & Yacht Owner's Manual*.

### Power Trim and Tilt

- The stern drive engine 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.

### Trim Tabs

Before using trim tabs, read Trim Tabs Owner's Manual. The trim tabs are controlled by two rocker switches at the helm.

### Gauges

Cleaning the Gauges

 <b>CAUTION</b>
<b>PRODUCT or PROPERTY DAMAGE HAZARD!</b>
<ul style="list-style-type: none"> <li>• Use only mild soap and water to clean the gauge lenses and bezels.</li> <li>• Use of other cleaners, including common window cleaning solutions, may cause the lenses to crack.</li> <li>• Lenses cracked in this manner will NOT be covered by our warranty.</li> </ul>

#### 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.

#### Fuel Gauge

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

## Chapter 5: Navigation Equipment

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Read the manuals for all navigation and communication equipment before using these systems.

### *Depth Finder (If Equipped)*



### **WARNING**

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

Depth Finder Transducer is located in the engine room, near to the bilge pump.

## Chapter 6: Plumbing

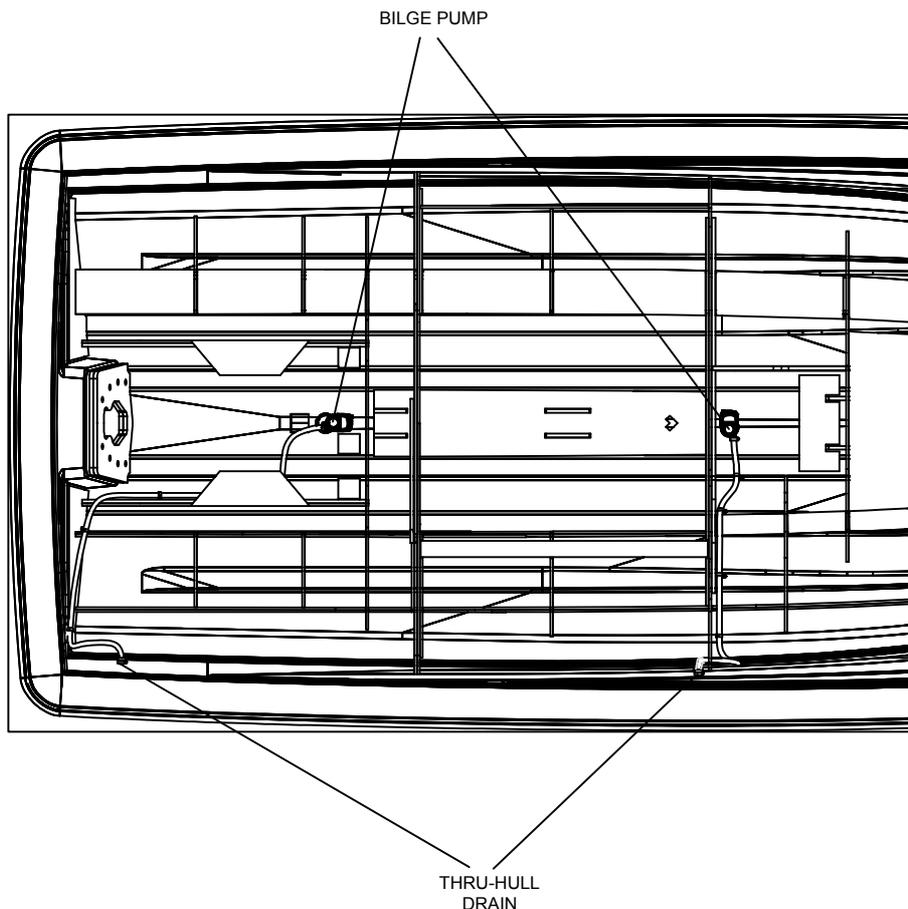
### ***Bilge Pumps***

Your boat is equipped with two bilge pumps for pumping water out of the bilge. Each pump has maximum capacity of 1100 gph (3100l/h).

#### **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.

- The pump's built-in float switch turns On the bilge pump if bilge water rises above a preset level. Small amounts of water in the bilge are normal.
- 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.

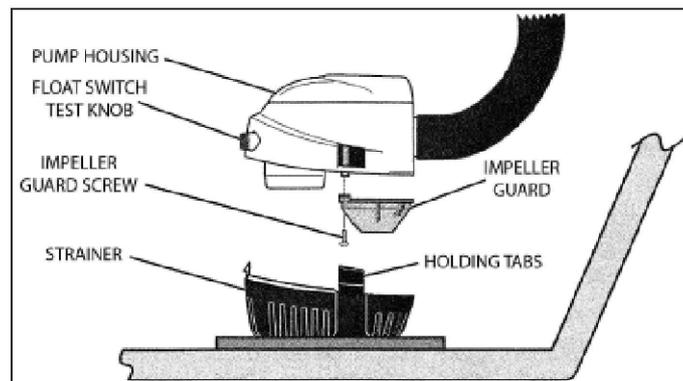


The aft bilge pump is located in the engine room bilge. The forward bilge pump is accessed through the bottom cabin entry step.

## Bilge Pump Testing

The bilge pump is vital to the safety of your boat. Test the bilge pump often as follows:

1. Turn On the bilge pump switch at the helm.
2. Make sure that water in the bilge is pumped overboard.
3. If there is water in the bilge and the pump motor is running but not pumping water, inspect the discharge hose for a kink or collapsed area.
4. If the discharge hose looks okay, check the bilge pump and strainer for clogging debris.



### NOTICE

Check the function of all bilge pumps at regular intervals. Clear pump inlets from debris.

## Seawater System

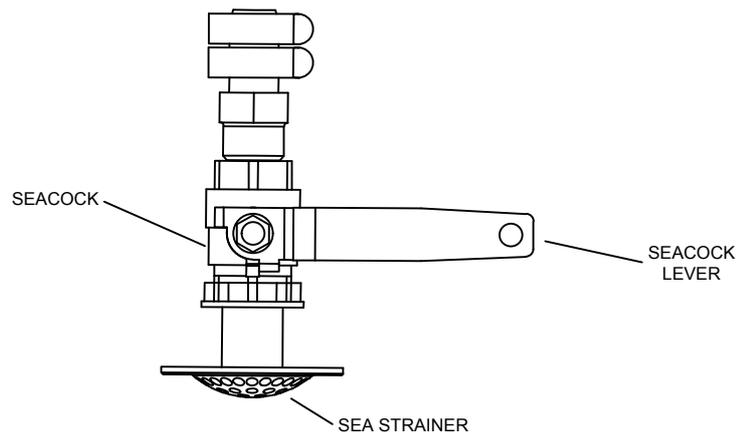
### Seacocks

#### **! WARNING**

##### **FLOODING and SWAMPING HAZARD!**

- Close the seacocks when leaving your boat unattended for any length of time.
- If a seacock is left open, a hose failure could flood the bilge, swamp the batteries, and even sink your boat.
- BEFORE using any system that has a seacock, make sure that the system's seacock is Open.
- Inspect and lubricate all seacocks annually.

Seacocks are used on your boat in seawater intake or liquid-discharge system including, but not limited to air conditioner and marine head. Seawater strainers are used to filter incoming seawater in some seawater intake systems. Check the strainers for leaks and/or debris every time you use your boat. Refer to the seawater strainer instruction sheet for cleaning and maintenance information.



#### **! WARNING**

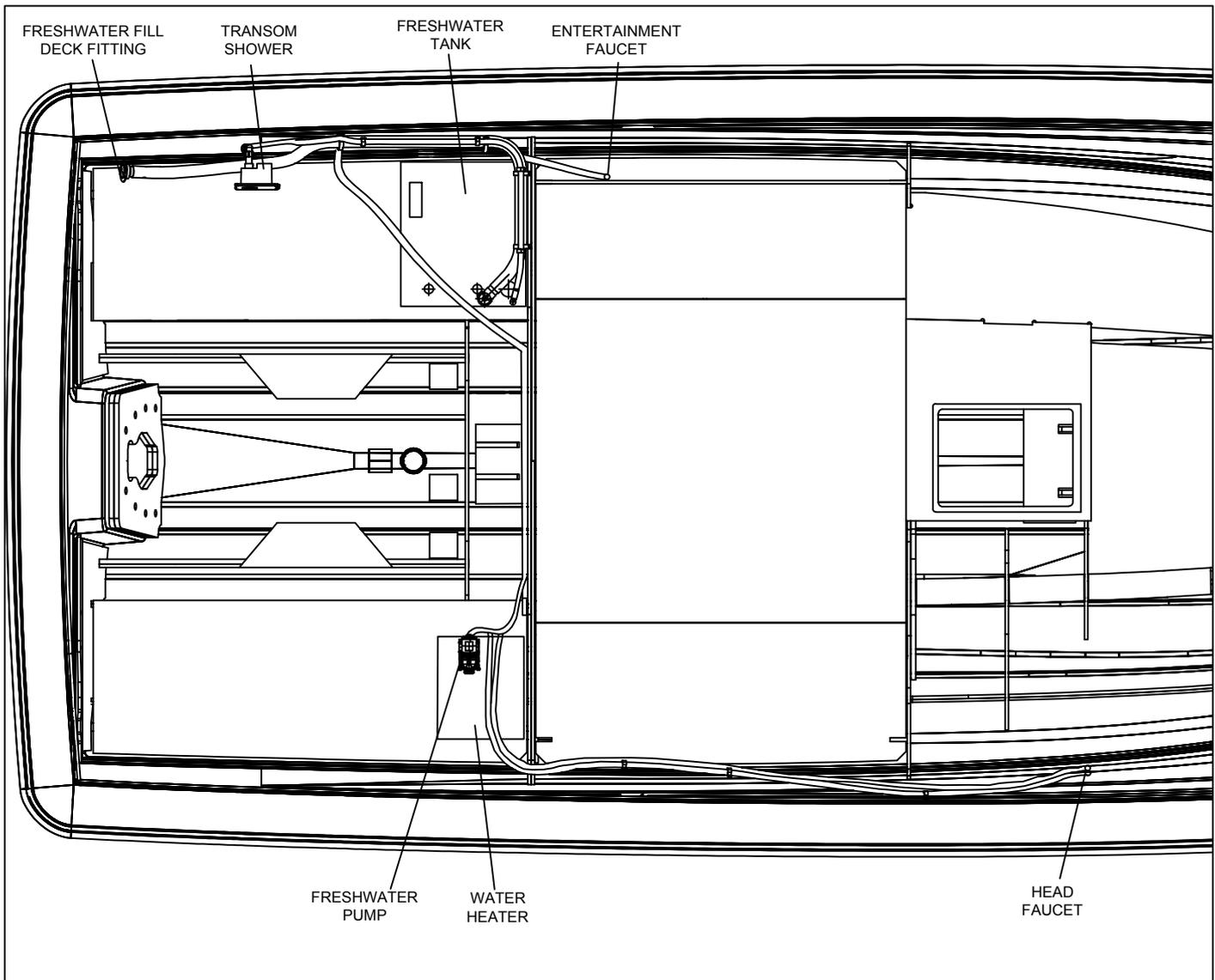
##### **FLOODING and DAMAGE HAZARD!**

- BEFORE taking apart a seawater strainer for cleaning or other work, Close the seacock that sends seawater to that strainer.
- Failure to close the seacock before taking apart the seawater strainer may allow large amounts of water to flood the bilge, which could swamp the batteries and the engine, and even sink your boat.
- Keep the seacock Closed until the seawater strainer is completely reassembled.
- After putting the seawater strainer back together, make sure that the seacock valve is Open BEFORE using the component/system.

## Freshwater System

### ! WARNING

- Use only safe drinking (portable) water in your boat's freshwater system.
- Use only FDA approved "drinking water safe" hoses when filling the fresh water.
- Never use common garden hoses for drinking water.



- The freshwater fill deck fitting is marked WATER.
- Pressurize the freshwater system by either turning On the freshwater pump switch. When your boat is not in use or when the freshwater tank is empty, turn Off the freshwater pump switch.
- Inspect and clean the freshwater filter often (the filter is located on the freshwater pump).
- If your boat is to be left unattended of a long period of time, pump the freshwater tank dry to prevent stored water from becoming stagnant and distasteful.
- If the freshwater system needs to be disinfected, ask your dealer about treatments available for your boat's system.

## Water Heater

### **WARNING**

#### **SCALDING HAZARD!**

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

### **CAUTION**

#### **WATER HEATER DAMAGE HAZARD!**

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

### **NOTICE**

If AC power is being provided by shore power or generator power, but the water heater is not working:

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

- Read the water heater Instruction Manual and heed the warnings above.
- The water heater is connected to the AC power system.
- To heat the water, turn On the water heater circuit breaker on the AC master panel.

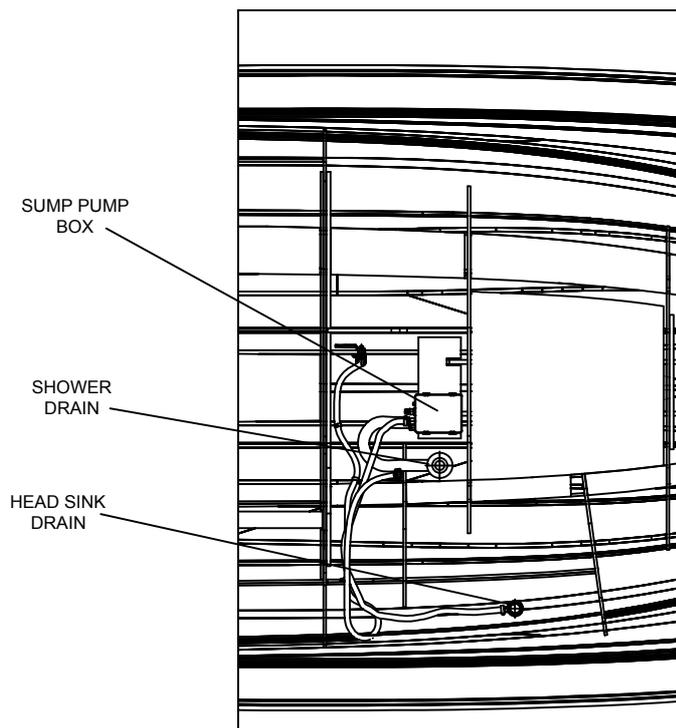
## ***Transom Shower***

- Read the manufacturer's instructions before using the transom shower for the first time.
- The freshwater pump switch must be turned On before using the transom shower.

## Drain System

### Gray Water Drain System

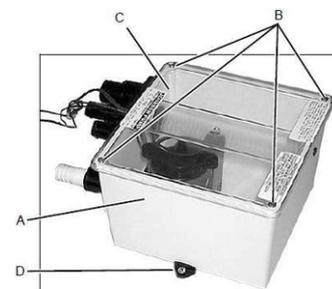
- The shower drains into the sump pump box.
- The sump pump box has an autofloat switch.
- When the drain water rises to a preset level, the autofloat switch turns On the sump pump, and the drain water is pumped overboard.



### Sump Box Cleaning

Periodically clean the sump box (A), filter, and pump as follows:

1. Remove the cover screws (B) and the cover (C).
2. Remove any debris from the box and the filter.
3. Clean the sump pump as outlined in the Bilge Pump section of this chapter.



Access to the Box Sump Box is allowable through the bottom cabin entry step.

## Marine Head and Black Water Holding Tank

### NOTICE

Check with local authorities about the legal use of marine head systems.

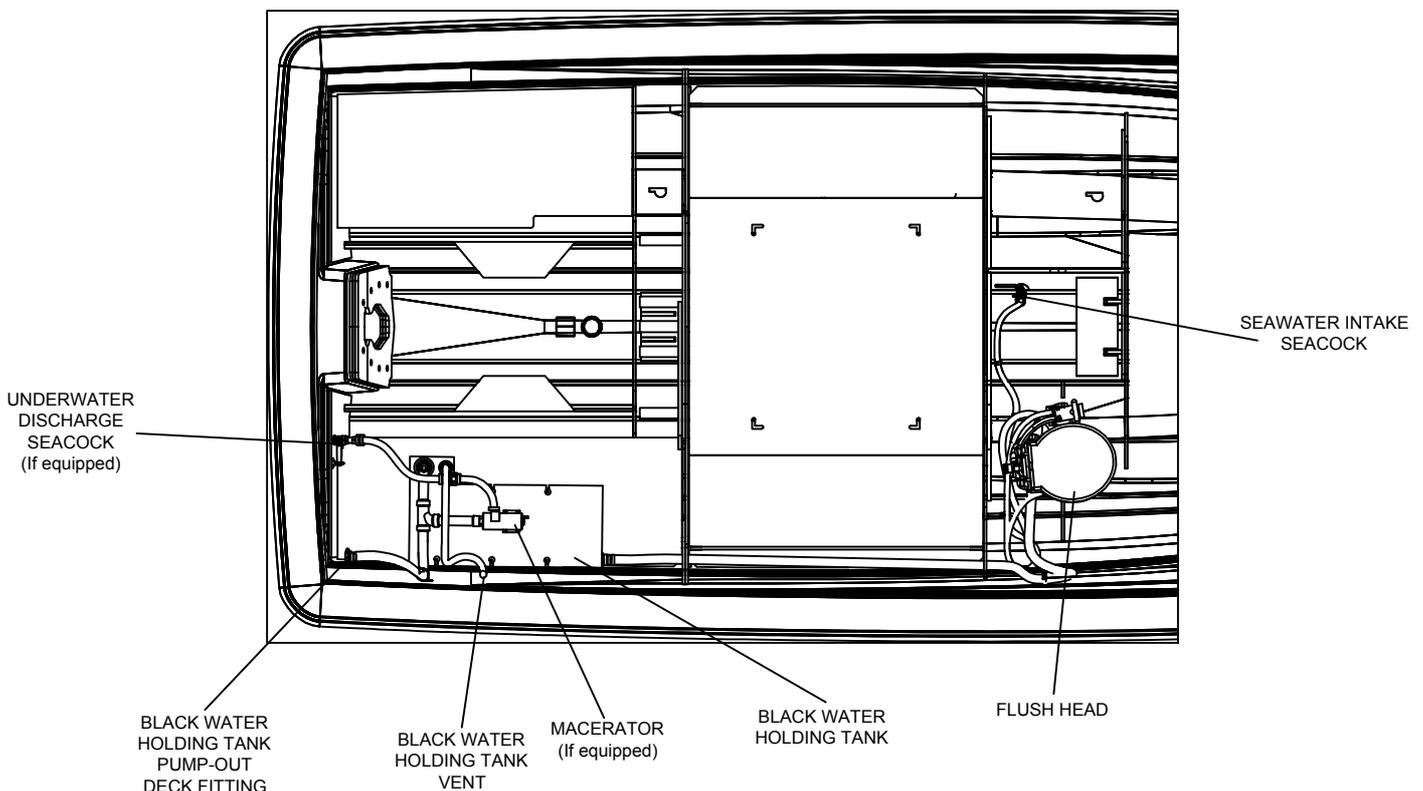
### Flush Head

### ! WARNING

#### FLOODING and SWAMPING HAZARD!

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

- Read the marine head operation and maintenance manual before using the marine head for the first time.
- The flush head uses seawater to flush waste from the toilet into the black water holding tank.
- The seawater intake valve (seacock) must be Open for the head to work.
- Check the content level of the black water holding tank often by looking at the side of tank.
- Empty the black water holding tank at every opportunity.
- The black water holding tank is plumbed to a fitting on the deck for dockside pump-out.
- Keep the intake seacock Closed while your boat is underway or when the system will not be used for long periods of time.



## Macerator (If Equipped)

To use the macerator to pump waste directly underwater (where laws permit):

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

Macerator switch is located in the helm, near to the shifter lever.

## Chapter 7: Deck Equipment

### Cleats and 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 *Cruiser & Yacht Owner's Manual* before:

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

The bow eye must be used to haul the boat onto a trailer. The stern eyes must be used as tie down points for trailering the boat. The bow and stern eyes may be used for short term lifting of the boat such as for service. Long term lifting with the bow and stern eyes may cause stress on the fiberglass and gel coat.

For long term storage, use flat, wide belt-type slings and spreaders long enough to keep pressure from unwaives. With fiberglass boats, severe gelcoat cracking or more serious hull damage can occur during launching and hauling if pressure is created on the gunwales by the slings. Cable-type slings should be avoided. Do not place the slings where they may lift on underwater fittings.

When lifting the boat, always keep the bow higher than the stern to drain the exhaust lines and to prevent water from running forward through the manifold and into the engine where it can result in water entering the engine cylinders, causing hydrostatic lock and resulting in possible engine failure. Even a small amount of water in the engine can cause rust and is to be avoided.

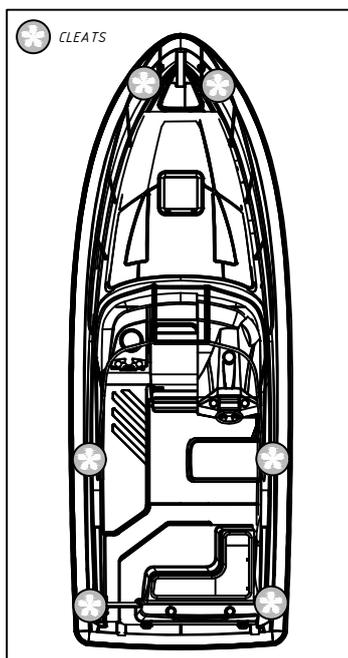
Never hoist the boat with an appreciable amount of water in the bilge. Fuel and water tanks should preferably be empty, especially if large capacity.

Caution :

Always tow or be towed at a slow speed. Never exceed the hull speed of a displacement craft when being towed. A tow line shall always be made fast in such a way that it can be released when under load.

Responsibility :

It is the owner's/operators responsibility to ensure that mooring lines, towing lines, anchor chain(s), anchor lines and anchor(s) are adequate for the vessel's intended use, i.e. the lines or chains do not exceed 80 % of the breaking strength of the respective strong point. Owners should also consider what action will be necessary when securing a tow line on board.



Recommended Mechanical properties of 3- standard hawser-laid synthetic ropes		Nominal Diameter [mm]	Minimum Breaking Strength [kN]	Ultimate Minimum Strength [kN]
Mooring	Polyamide ropes	10	20.4	16.4
	Polyester ropes	10	16.8	
	Polypropylene ropes	12	21.7	
Anchoring and Towing	Polyamide ropes	10	20.4	20
	Polyester ropes	12	24	
	Polypropylene ropes	12	21.4	

- Permissible loads prior Breaking Strength of Strong Points:  
Cleats and Stern Eyes – 20.5 kN (mooring application)  
Bow Eye – 25 kN (anchoring and towing)

## Windlass (If Equipped)

### **DANGER**

#### **PERSONAL SAFETY AND PRODUCT DAMAGE HAZARD!**

An unsecured anchor could accidentally release while your boat is moving, damaging your boat and causing serious injury or death.

After retrieving the anchor:

- Secure the anchor with an anchor safety strap, or a chain stopper.
- Switch OFF the windlass circuit breaker to prevent accidental operation.

### **CAUTION**

#### **PRODUCT DAMAGE HAZARD!**

Do NOT rely on the windlass alone to hold your boat at anchor. After setting the anchor, tie the rode off to a cleat or equivalent strong point.

Do NOT pull your boat to the anchor using the windlass, or continue running the windlass if it has stalled or is overloaded.

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

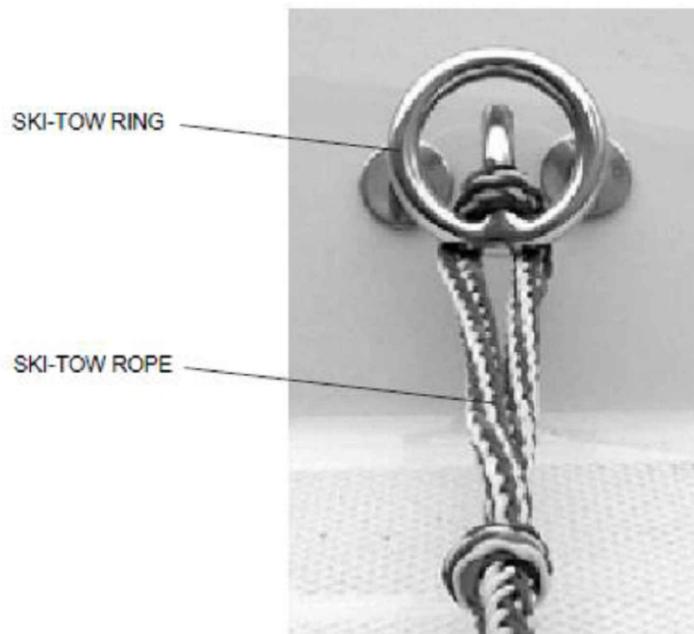
## ***Ski - Tow (If Equipped)***

### **! WARNING**

#### **PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!**

- Failure to follow these guidelines can result in injury or death:
- BEFORE each use of the boat and BEFORE each use of the folding ski-tow , make sure the lock-down bolts are tightened firmly.
- ONLY tow water skis, wakeboards, or kneeboards.
- Do NOT tow parasail's, kites, tubes, rafts or other boats.
- Do NOT tow more than one person at a time.
- 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 ski-tow.

Attaching the ski-tow rope

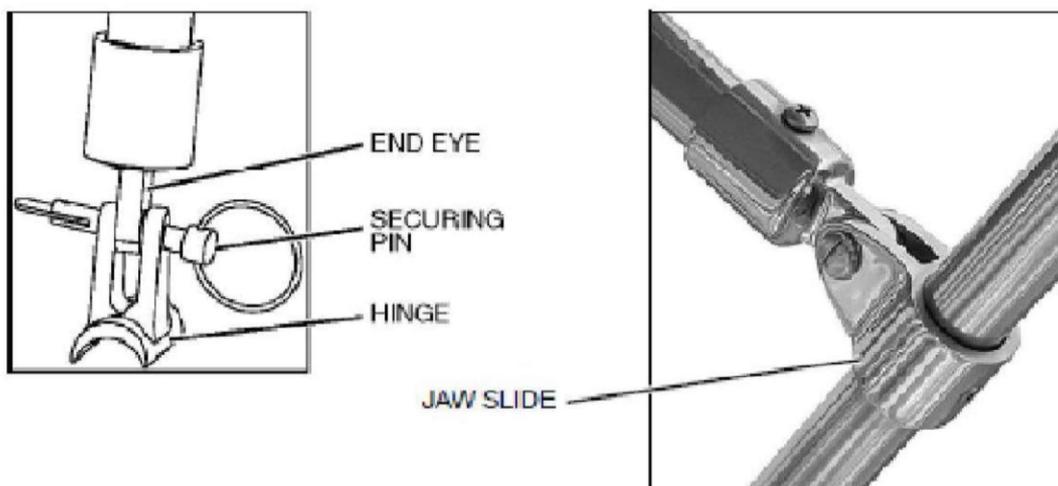
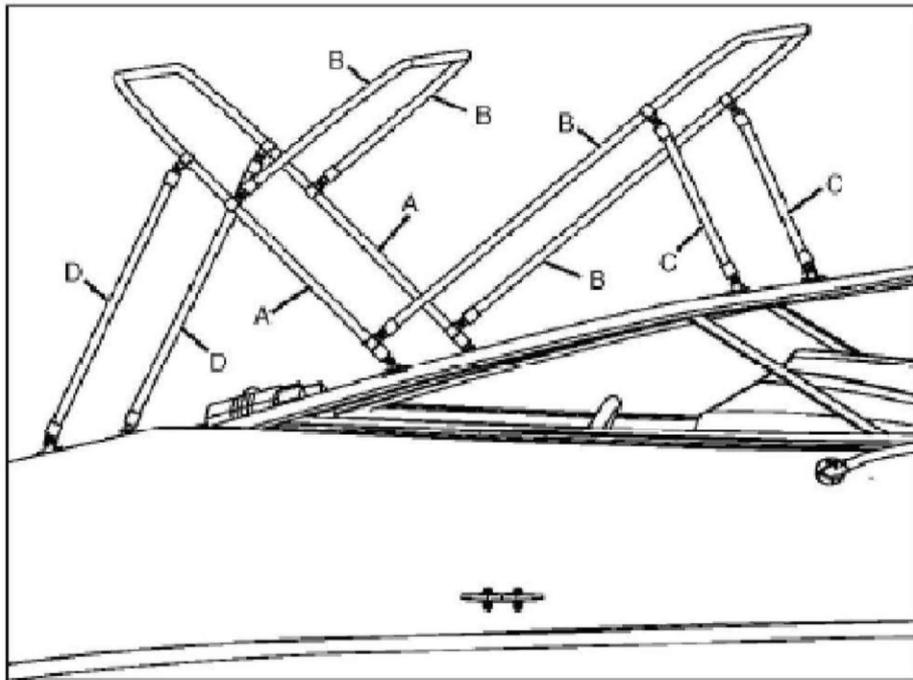


**Canvas (If Equipped)****! CAUTION****PRODUCT or PROPERTY DAMAGE HAZARD!**

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

**Bimini Top (If Equipped)**

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



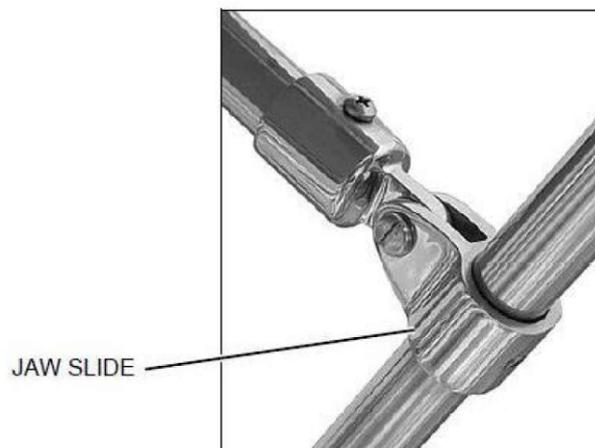
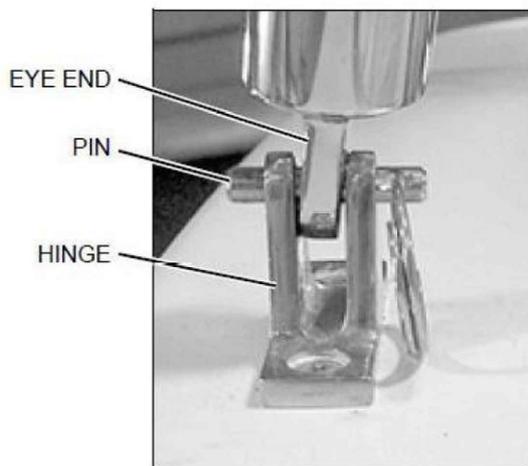
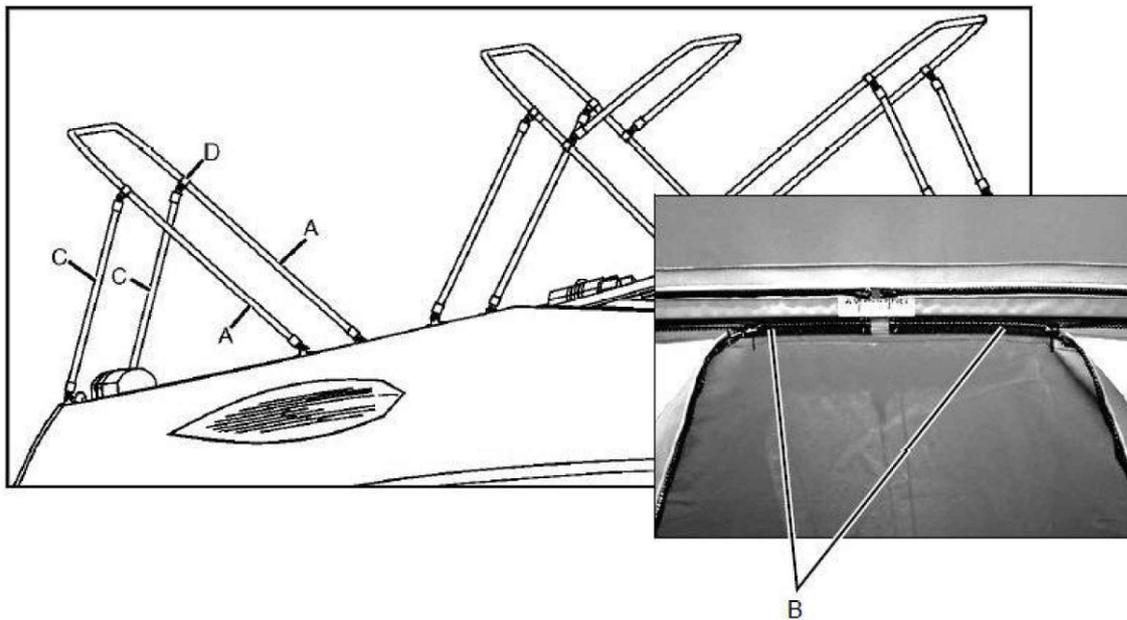
## Camper Canvas (If Equipped)

### DANGER

#### CARBON MONOXIDE POISONING HAZARD!

- NEVER use full canvas and vinyl enclosures when the engine or generator is running.
- For proper fresh air circulation, remove forward, aft, and both side enclosure curtains BEFORE starting the engine or generator.

1. Insert the end eyes of the main bow (A) into the forward deck hinges on the windshield and secure them with the pins.
  2. Zip four to six inches of the camper top's zipper (B) to the bimini top.
  3. Insert the end eyes of the aft braces (C) into the aft deck hinges and secure them with the pins.
  4. Finish zipping both zippers
- The jaw slides (D) should not need to be adjusted.
  - If you decide to adjust the jaw slide positions, obtain the correct measurements from your selling dealer.



## Canvas Care

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

### Cleaning the Canvas



## CAUTION

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

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

1. Use a soft-bristled brush to remove all dust and loose dirt.
2. Hose down the canvas with freshwater.
3. 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®.
4. Rinse thoroughly to remove the soap.
5. Before stowing, let the canvas dry completely.

### Stubborn Stains



## CAUTION

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

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

#### Method 1:

1. Add 1/8 cup (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

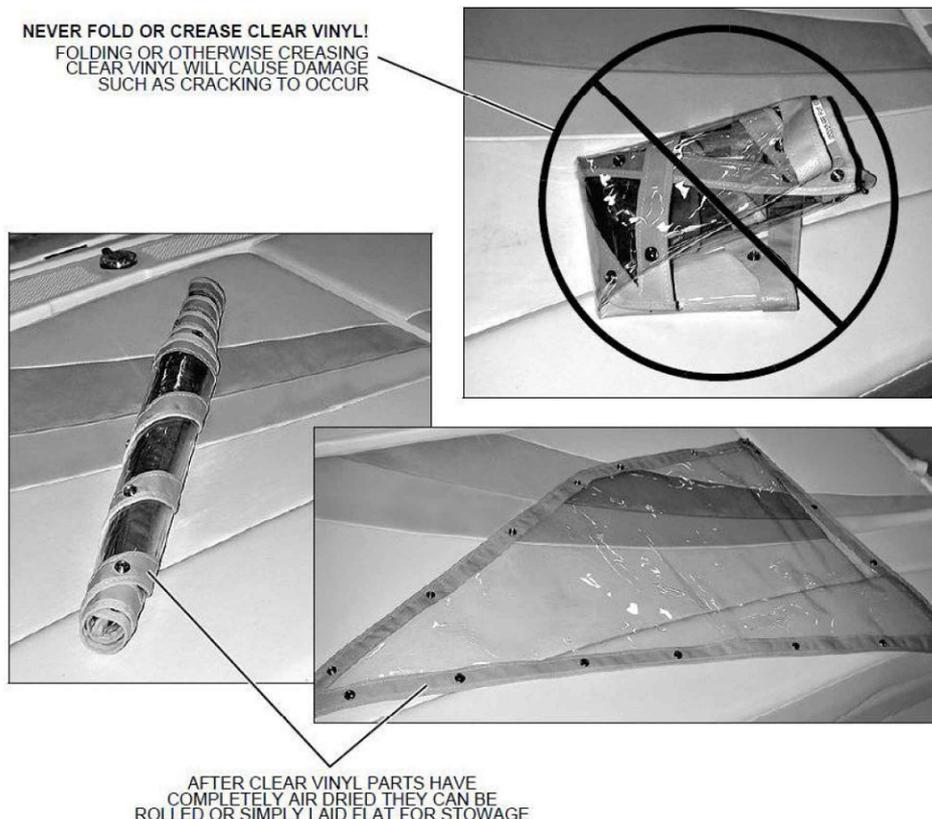
- NEVER store the clear vinyl pieces wet, as this will cause a milky film to develop.
- NEVER fold or crease the clear vinyl pieces as cracking will occur.
- Clear vinyl is NOT intended for use when your boat is in storage or being moored.
- Clear vinyl does NOT hold up well against ultraviolet rays.
- 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.

### 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.



## Chapter 8: Appliances and Entertainment System

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### ***Audio System (If Equipped)***

#### **NOTICE**

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

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

### ***Refrigerator (If Equipped)***

The refrigerator runs on 12-volt DC power unless 110-volt AC power is being supplied by shore power or generator power (if equipped) and the refrigerator's circuit breaker on the master panel is On.

### ***Fire Extinguisher***

Never:

- obstruct passageways to exits and hatches,
- obstruct safety controls, e.g. fuel valves, gas valves, switches of the electrical system,
- obstruct portable fire extinguishers stowed in lockers,
- leave the craft unattended when cooking and/or heating appliances are in use,
- modify any of the craft's systems (especially electrical, fuel and gas) or allow unqualified personnel to modify any of the craft's systems,
- fill any fuel tank or replace gas bottles when machinery is running, or when cooking or heating appliances are in use,
- smoke while handling fuel or gas.

A fire blanket, in accordance with EN 1869, shall be placed within reach of any open-flame cooker or deep fat fryer, but not so located that it may be inaccessible in the event of a fire. The fire blanket shall be readily accessible and ready for immediate use.

A portable fire extinguisher, in accordance with EN 9094, shall be provided within 1 m from the main helm position of the boat cockpit. The fire extinguisher shall be readily accessible when boat is occupied.

### ***Automatic Fire Extinguisher System***

Your boat may be equipped with an automatic fire extinguisher system located in the engine compartment. In the event of a fire, the heat sensitive automatic head will release the extinguishant as a vapor, totally flooding the area in fire-killing concentrations.

IF ACTUATION OCCURS, IMMEDIATELY SHUT DOWN ALL ENGINES, POWERED VENTILATION, ELECTRICAL SYSTEMS AND EXTINGUISH ALL SMOKING MATERIALS. DO NOT IMMEDIATELY OPEN THE ENGINE COMPARTMENT!! THIS FEEDS OXYGEN TO THE FIRE AND FLASHBACK COULD OCCUR.

Allow the extinguishant to "soak" the compartment for at least fifteen (15) minutes and for hot metals or fuels to cool before cautiously inspecting for cause of fire. Have portable extinguishers at hand and ready. Do not breathe fumes or vapors caused by the fire.

## Manual Fire Extinguishing System

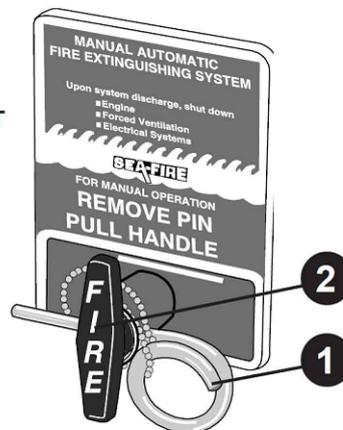
Your boat may be equipped with a manual fire extinguishing system located near the shifter lever. The manual fire extinguishing system allows the operator to manually activate the automatic extinguisher in the engine compartment. Early detection and use of the manual override system will reduce fire damage by eliminating the time necessary for heat in the engine compartment to rise to a temperature necessary to activate the automatic fire extinguisher.

To Operate:

1. Pull pin securing the handle.
2. Pull red FIRE handle quickly and briskly.

**TO MANUALLY ACTIVATE  
THE ENGINE COMPARTMENT  
FIRE EXTINGUISHER:**

1. PULL PIN
2. PULL HANDLE



## Life raft

All recreational craft of design categories C longer than 6 meters shall be provided with one or more stowage points for life raft large enough to hold the number of persons the recreational craft was designed to carry as recommended by manufacturer.

You can storage your life raft in one of your deck lockers or under deck.

## Chapter 9: Lights

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### Care and Maintenance

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

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

### Interior and Exterior Lights



#### CAUTION

- Be conservative in the use of battery power.
- Prolonged use of cabin interior lights (overnight) WILL result in a drained battery.

- The lights are powered by 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.

Read the navigation light section in the *Cruiser & Yacht Owner's Manual*.

### Spotlight

Read the spotlight operating instructions before using the spotlight.

## Chapter 10: Electrical System

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### 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.



### WARNING

#### FIRE and EXPLOSION HAZARD!

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

Check the bilge areas for fuel vapors or leaking fuel. If you see leaking fuel or smell fuel vapors:

- Do NOT start the engine, do NOT turn On any electrical devices, put out ALL cigarettes, cigars, and other sources of flame or ignition.
- Get everyone off your boat.
- Get trained help to find and fix the problem.



### CAUTION

#### SHOCK and ELECTRICAL SYSTEM DAMAGE HAZARD!

When the engine is running, NEVER disconnect the battery cables. Doing so 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

### Batteries

The battery supplies electricity for lights, 12-Volt accessories and engine starting.

The Electrical section in the *Cruiser & Yacht Owner's Manual* provides battery care and maintenance instructions.

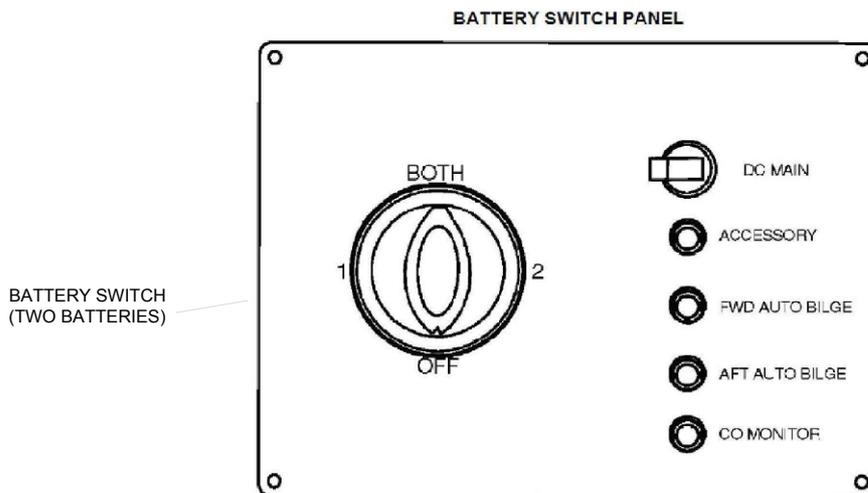
### Battery Switch

! **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.

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 battery.

Turn the battery switch to the Off position whenever your boat will be unoccupied for long periods of time.



Battery switch panel is located inside storage hatch, near to the aft gate door.

### Battery Switch Positions

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

## Fuses

Replace fuses ONLY with a fuse of the same rating. Fuses for the accessories are on the fuse block. See the Component Locations section in Chapter 2 for the location of the fuse block. 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.

1	HORN 10A	2	ACCY 15A
3	NAVI LIGHTS 10A	4	BLOWER 7.5A
5	WIPERS 5A	6	BILGE PUMP 5A
7	WATER PUMP 10A	8	RECEPT 15A
9	TRIM TABS 20A	10	LIGHTS 15A
11	SPOTLIGHT 15A	12	HATCH LIFT 15A
13	DOCKING LIGHTS 10A	14	REFRIGERATOR 10A
15	VHF 10A	16	CO MONITOR 1A
17	CHART 4A	18	ACCY

## 12-Volt DC Accessory Outlet (if Equipped)



### 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.
- See the Component Locations section in Chapter 2 for the location of the 12-Volt DC accessory outlet.

## Alternator

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

## Alternator

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

### WARNING — Never:

- work on the electrical installation while the system is energized;
- modify the craft's electrical system or relevant drawings. Installation, alterations and maintenance should be performed by a competent marine electrical technician;
- alter or modify the rated current amperage of over current protective devices;
- install or replace electrical appliances or devices with components which exceed the rated current amperage of the circuit;
- leave the craft unattended with the electrical system energized, except automatic bilge pump, fire protection and alarm circuits.

## Battery Charger



### CAUTION

#### **ENGINE and ELECTRICAL SYSTEM DAMAGE HAZARD!**

NEVER run your boat's engine and the battery charger at the same time.

The battery charging systems (alternator and battery charger) installed on your boat are designed to charge conventional lead-acid batteries. BEFORE installing gel-cell or other new technology batteries, consult with the battery manufacturer about charging system requirements.

Before using the battery charger, read all instructions and warnings: on battery charger, on the batteries, and in the battery charger manual.

The battery charger will automatically charge your boat's batteries when 230-volt AC power is being provided by shore power or generator power (if equipped), and the battery charger circuit breaker on the 230-volt AC master panel is On. The battery switch(s) can be in any position during charging. During battery charging you may use 12-volt accessories, such as the lights and stereo, but battery charging will take longer.

**230-Volt AC System/120-Volt AC System**

**! WARNING**

**FIRE and ELECTRICAL SYSTEM DAMAGE HAZARD!**

If equipped with a generator, NEVER bypass the power source lockouts. Using both shore power and generator power at the same time WILL cause major electrical system damage and could start a fire!  
 The power source lockouts on the AC master panel prevent the use of shore power and generator power at the same time.

**! CAUTION**

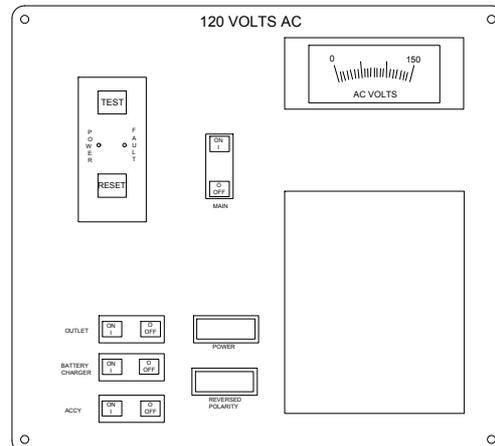
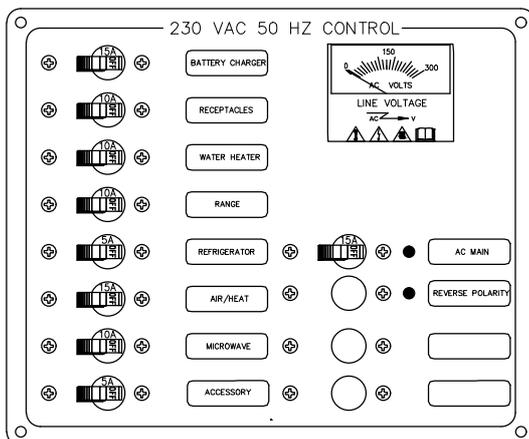
**WATER HEATER DAMAGE HAZARD!**

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

**NOTICE**

- Whether using shore power or generator power (if equipped), the use of several AC accessories at the same time can result in an overloaded circuit.
- You may have to turn Off one or more accessories to use another accessory.

The AC system can be energized by shore power, or generator power (if equipped). Individual breakers on the AC master panel must be turned On to supply power to the accessories you wish to use. The AC master panel may contain circuit breakers for accessories that are not available for your boat.



## Shore Power

### **DANGER**

#### **FIRE, SHOCK and EXPLOSION HAZARD!**

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

### **WARNING**

#### **SHOCK and ELECTRICAL SYSTEM DAMAGE HAZARD!**

- Monitor the polarity indicator lights **EVERY TIME** you connect to shore power.
- If a reversed polarity light turns On when you are connecting to shore power, do **NOT** turn On the main breaker switches.
- Instead, **IMMEDIATELY** unplug the shore power cord (**ALWAYS** from the dockside outlet first) and alert marina management.
- **BEFORE** each use, check the shore power cord for defects or damage.
- **NEVER** use a damaged or faulty cord since the danger of fire and electrical shock exists.
- Do **NOT** pinch the shore power cord in doors or hatches, or coil the shore power cord too tightly, since these situations can generate enough heat to result in a fire.
- If a shore power cord is dropped into the water, **COMPLETELY** dry the blades and contact slots **BEFORE** using.

### **CAUTION**

#### **ELECTRICAL SYSTEM DAMAGE HAZARD!**

- **NEVER** connect to dockside power outside of North America unless you have the international electrical conversion option.
- Using several AC accessories at the same time can result in an overloaded circuit.
- You may have to turn Off one or more accessories to use another accessory.
- Use double insulated or three-wire protected electrical appliances whenever possible.

## Connecting to Shore Power

### **WARNING**

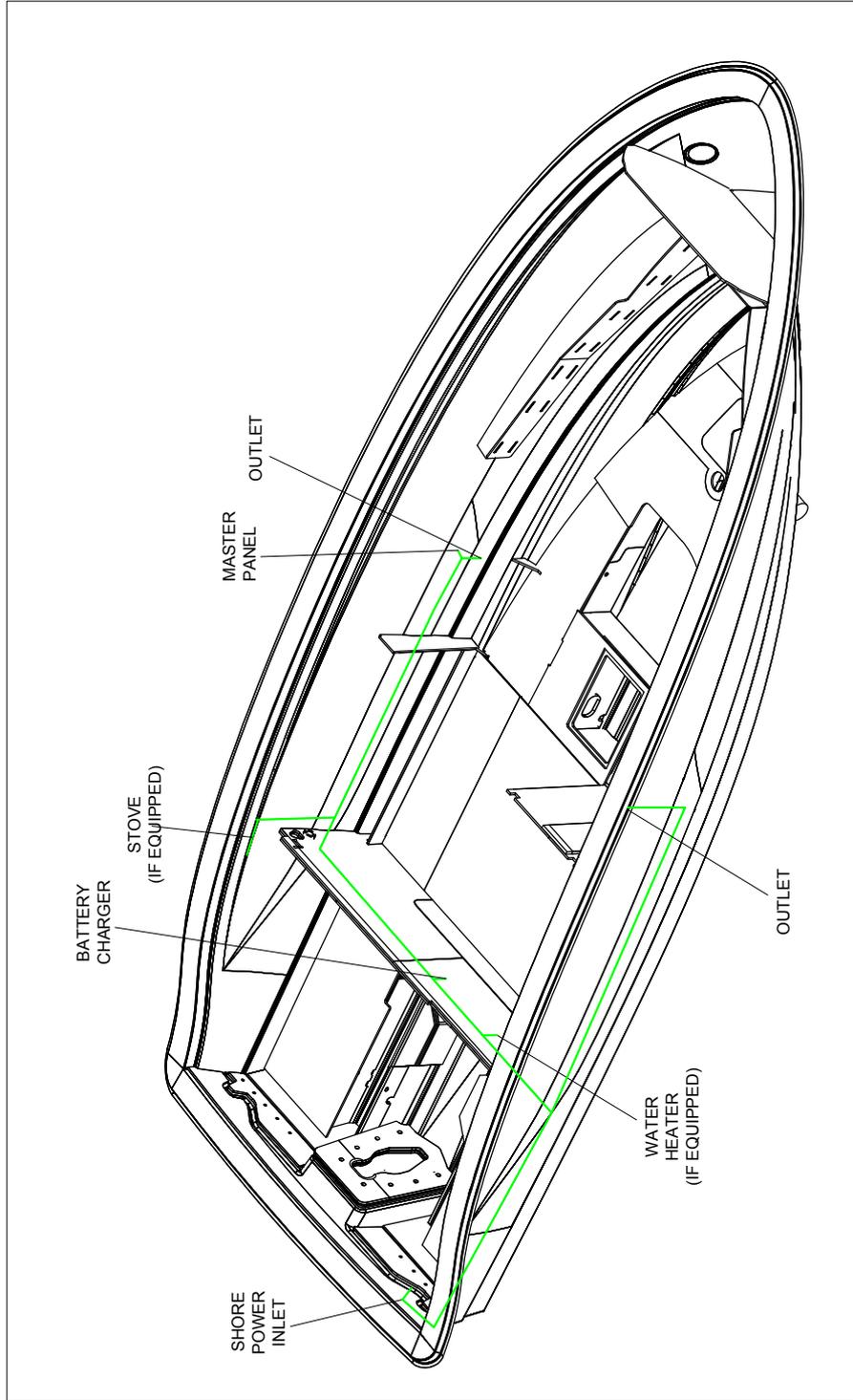
#### **SHOCK and ELECTRICAL SYSTEM DAMAGE HAZARD!**

- Monitor the polarity indicator lights EVERY TIME you connect to shore power.
- If a reversed polarity light turns On when you are connecting to shore power, do NOT turn On the main breaker switches.
- Instead, IMMEDIATELY unplug the shore power cord (ALWAYS from the dockside outlet first) and alert marina management.

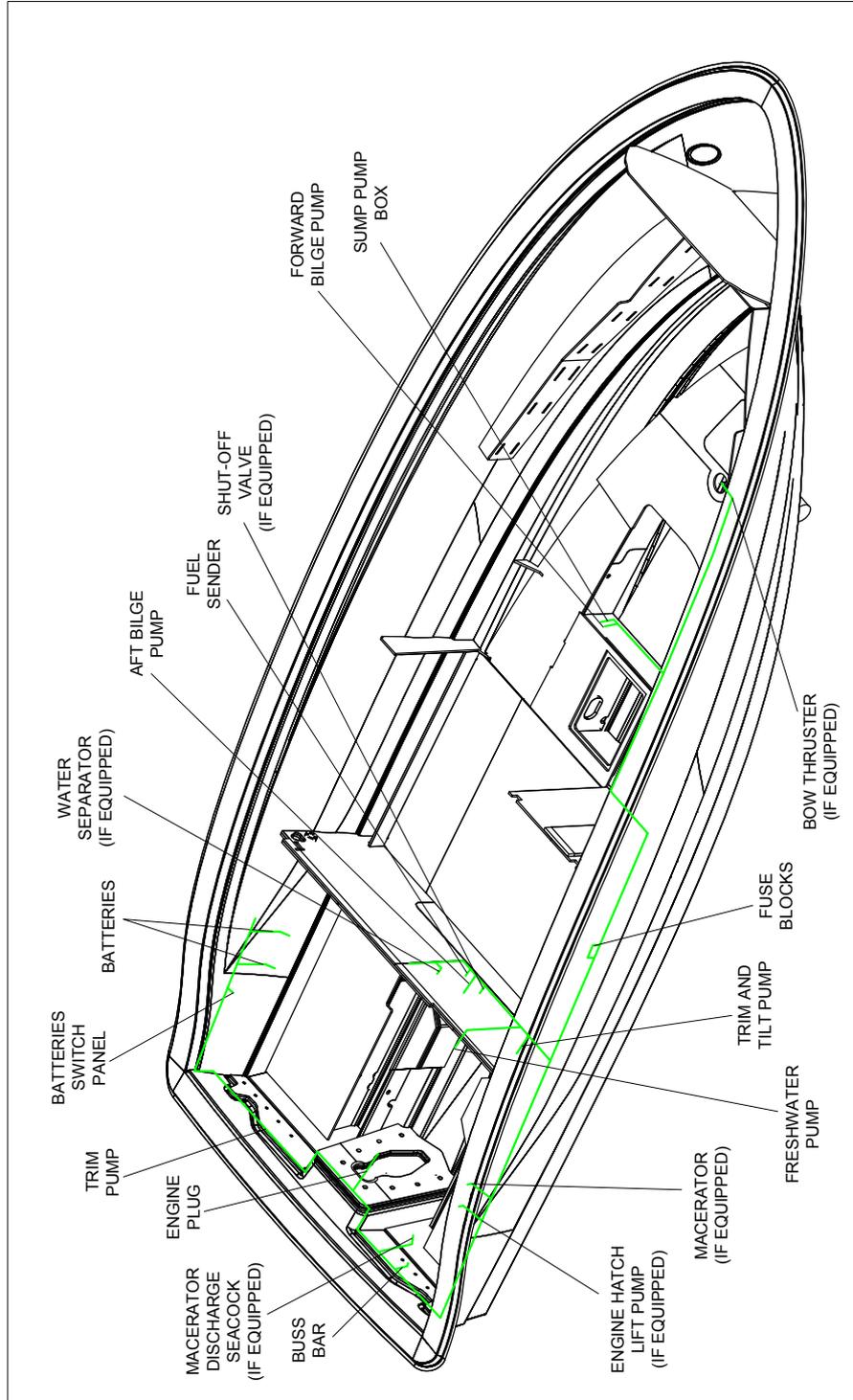
- Review all hazard information at the beginning of this section, Shore Power.
- Turn Off the shore power master circuit breaker(s) and all switches and breakers on the AC master panel.
- Attach the shore power cord(s) to the boat inlet(s) first, then to the dockside outlet(s).
- Turn On the SHORE POWER master breaker(s) on the AC master panel.
- As needed, turn On the individual component breakers on the AC master panel.

### Electrical Routings

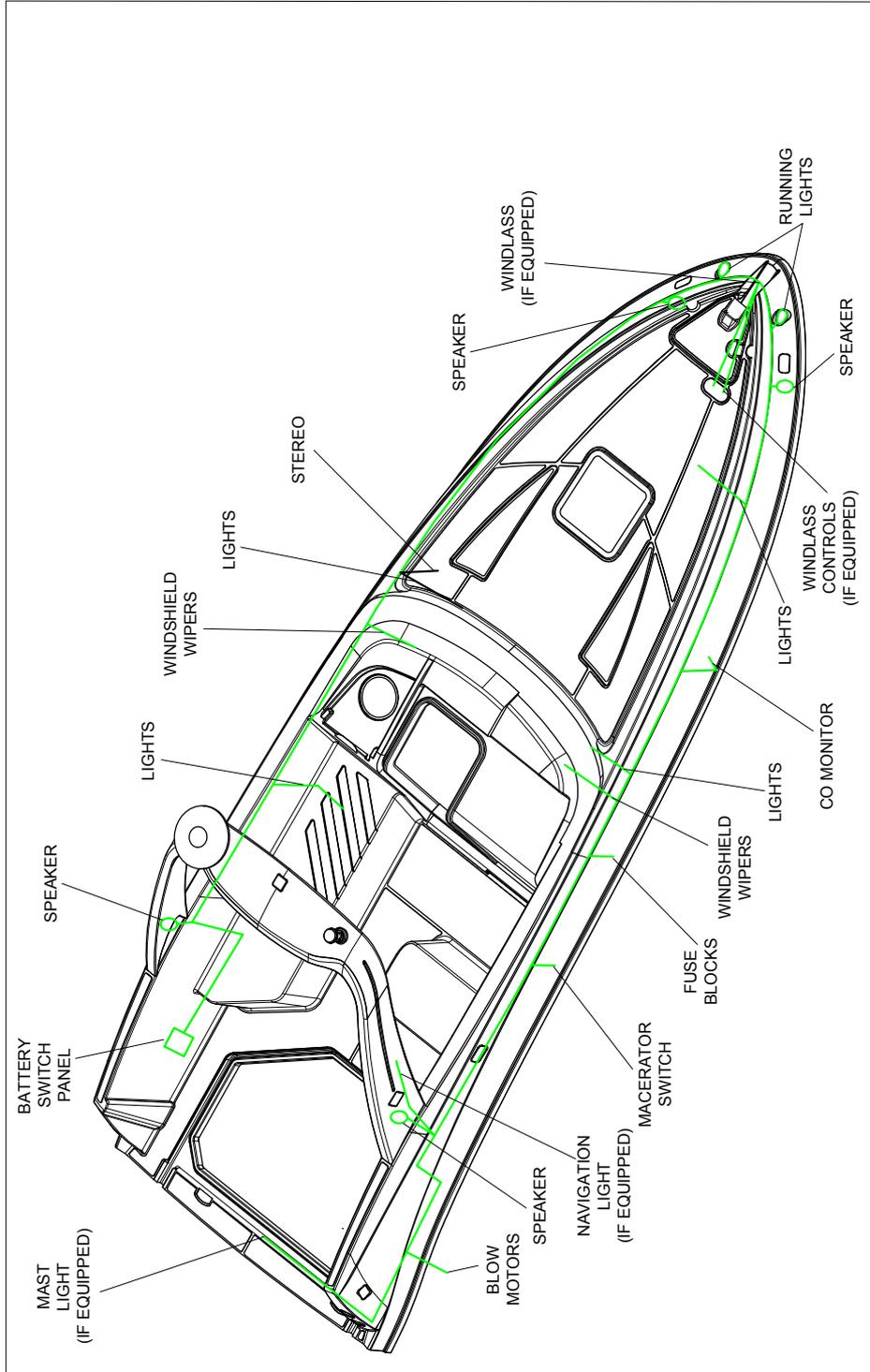
#### 230/120-Volt AC Harnesses



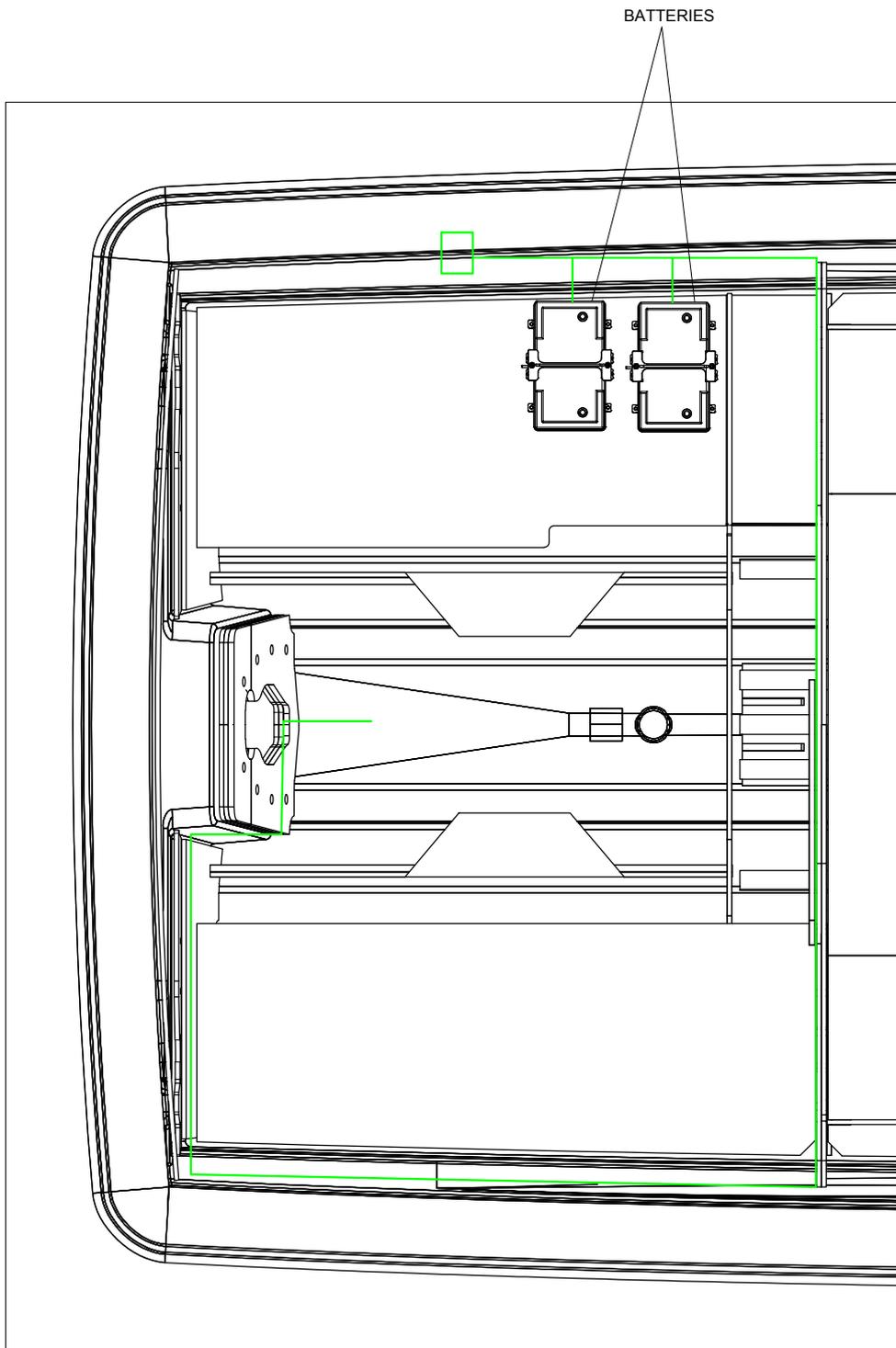
12-Volt DC Harnesses



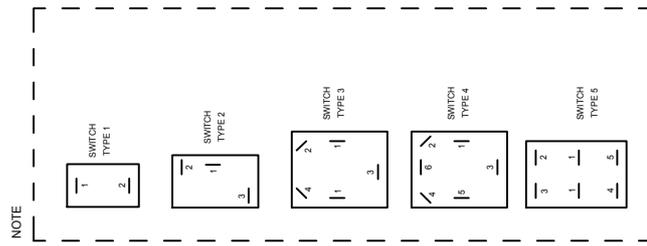
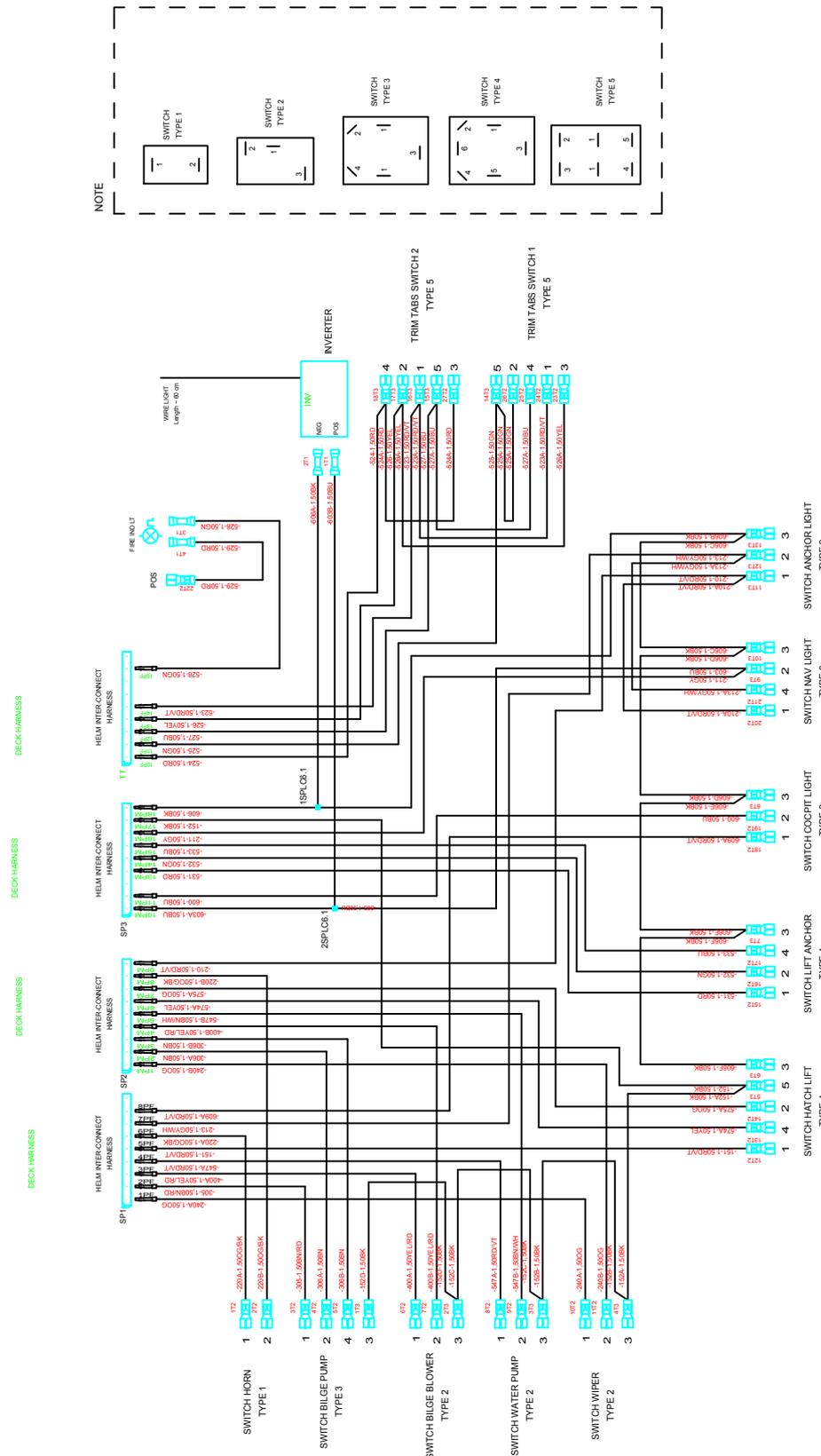
### 12-Volt DC Harnesses



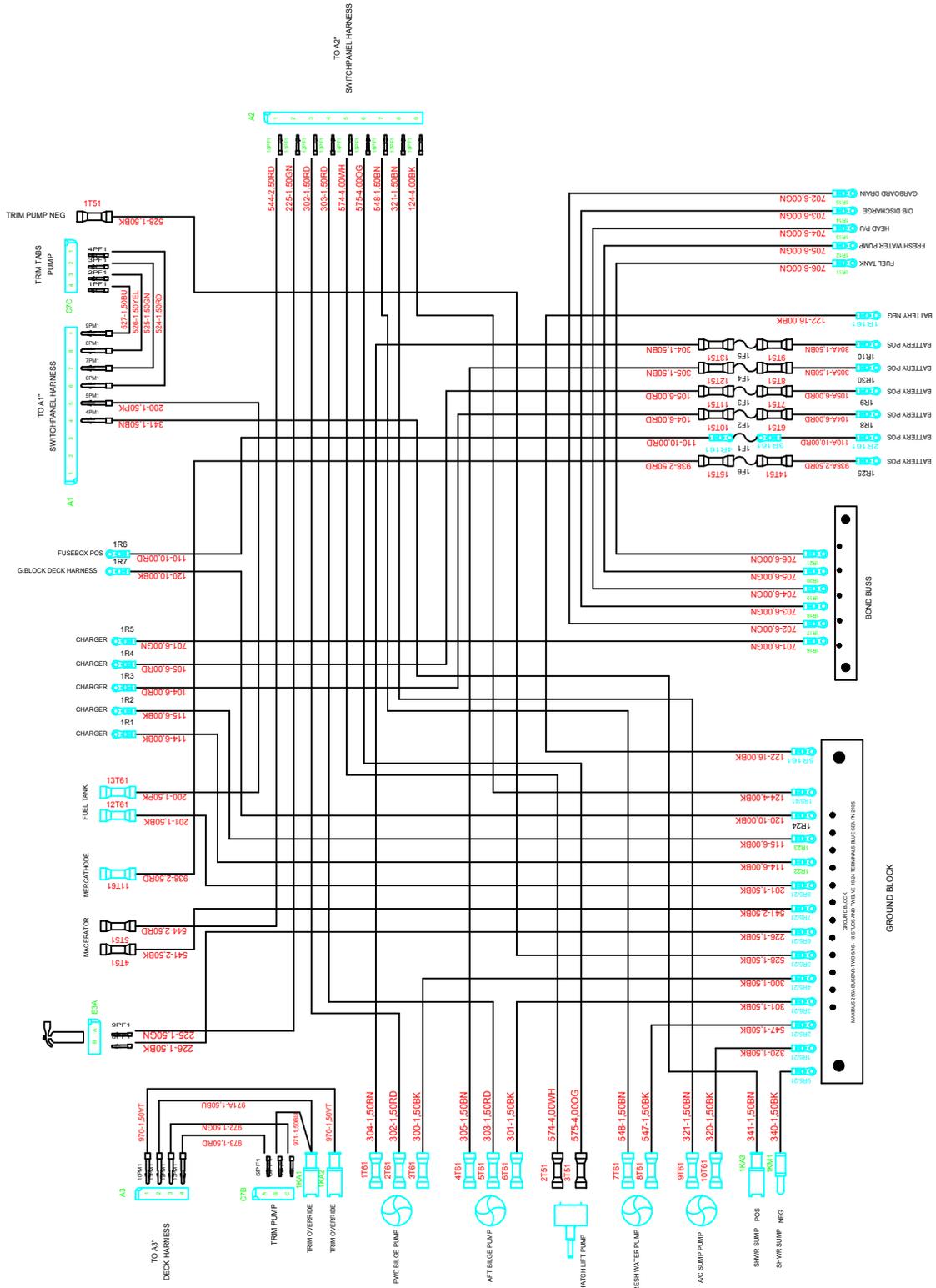
### Battery Cable Routings



# Switch Panel Harness Schematic

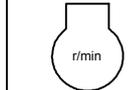
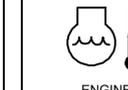
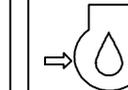
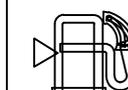
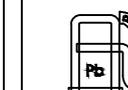
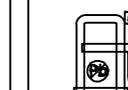
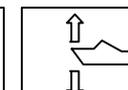
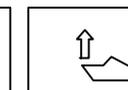
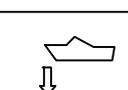
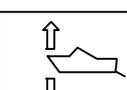
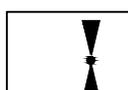
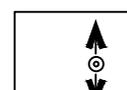
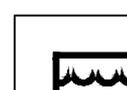


# Hull Harness Schematic



## Key to symbols controls prints

These symbols may be found on your controls and gauges and/or used in this owner's manual. This page is to help you understand what the symbols mean.

 EMERGENCY START SWITCH (TWIN ENGINE ONLY)	 ENGINE EXHAUST CONTROL	 ENGINE ROTATIONAL SPEED	 ENGINE COOLANT	 ENGINE (COOLANT) WATER JACKET TEMPERATURE	 ENGINE OIL PRESSURE	 ENGINE
 FUEL GENERAL	 DIESEL FUEL	 FUEL LEVEL	 FUEL FILTER	 LEADED FUEL	 UNLEADED FUEL	 ENGINE START
 BILGE BLOWER	 BILGE PUMP	 OIL	 ELAPSED TIME	 LIGHT	 INTERIOR LIGHT	 ENGINE STOP
 RUNNING LIGHTS UNDER POWER	 ANCHOR LIGHT	 FRESH WATER BASED COOLANT	 WASTE WATER/SEWAGE	 WINDSHIELD WIPER	 WINDSHIELD WASHER	 PROPELLER
 WINDSHIELD WIPER AND WASHER	 COMPASS	 ANCHOR	 HORN	 PROPULSION SYSTEM TRIM	 PROPULSION SYSTEM TRIM BOW UP	 LIFT POINT OR PROPER LOCATION OF SLING
 PROPULSION SYSTEM TRIM BOW DOWN	 TRIM TAB TRIMMING OPERATION	 SINGLE LEVER CONTROL (THROTTLE & SHIFT)	 CONTROL LEVER OPERATING DIRECTION	 ROTARY CONTROL (QUANTITY INCREASES WITH WIDTH OF SYMBOL)	 BATTERY	 LIFT POINT
 WARNING ELECTRICAL HAZARD	 FIRE RISK	 NO OPEN FLAME NO SMOKING	 WATER PUMP	 ACCESSORY		

# Cruise 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 Craft

Registration/Documentation Number			Full Name		
Length	Make	Type	Male or Female	Age	Health
Hull Color		Trim Color		Full Name	
Fuel Capacity	Engine Type	Number of Engines	Male or Female	Age	Health
Distinguishing Features			Full Name		
Distinguishing Features			Male or Female	Age	Health
Distinguishing Features			Full Name		
Distinguishing Features			Male or Female	Age	Health

## Operator of Craft

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

## Persons Onboard

Full Name			Full Name		
Male or Female	Age	Health	Male or Female	Age	Health
Full Name			Full Name		
Male or Female	Age	Health	Male or Female	Age	Health

## Survival Equipment

Marine Radio (Yes/No)	Type	Frequencies
Number of PFDs	Flares (Yes/No)	Mirror (Yes/No)
Smoke Signal (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?	

## Stopover plan

Departing From	
Departing Date	Departing 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

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