BAYLINER®

185, 195, 205, & 225
Runabouts

Owner's Manual Supplement
Engine Serial Number: _____________________________________

Hull Identification Number:__________________________________

Hull Identification Number

- The Hull Identification Number (HIN) is located on the starboard hullside just forward of the transom.
- Record the HIN (and the engine serial numbers) 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.

<table>
<thead>
<tr>
<th><strong>DANGER!</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>This box alerts you to immediate hazards which <em>WILL</em> cause severe personal injury or death if the warning is ignored.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>WARNING!</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>This box alerts you to hazards or unsafe practices which <em>COULD</em> result in severe personal injury or death if the warning is ignored.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>CAUTION</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>This box alerts you to hazards or unsafe practices which <em>COULD</em> result in minor personal injury or cause product or property damage if the warning is ignored.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>NOTICE</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>This box calls attention to installation, operation or maintenance information, which is important to proper operation but is not hazard related.</td>
</tr>
</tbody>
</table>

- **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.

### 185 Dimensions & Tank Capacities

<table>
<thead>
<tr>
<th>Overall Length</th>
<th>Length Rigged</th>
<th>Bridge Clearance</th>
<th>Beam</th>
<th>Draft (Hull)</th>
<th>Draft (Maximum)</th>
<th>Fuel Tank</th>
</tr>
</thead>
<tbody>
<tr>
<td>18' 0&quot;</td>
<td>19' 1&quot;</td>
<td>6' 0&quot;</td>
<td>7' 7&quot;</td>
<td>1' 8&quot;</td>
<td>3' 0&quot;</td>
<td>28 Gallons</td>
</tr>
</tbody>
</table>

### 195 Dimensions & Tank Capacities

<table>
<thead>
<tr>
<th>Overall Length</th>
<th>Length Rigged</th>
<th>Bridge Clearance</th>
<th>Beam</th>
<th>Draft (Hull)</th>
<th>Draft (Maximum)</th>
<th>Fuel Tank</th>
</tr>
</thead>
<tbody>
<tr>
<td>19' 0&quot;</td>
<td>21' 0&quot;</td>
<td>7' 1&quot;</td>
<td>7' 11&quot;</td>
<td>1' 10&quot;</td>
<td>3' 3&quot;</td>
<td>35 Gallons</td>
</tr>
</tbody>
</table>

### 205 Dimensions & Tank Capacities

<table>
<thead>
<tr>
<th>Overall Length</th>
<th>Length Rigged</th>
<th>Bridge Clearance</th>
<th>Beam</th>
<th>Draft (Hull)</th>
<th>Draft (Maximum)</th>
<th>Fuel Tank</th>
</tr>
</thead>
<tbody>
<tr>
<td>20' 5&quot;</td>
<td>21' 2&quot;</td>
<td>7' 1&quot;</td>
<td>8' 2&quot;</td>
<td>1' 8&quot;</td>
<td>3' 1&quot;</td>
<td>37 Gallons</td>
</tr>
</tbody>
</table>

### 225 Dimensions & Tank Capacities

<table>
<thead>
<tr>
<th>Overall Length</th>
<th>Length Rigged</th>
<th>Bridge Clearance</th>
<th>Beam</th>
<th>Draft (Hull)</th>
<th>Draft (Maximum)</th>
<th>Fuel Tank</th>
<th>Freshwater Tank</th>
</tr>
</thead>
<tbody>
<tr>
<td>22' 1&quot;</td>
<td>23' 11&quot;</td>
<td>7' 4&quot;</td>
<td>8' 6&quot;</td>
<td>1' 6&quot;</td>
<td>2' 9&quot;</td>
<td>50 Gallons</td>
<td>10 Gallons</td>
</tr>
</tbody>
</table>
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 MUST be in control of your boat at ALL times. Do NOT operate your boat while under the influence of alcohol or drugs.

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

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

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

Outside the United States, your selling dealer, national sailing federation, or local boat club can advise you of local sea schools or competent instructors.
Engine & Accessory Guidelines & 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
- Engine Storage/Winterization

Propeller

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.
Structural Limitations

The transom platform extension is designed to be lightweight for proper boat balance. The load limit for the transom platform extension is 30 pounds per square foot, evenly distributed.

Qualified Maintenance

**WARNING!**

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

- 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**

- 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 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:

A. Using engine, generator, or other fuel burning device when boat is moored in a confined space.

B. Mooring too close to another boat that is using its engine, generator, or other fuel burning device.

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:

C. Running boat with trim angle of bow too high.

D. Running boat without through ventilation (station wagon effect).

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.
• 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
185 Warning Labels

185, 195, 205, & 225 • Owner’s Manual Supplement

Chapter 1: Welcome Aboard!

**Carbon Monoxide (CO)** is a toxic gas that can cause brain damage or death. Engine and generator exhaust contains carbon monoxide. Symptoms 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.

**WARNING**

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

**WARNING**

ROTATING PROPELLER MAY CAUSE SERIOUS INJURY OR DEATH. SHUT OFF ENGINES WHEN NEAR PERSONS IN THE WATER.

**WARNING**

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

**MAXIMUM CAPACITIES**

8 PERSONS OR 1030 LBS.

1100 LBS. PERSONS, GEAR

THIS BOAT COMPLIES WITH U.S. COAST GUARD SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION.

MANUFACTURER: BAYLINER MARINE CORP. 199 MARINE
KNOXVILLE, TN 37901

MODEL: 16MB

DESIGN, CONSTRUCTION, AND MATERIALS ARE CONXINNT WITH THE NATIONAL MANUFACTURERS ASSOCIATION STANDARDS AND RECOMMENDATIONS.

NATIONAL MARINE MANUFACTURERS ASSOCIATION

175597

**WARNING**

MOTOR VEHICLES, EQUIPMENT, AND OBJECTS SHOULD BE ATTACHED IN A SECURE MANNER TO PREVENT FALLING OR BUMPING INTO BOAT OR WATER.

- DO NOT SMOKE OR STORE COMBUSTIBLES.
- DO NOT STORE GASOLINE, OIL, OR FCHEMICALS IN THE BILGE.
- DO NOT STORE GASOLINE, OIL, OR COMBUSTIBLES ON DECK.
- USE ALUMINUM FUEL BAGS AS THEY ARE設計 FOR USE ON BOATS.
- USE ENRICHED AIR FLUSH OR CALORIFIC AIR FOR LOW COMBUSTION.

BAYLINER
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.

**WARNING**

**TURNING PROPELLER.**

**FALLING FROM SUNLOUNGE CAN CAUSE INJURY OR DEATH.**

**STAY OFF SUNLOUNGE WHEN MOTOR IS RUNNING.**

**USE UNLEADED PETROL ONLY**

**WARNING**

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

**WARNING**

**FUEL VAPOURS MAY EXPLODE. INSPECT FUEL SYSTEM AT LEAST ANNUALLY.**
195 Warning Labels

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

Engine and generator exhaust contains odorless and colorless carbon monoxide gas.

Get fresh air if anyone shows signs of carbon monoxide poisoning.

See Owner's Manual for information regarding carbon monoxide poisoning.

Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness.

**MAXIMUM CAPACITIES**

9 PERSONS OR 1200 LBS.

1300 LBS., PERSONS, GEAR

THIS BOAT COMPLIES WITH U.S. COAST GUARD SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION

MANUFACTURER: BAYLINER MARINE CORP, WIXOM

MODEL: 1858R

NATIONAL MARINE MANUFACTURERS ASSOCIATION

1772499
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.

**WARNING**
- Turning Propeller.
- Failing from Sun-Lounge can cause injury or death.
- Stay off Sun-Lounge when motor is running.

**WARNING**
- Do not store fuel or flammable liquids.
- Not ventilated, concentrated vapors will explode.

**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.

**WARNING**
- Use unleaded petrol only.
- Fuel vapors may explode.
- Inspect fuel system at least annually.

**WARNING**
- Do not attempt to board or use the ladder if motor is running.
205 Warning Labels

**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.

**WARNING**
Carbon monoxide (CO) can cause brain damage or death. Engine and generator exhaust contains odorless and colorless carbon monoxide gas. Exposure to carbon monoxide poisoning includes 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.

**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.

**WARNING**
Do not store fuel or flammable liquids. Not vented, concentrated vapors will explode.

**WARNING**
Rotating propeller may cause serious injury or death. Shut off engines when near persons in the water.

**WARNING**
Gasoline vapors can explode. Before starting, operate blower 4 minutes. Check engine compartment bilge for fuel vapors, run blower below cruising speed.

**WARNING**
Do not attempt to board or use the ladder if motor is running.
Chapter 1: Welcome Aboard!

Owner's Manual Supplement

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.

WARNING

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

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.

USE UNLEADED PETROL ONLY

1704248

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

1703701

1811367

**WARNING**

QUALIFIED OPERATOR TO BE IN CONTROL AT ALL TIMES.

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.

**WARNING**

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

**WARNING**

ROTATING PROPPELLER MAY CAUSE SERIOUS INJURY OR DEATH. SHUT OFF ENGINE WHEN NEAR PERSONS IN THE WATER.

**WARNING**

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. 12000 BAY ISLAND ROAD, ORELAND, IL 60062

MODEL: 2688

DESIGN COMPLIANCE WITH NMMA REQUIREMENTS IN VERIFIED. MANUFACTURER RESPONSIBLE FOR PRODUCT DESIGN.

NATIONAL MARINE MANUFACTURERS ASSOCIATION

THUMBNAIL
**WARNING**

Fuel vapors may explode. Inspect fuel system at least annually.

**USE UNLEADED PETROL ONLY**

1703701

**WARNING**

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

1703700

**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.

1811367

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.
Chapter 2: Locations

Exterior Views

185 & 195 Hull Views
205 & 225 Hull Views

- **Bilge Pump Drain**
- **Starboard Hullside**
- **Bow Eye**
- **LiveWell Intake Through Hull (205 Only) (If Equipped)**
- **Deck Drain**
- **Port Hullside**
- **LiveWell Drain (205 Only) (If Equipped)**
- **Transom**
- **Stern Eye**
- **Bilge Drain Plug**
- **Deck Drain (205 Only)**
- **Stern Eye**
185 Deck Views

SLEEPER SEAT LAYOUT

ALL-ROUND LIGHT

Ski-Tow Tower (If Equipped)

Cupholders

Cleat

Running Lights

Horn

Cleat

SPORT SEATING LAYOUT

ALL-ROUND LIGHT

Ski-Tow Tower (If Equipped)

Cupholders

Cleats

Horn

Cleat

BLOWER VENTS

GRAB HANDLE

BOARDING LADDER

VENTED FUEL FILL DECK FITTING

TROLLING MOTOR (If Equipped)

RUNNING LIGHT (If Equipped With Trolling Motor)

RUNNING LIGHT (If Not Equipped With Trolling Motor)

GRAB HANDLE

CLEAT
205 Deck Views

STANDARD SEATING LAYOUT

ALL-ROUND LIGHT

SKI-TOW TOWER (IF EQUIPPED)

GRAB RAIL

CLEAT

RUNNING LIGHTS

CLEAT

GRAB RAIL

HORN

CLEAT

VENTED FUEL FILL DECK FITTING

BOARDING LADDER COVER

SPORT SEATING LAYOUT

ALL-ROUND LIGHT

SKI-TOW TOWER (IF EQUIPPED)

GRAB RAIL

CLEAT

RUNNING LIGHTS

CLEAT

GRAB RAIL

HORN

CLEAT

VENTED FUEL FILL DECK FITTING

BOARDING LADDER COVER
185, 195 & 225 Helm

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

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

12-Volt DC Accessory Outlets - 185 & 195: One is located at the helm and one is located next to the stereo in the port glove box.

12-Volt DC Accessory Outlet - 205: Located on the starboard side panel, just forward of the shifter/throttle.
12-Volt Accessory Outlets - 225: One is located next to the stereo in the port glove box and one is located on the starboard side of the cockpit next to the aft bench seat.

12-Volt DC Fuse Block: Located behind the starboard seat back cushion.
Battery - 185 & 195: Located in the port aft corner of the engine room.

Battery - 205: Located in the port aft corner of the engine room.

Battery - 225: Located in the port aft corner of the engine room.
**Bilge Pump:** Located in the engine compartment bilge.

**Blower Switch:** Located on the helm switch panel.
**Depth Finder Transducer (If Equipped):** Located in the engine compartment bilge.

**Freshwater Fill Deck Fitting (marked WATER) (225 Only) (If Equipped):** Located on the aft deck, above the boarding ladder.

**Freshwater Pump (225 Only) (If Equipped):** Located on the starboard side of the engine compartment.
Freshwater Pump Switch (225 Only) (If Equipped): Located on the starboard side of the cockpit, next to the aft bench seat.

Freshwater Tank (225 Only) (If Equipped): Located on the starboard side of the engine compartment.

Fuel Fill Deck Fitting (marked GAS or DIESEL) - 185, 195 & 205: Located on the starboard aft corner of the deck.
Fuel Fill Deck Fitting (marked GAS) - 225: Located on the port deck.

Fuel Shut-off Valve (185 & 195 Only) (Diesel Engine Only) (If Equipped):
Located in the starboard side panel, just forward of the aft jump seat.

Fuel Tank: Located in the forward area of the engine compartment.
Livewell Aerator Control Valve (185, 195 & 205 Only) (If Equipped):
- Located inside the livewell.
- Access by removing the center bench seat cushion and lifting the livewell hatch.

Livewell Drain Pump & Seawater Intake Seacock (185, 195 & 205 Only) (If Equipped):
- Located in the forward area of the engine compartment.
- Access by lifting the motorbox cover.

Livewell Fill & Drain Switch (185, 195 & 205 Only) (If Equipped):
Located at the helm.
Navigation Lights:
• Red and green lights at the bow.

• White all-round light at the stern or on the ski-tow tower, if equipped.
Transom Shower (225 Only) (If Equipped): Located on the starboard aft deck.

Trim & Tilt Pump - 185 & 195: Located on the port side of the engine compartment.

Trim & Tilt Pump - 205 & 225: Located on the starboard side of the engine compartment.
Trolling Motor (185, 195 & 205 Only) (If Equipped): Located on the forward deck.

Trolling Motor 12-volt DC Circuit Breaker (185 & 195 Only) (If Equipped): Located on the forward deck.

Trolling Motor 12-volt DC Circuit Breaker (205 Only) (If Equipped): Located in the engine compartment.
Trolling Motor 12-Volt DC Receptacle (185, 195 & 205 Only) (If Equipped): Located at the bow, just above the port forward seat cushion.
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!

- It is very important that the fuel system be inspected thoroughly the first time it is filled and at each subsequent filling.
- The fueling instructions in the *Sport Boat Owner’s Manual* and the fuel recommendations in the engine operation manual **MUST** be followed.

**CAUTION**

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

**NOTICE**

- 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 your engine operation manual for detailed instructions on how to bleed the system.

**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.

185, 195, & 205 GAS ENGINE FUEL LINE ROUTING (IF EQUIPPED)

- VENTED FUEL FILL DECK FITTING
- FUEL FEED LINE
- FUEL TANK VENT HOSE
- FUEL TANK SENDING UNIT
- FUEL TANK
Fuel Fill & Vent

- Depending on engine type, the fuel fill deck fitting is marked either GAS or DIESEL.
- 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 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.

Anti-siphon Valve (Gas Engine Only)

<table>
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<th>NOTICE</th>
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<tr>
<td>• If an engine running problem is diagnosed as fuel starvation, check the anti-siphon valve.</td>
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<tr>
<td>• If the valve is stuck or clogged, ONLY change or replace it while the engine is Off.</td>
</tr>
<tr>
<td>• NEVER run the engine with the anti-siphon valve removed, except in an emergency.</td>
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</tbody>
</table>

- 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.
**Fuel Filter/Water Separator (Diesel Engine Only)**

**NOTICE**
- The frequency of water draining or element replacement is controlled by the contamination level in the 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.

- The fuel feed line features a fuel filter/water separator.
- Service instructions for the fuel filter/water separator are provided on the filter.
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.

*3.0L engines feature mechanical rack-and-pinion steering.

Shift/Throttle Control

![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 control 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

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<th>CAUTION</th>
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**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.
Chapter 5: Navigation Equipment

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

Depth Finder (If Equipped)

<table>
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<th>WARNING!</th>
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| • 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. |
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.
- An autofloat switch, mounted next to the bilge pump, 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 housing for clogging debris (see below).

**Checking for clogging debris:**

1. Remove the pump motor from the housing:
   a. Lift the tab while rotating the fins counter-clockwise.
   b. Lift out the pump motor.
   c. Clear the housing of debris.

2. Reinstall the pump motor:
   a. Make sure the "O" ring is properly seated.
   b. Coat the "O" ring with a light film of vegetable or mineral oil.
   c. Align the cams on either side of the pump motor with the slots on the housing.
   d. Press the pump motor into the housing while twisting clockwise.

3. Check the reinstallation by trying to twist the fins counter-clockwise **without** lifting the tab; the pump motor should stay in place.
**Autofloat Switch**

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

**Autofloat switch testing:**

1. Lift 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.
2. After testing, push the test button all the way *down* to return the float switch to auto mode.

---

**CAUTION**

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

Seacocks

WARNING!
FLOODING and SWAMPING HAZARD!
- Close the seacock(s) when leaving your boat unattended for any length of time.
- If a seacock is left open, a hose failure could flood the bilge, swamp the battery and the engine, and even sink your boat.

CAUTION
SYSTEM DAMAGE HAZARD!
- BEFORE using any system that has a seacock, make sure that the system’s seacock is Open.
- Inspect and lubricate all seacocks annually.

Thru-hull inlet or outlet fittings near or below the waterline feature seacock valves. You can close a seacock to stop water entry:
- If the hose connected to the seacock fails, or;
- To work on equipment served by the seacock.

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

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

Seawater Strainers

CAUTION
FLOODING HAZARD!
- BEFORE taking apart a seawater strainer for cleaning or other 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 engines, and even sink your boat.
- Keep the seacock Closed until the seawater strainer is completely reassembled.

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

- Seawater strainers are used to filter incoming seawater in some seawater intake systems. NOTE: Not all seawater intake systems have seawater strainers.
- If equipped, the seawater strainer is located near the seawater intake system’s seacock.
- Check the strainers for leaks and/or debris every time you use your boat.
- Refer to the seawater strainer instruction sheet for cleaning and maintenance information.
Livewell System (185, 195 & 205 Only) (If Equipped)

**WARNING!**

**FLOODING and SWAMPING HAZARD!**
- *NEVER* leave your boat unattended while the livewell system is running.
- Any leak or break in this system may allow large amounts of water to flood the bilge, which could swamp the battery(s), and even sink your boat.
- Close the intake seacock when leaving your boat unattended for any length of time.

**CAUTION**

**SYSTEM DAMAGE HAZARD!**
*BEFORE* turning *On* the livewell system, make sure the intake seacock is *Open*.

**Filling & Using the Livewell**

1. **Open** the intake seacock.
2. Push the livewell switch to the fill position (for the location of the livewell switch, see the *Component Locations* section in *Chapter 2* of this supplement).

**Troubleshooting**

If you followed the instructions in steps 1 and 2 above, but water does not pump into the tank, possible causes are:
- The intake seacock is *Closed*.
- A hose is collapsed or there is clogging debris in the system.
- The livewell fuse is blown.

**Draining the Livewell**

1. Close the intake seacock.
2. Push the livewell switch to the drain position.

**Aeration Tips**

The level of aeration is controlled by the aerator control valve.
- In clean open water little or no aeration may be needed.
- In brackish back waters a higher level of aeration may be needed.
Freshwater System (225 Only) (If Equipped)

**WARNING!**
- *ONLY* use safe drinking (potable) water in your boat’s freshwater system.
- *ONLY* use FDA approved “drinking water safe” hoses when filling the freshwater tank.
- *NEVER* use common garden hoses for drinking water.

- Read the *Freshwater System* section in the *Sport Boat Owner’s Manual*.
- The freshwater fill deck fitting is marked WATER.
- Pressurize the freshwater system by turning *On* the freshwater pump switch (the battery switch must also be *On*).
- For the location of the freshwater pump switch, see the *Component Locations* section in *Chapter 2* of this supplement.
- Turn *Off* the freshwater pump switch when your boat is *not* in use or when the freshwater tank is empty.
- Inspect and clean the freshwater filter often (the filter is located on the freshwater pump).
- If your boat is to be left unattended for a long period of time, pump the freshwater tank dry to prevent stored water from becoming stagnant and distasteful.
- If the freshwater system needs to be disinfected, ask your dealer about treatments available for your boat’s system.

Transom Shower (225 Only) (If Equipped)
- 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.
Freshwater System Winterization

1. Turn **Off** the water heater breaker switch.
   
   **NOTE:** **Tag** or **Mark** the water heater breaker switch to prevent it from being turned **On** while the water heater tank is empty.

2. Turn **On** the freshwater pump switch.

3. **Open all** of the faucets and showers and let the freshwater system drain completely.

4. Turn **Off** the freshwater pump switch.

All of the remaining water **must** be removed from the water lines. There are two ways to remove the remaining water from the lines:

- Compressed Air
- Gravity Draining

Compressed Air

---

**CAUTION**

**FRESHWATER SYSTEM DAMAGE HAZARD!**

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

You **must** have an air compressor with an air hose and an air nozzle.

1. Remove the water line from the outlet side of the freshwater pump (opposite side from filter).

2. **Open** the faucet that is furthest away from the freshwater pump.

3. Place the air nozzle against the end of the just removed water line and blow air through the system.

4. When water stops coming out of the faucet, stop the air and **Close** the faucet.

5. One at a time, repeat this process on **all** faucets and showers.

Gravity Draining

1. **Open all** faucets and showers.

2. Remove the drain plug from the tee fitting on the freshwater tank.

3. When the water has stopped draining from the freshwater tank and the water lines, replace the drain plug.

---

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.

Bow Mount Trolling Motor (185, 195 & 205 Only) (If Equipped)

Read the manufacturer’s instruction manual before using the trolling motor.

Ski-Tow Ring

**WARNING!**

PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!

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

**NOTICE**

The ski-tow tower all-round light must be raised and turned on if you run or anchor your boat after dark.

**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 (If Equipped)

**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

**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, read the Canvas Care section, later in this chapter.

**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.

**185 Bimini 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 aft deck hinges and secure them with the pins.
3. Pull the secondary bow (C) forward and insert the end eyes of the forward braces (D) into the forward 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 position, get the correct measurements from your selling dealer.
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 insert the pins.
   • The jaw slides (E) should not need to be adjusted.
   • If you decide to adjust the jaw slide position, get the correct measurements from your selling dealer.
1. Unzip, remove, and stow the storage boot.
2. Insert the balls of the main bow (A) into the sockets on the windshield frame and secure them with the pins.
3. Insert the end eyes of the aft braces (B) into the deck hinges and secure them with the pins.
4. Unfold the canvas top and snap the front edge of the top (C) to the windshield frame.
5. Align the secondary bow (D) with the center seam of the canvas by loosening or tightening the top straps.
   • The jaw slides (E) should not need to be adjusted.
   • If you decide to adjust the jaw slide position, get the correct measurements from your selling dealer.
Side Curtains (205 & 225 Only) (If Equipped)

1. Snap the forward corner (A) of the side curtain to the windshield frame.
2. Working your way aft, alternately snap the top snaps to the canvas top and the bottom snaps to the windshield frame and deck.
3. Insert the side curtain stud (B) into the socket on the canvas top.
**Bow Cover (If Equipped)**

1. Snap the two forward snaps (A) to the deck.
2. Snap the bow cover to the entire port side.
3. On the starboard side, only snap the forward half of the bow cover to the deck.
4. Insert the adjustable, center support pole (B) into both the bow cover and the table base (C).
5. Adjust the support pole so that it is just high enough to stay inserted in the bow cover.
6. Snap the rest of the bow cover to the deck.
7. Adjust the support pole to take any slack out of the bow cover.
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


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

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

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

Stubborn Stains


CAUTION

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

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

Method 1

1. Add 1/8 cup (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®, Dref®, 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.
- Ask your dealer about products available to keep the clear vinyl polished and looking new.
Chapter 8: Entertainment Systems

Audio Equipment

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Read the manufacturer’s instruction manual *before* using the audio equipment.
Sleeper Seats (185, 195 & 205 Only) (If Equipped)

- The sleeper seats can be moved forward and aft while in the upright, operating position.
- The sleeper seats can also be converted into a flat lounge or chaise lounge.

**Operating Positions**

To slide the seat forward and backward:

1. Pull up on the forward seat slider lever (A).
2. Slide the seats forward or aft to the desired position.

**Lounge Positions**

To convert into a flat lounge:

1. Pull up on the forward seat slider lever (A) and slide the seats all the way forward.
2. Push down on the aft seat slider lever (B) and slide the aft seat all the way aft.
3. If necessary, push down on the top of the seat-backs (C).

To convert into a chaise lounge:

1. First, convert the seats into a flat lounge as described above.
2. Lift the forward or aft seat bottom at point (D or E) and then lift the plastic seat support bracket (F).
3. Lower the seat until it rests securely on the support bracket.
To return the seats to the operating position:

1. Lift the seat-backs at point (C) and push the seat bottoms towards the center of the seat until the seat-backs are flush against each other and locked into place.
2. Push the seat bottoms towards the center of the seat until the seat-backs are flush against each other and locked into place.

Jump Seat to Sunlounge Conversion

1. Remove the jump seats (A) by lifting and pulling on their forward edges.
2. Rotate each jump seat so that the lounge support tabs (B) face the support slots (C).
3. Slide the lounge support tabs into the support slots.
4. Press down firmly on the inboard side of each jump seat until they rest on the motorbox (D).
Passenger Seat to Sunlounge Conversion (225 Only)

1. Remove the forward seat bottom (A) by lifting and pulling the forward edge.
2. Slide the seat backs (B) forward until they stop.
3. Use the seat bottom (A) to fill in the space.
Installing & Removing Table Leg (225 Only)

Installing the Table Leg
1. Place the threaded end into the base.
2. Twist the table leg clockwise until it locks in place.

Removing the Table Leg
1. Press firmly on the black release button and twist the table leg counter-clockwise.

Table & Table Leg Stowage
When not in use the table and table leg can be stowed in the engine compartment.
Removable Fishing Seats (185, 195 & 205 Only) (If Equipped)

**DANGER!**

**FALLING and ROTATING PROPELLER HAZARD!**

- *NEVER* allow anyone to ride on parts of your boat *NOT* designed for such use.
- Sitting on a fishing seat while underway is especially hazardous and *WILL* cause personal *injury* or *death*.

Remove and stow the fishing seats and pedestals in a safe and secure area *before* getting underway or trailering your boat.
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

- 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

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

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

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.

**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** 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

Battery
- The battery supplies electricity for lights, 12-volt accessories and engine starting.
- The Electrical section in Chapter 8 of the Sport Boat Owner’s Manual provides battery care and maintenance instructions.

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(s)

• Your boat is equipped with one or more 12-volt DC accessory outlets.
• The boat outlet(s) can be used with any 12-volt device which draws 10-amps or less.
• Each 12-volt DC accessory outlet is protected by a fuse on the fuse block.
• For the location of the 12-volt DC accessory outlet(s), see the Component Locations section in Chapter 2 of this supplement.

Alternator

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

12-Volt DC Hull Harness

- DECK PLUG
- BLOWER MOTOR
- BILGE PUMP
- FUEL SENDER
185 & 195 12-Volt DC Deck Harness

205 12-Volt DC Deck Harness
225 12-Volt DC Deck Harness

185, 195 & 205 Trolling Motor Harness (If Equipped)
Battery Cable Routings

NOTES:
POSITIVE BATTERY CABLES ARE RED
NEGATIVE BATTERY CABLES ARE YELLOW
## Important Records

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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

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<td>Stopover 4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stopover 5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stopover 6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final Destination Port</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

Vehicle Description

<table>
<thead>
<tr>
<th>Description</th>
<th>Make</th>
<th>Model</th>
</tr>
</thead>
<tbody>
<tr>
<td>Color</td>
<td></td>
<td></td>
</tr>
<tr>
<td>License Number</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Where is the Vehicle Parked?

Coast Guard Phone Number

Local Authority Phone Number