SKI and Fish
Caper 1704
WARNING

Dangerous situations: At a reduced speed, that allow you plenty of time to avoid obstacles or drugs. Never operate your boat at speeds which exceed your ability to react to an emergency develops. At times, do not operate your boat while under the influence of alcohol or drugs. Never operate your boat at speeds which exceed your ability to react to an emergency develops.

A vigilant operator must be in control of the boat at all times.

NOTICE

The symbol shown above calls attention to installation.

CAUTION

Cause product or property damage if the warning is ignored.

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

WARNING

Warning is ignored. Which will cause severe personal injury or death if the warning is ignored.

The symbol shown above alerts you to immediate hazards.

DANGER

The hazard warning symbols shown below are used throughout this publication. Due to our commitment to product improvement, we reserve the right to change, without notice or other obligation, the specifications or other information contained in this publication.
Recommendations for Safety

Preparation

Prior to leaving on your first outing (or for that matter, any outing) there
are certain items (check and activities to perform. Reinforce yourself with
the slightest doubt about safety.

2. Always have children wear PFDs. Always

on board (PFDs):

- One (1) Type I or III (wearable PFD)
- At least one (1) Type I

The size boat:

As of May 1, 1996, you must have on board, regardless of
each person aboard a boat.

Each Coast Guard approved or
approved New PFDs bearing
personal flotation device (PFD)

One Coast Guard approved

1. Personal Floatation Devices:

Your boat before launching, and consider the following suggestions:

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1. A special flag (Red flag with a white diagonal stripe of white and blue)

2. Do not force the extinguishers. By squinting small amounts of the agent available by a stream of water.

3. Do not overboard.

4. Keep the fittings and valuation equipment in good condition and readily available by a stream of water.

5. Keep your boat’s moving at a minimum speed.

6. Keep your boat’s moving at a minimum speed.

7. Look overboard.

8. If it is a general emergency,

9. Know the various distress signals. A recognized distress signal used on small boats is to emoji and make red and yellow lights.

10. Jibbing and the meaning of navigation lines. Any day mooring to one.

11. Jibbing and the meaning of navigation lines. Any day mooring to one.

12. Maintain a right of way in an unobstructed view. The right of way is in the forward direction of the boat.

13. Maintain a right of way in an unobstructed view. The right of way is in the forward direction of the boat.

14. Keep clear of all boats.

15. Always have up-to-date charts of your cruising area on board.

16. Keep the boat’s moving at a minimum speed.

17. Always have up-to-date charts of your cruising area on board.

18. Consider when relevant section on board, you would take under various circumstances.

19. Do not take a safe course by approximate direction of your boat and remove people to

20. Keep the fittings and valuation equipment in good condition and readily available by a stream of water.

21. Do not force the extinguishers. By squinting small amounts of the agent available by a stream of water.

22. Do not overboard.

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29. Do not force the extinguishers. Squinting small amounts of the agent available by a stream of water.
9. An assortment of spare laces
8. Spare set of spark plugs and other ignition parts
7. Replacement light bulbs
6. An extra cooling pump impeller
5. Gear shift (w/p-nut)
4. Gear cover and fuel tank (standard as applicable)
3. Wrench, lock, cotter pin, Allen wrench, needle nose
2. Assorted screwdrivers (Phillips and flat blade)
1. Hammer

Miscellaneous Items

10. Gear  grease and replenishing oil
9. Associated fasteners
8. Electrical tape
7. Batteries jumpers cables
6. Hex key wrenches with spare blades
5. Screw set (metric or U.S. standard as applicable)
4. Wrenches (box wrench, Allen, Phillips, include one wrench large)
3. Pieces (regular, vice-grip, and needle nose)
2. Assorted screwdrivers (Phillips and flat blade)
1. Hammer

Tool Chest

8. Anchor and adequate line
7. First aid kit
6. Chains or your intended cutting area
5. Paintbrushes (with extra brushes)
4. Fences, lines and boat hook
3. Fenders, lines, and boat hook
2. Personal flotation devices
1. The extinguishers (correct number and type, located for easy access)

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

Safety Equipment

DANGER

Knife switches or other cutting devices should NEVER be

Interceptor!

These precautions will enable you to guide your

desire to get a good start in your

Before departing on a boat trip, advise a responsible friend or relative of

WARNING

Fuel vapors are explosive. Do not store flammable fuel-

Inert in unventilated locations. These vapors would be

27. Gas tanks and might be ignited accidentally.

2. Know your fuel tank capacity and cruising range. If it is necessary to carry

Explosion.

28. Keep electrical equipment and wiring in good condition. Wire

25. Good housekeeping in your boat is important. Cleanliness diminishes

24. After ample ventilation around batteries.

19. Safe storage of other cutting devices should NEVER be

DANGER
NOTICE

The steps are sung as down steps.

Wheels: If difficult to turn, wheels may be frozen. Spin wheels to loosen. If wheels are still stiff, lubricate with a thin coat of oil and try again. If wheels are still stiff, try using a thin coat of oil on the bearing. If wheels are still stiff, contact a trained service technician.

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Launching

Emersion is instructed in the engine owner's manual.

1. Insert the hull drain plug at the bottom of the transom. Make sure you
2. It is best to allow the hubs to cool before proceeding with the launching.
3. After the hubs are cooled, place the hubs on the deck and begin working
4. Lift the transom while draining. This will greatly reduce the chance of breaking out your trailer.
5. Disconnect the trailer wire harness connector plug from the low
6. Do not allow other passengers to board the boat until you have properly secured the boat and gear.
7. Failure to install the drain plug securely will result in the
8. Failure to use safety chains between the trailer and the

WARNING

The safety devices can allow the boat and or trailer to

making any sharp turns. Avoid sudden stopping or starting. Allow even more space in rainy or icy conditions, or at night.

consider installing a night sink mirror for improved rearward visibility.

Once all safety checks have been completed, you will be ready to


**WARNING**

Fuel vapors are explosive and can become trapped in the lower positions of a boat where they might be ignited. Be alert for any of alcohol or gasoline and keep out of reach of children.

Boats must be closed. Keep all doors, hatches, and ventilations during fueling procedures. Adequate ventilation is very important to avoid the risk of explosion.

**WARNING**

Fueling Procedures

1. To reduce your boat onto the trailer, back the trailer into the water until

7. After you trailer your boat, make sure long term storage and transport

are well as more specific information concerning other aspects

of trailering.

Your boat is equipped with an outboard engine. Be sure to

**NOTICE**

If you're going to leave your boat while it's in the water, be sure it's secured.

Boats fuel tank to the dry volume capacity.

The tank is filled with fuel. Therefore, it is not usually possible to fill the tank to the dry volume.

The tank is filled with a minimum of 10 gallons per side, to ensure adequate volume capacity of the tank.

Your boat's fuel capacity is 20 gallons.

**NOTICE**

Boats fuel tank to the dry volume capacity.

1. Fueling Procedures

1. Prior to refueling the boat, ensure the OFF (or shutoff) fuel and shutoff position of the gage with the ignition off.

2. After the fuel is pumped, the boat should be dried off and the fuel tank refilled with fresh water until

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Specific Information.

DO NOT continuously operate the starter for more than 15 seconds at 8, 9. Allow at least one minute for cooling between starts attempts.

1. Visually check for fuel leaks. 

We urge you to thoroughly read and understand your engine owner’s manual.

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5. With the throttle lever in NEUTRAL, push in the „Throttle Only“ button, and release them.

6. If you do not obtain a smooth idle, check the idle speed control and if you feel

position of the throttle lever is not correct, adjust the lever as necessary.

8. Open all windows, doors, and hatch covers; inspect for visible leaks and spillage.

7. When you have finished testing, replace the filler cap and wipe off any fuel

leakage.

6. If you find the engine is not able to get to a reasonable idle, check

specifications on your oil, water, and fuel.

5. When you won’t be able to fill the fuel tank to 100% of its

capacity.

4. Before starting the engine, ensure your boat is in deep enough water to

start the engine while preventing the risk of accumulation of fuel

explosion and fire. Close the heel compartment before starting.

Gasoline vapors are highly explosive. To prevent possible

explosions and fires, check the heel compartment before each

engaging the starter gear. Switch off the engine. In order for the emergency stop system to

operate correctly, the lever must be physically attached to a

serious accident can occur if the emergency engine
Before you leave, perform the following steps:

1. Check the operation of equipment such as bilge pumps, running lights.
2. Properly stow, secure and lock the gear and equipment, ensuring all are secured.
3. Instruct passengers in the use and location of flotation devices and life jackets.
4. Obtain a detailed weather forecast and plan accordingly for everyone's comfort and safety.
5. Notify a responsible head of the ship of your cruise plans. Upon your return, file a report with the Discharge Office or beach office.
6. Notify the responsible crew member of your departure.

If you have not encountered any problems, you are almost ready to go.

The symptoms of CO poisoning include but are not limited to the following:

- Headache
- Nausea and/or vomiting
- Shortness of breath
- Dizziness
- Chills
- Confusion
- Emotional instability
- Difficulty in thinking clearly
- Inability to think clearly

Because CO differs in the air much more rapidly than easily detectable.

Carbon Monoxide (CO) is a poisonous gas that is colorless.

Opening windows or entering may improve ventilation.

Avoid prolonged exposure to CO. Also, never operate the engine when either the exhaust or ventilation is blocked or restricted. If you suspect exposure to CO, leave the area immediately. Exposure to CO may cause brain damage or death.

Unaffected individuals may be unaware of CO exposure. If someone is suffering from CO poisoning, move the person to fresh air.

1. Check the steering operation. Be aware of CO movement in addition.
2. Once the engine has been started, allow it to warm-up for several minutes before getting underway.
3. Be aware of the effects of CO on your team, providing safety tips and procedures for emergency situations.
4. Monitor the crew's need for fresh air, ensuring that they are not exposed to CO for extended periods.
5. Keep a record of all CO incidents and take necessary precautions to prevent future occurrences.

DANGER: Carbon Monoxide is a colorless, odorless, and deadly gas.

To help prevent exposure to CO, be aware of CO movement and take necessary precautions.
Engine overheating, manual.

Engine overheating caused by trimming your engine so that the angle of your propeller by reducing the trim setting. For example, when you trim the propeller to a lower position, the engine will overheating. This is a normal condition that may be minimized by adjusting the trim angle of the propeller. This is achieved by adjusting the trim arm position.

A WARNING

Do not attempt any maintenance or adjustments to the engine or power unit while the engine is running. Pulling on the pull start lever may result in severe injury to the operator.

Basic Maneuvering

Ready to leave the dock.

When all of your predeparture checks have been completed, you will be ready to leave the dock.
Approaching the dock:

- When approaching a mooring area, lower your wind with a reason.

Leaving the dock:

- Before steaming, check your mooring lines and secure them.

Docking:

- Proper docking requires preparation. Lay by making sure you have

Preparation:

- Your dock is designed to give you quick acceleration with a minimum of

Bow steering:

- When bow steering is required, the windward side is most easily and quickly accomplished by turning the masts. Jibe under

Approaching the dock:

- When approaching a mooring area, lower your wind with a reason.

Leaving the dock:

- Before steaming, check your mooring lines and secure them.
Small adjustments should be made until the steering has neutral torque.

The steering wheel is pulling.

This is done by setting the steering edge of the trim tab on the lower unit of the outboard motor. Make sure the trim tab is set at the appropriate angle for your boat's trim. The engine speed should be reduced to maintain proper trim angle.

Proper trim angle can be achieved by adjusting the propeller pitch and the steering wheel. This process is repeated until the boat's performance is optimal.

**Steering**

1. Move some weight forward in the boat.
2. Adjust the steering angle to match the engine's speed.

**Boat Running Time**

When your boat starts "groaning" guess it will slow down quickly.

3. If your boat has no throttle control, adjust the propeller pitch and the steering wheel. Proper trim angle can be achieved by adjusting the propeller pitch and the steering wheel. This process is repeated until the boat's performance is optimal.

**WARNING**

Do not attempt any maintenance or adjustments to the engine while the engine is running. Failure to do so could result in serious injury or death.

Engine failure may cause injury to the operator or others nearby. Keep the engine area clear of all personnel.

**Boat Performance**

Proper trim angle can be achieved by adjusting the propeller pitch and the steering wheel. This process is repeated until the boat's performance is optimal.

**Temporizer and Attitude**

You cannot change it, but some factors you can:

- Boat speed is affected by a great many factors. Some such as

- Wind speed and direction.
- Wave conditions.
- Water temperature.
- Load condition.
CAUTION

Always turn off the electrical system before maintenance, repair or installing new components. Never substitute automatic parts for marine parts.

DANGER

To minimize the risks of fire and explosion, do not substitute automatic parts for marine parts.

Electrical Systems Components

The battery must be charged regularly to prevent battery failure.

WARNING

To reduce the risk of fire or explosion, use only high-quality spark-proof or flame-resistant cardboard or wood. Do not use plastic or metal fuel tanks.

NOTICE

To maintain the electrical system in good working order, keep all exposed electrical connections clean and protected from dust and dirt. Electrolyte solutions are non-conductive to corrosion. To prevent electrical malfunction due to corrosion, keep all exposed electrical connections clean and protected from dust and dirt. Exposed electrical connections are susceptible to corrosion.

NEVER substitute automatic parts for marine parts.
The pump is clearly depicted on the right side of the page. The text explains how to check the discharge hose and provide instructions on clearing the housing. The diagram shows the pump components and their connections. The text also mentions the starter motor, which is briefly described. The page concludes with a diagram of the ignition system, highlighting the connection to the battery and the starter motor.
**CAUTION**

Avoid the storage or handling of gear near the fuel lines.

_**CAUTION**_

Periodically check to see that they are clean and free of debris. An additional filter is installed on the engine. Fuel lines should be checked in the rack in addition, when supplied by the engine manufacturer.

All fuel tanks are equipped with a mesh screen filter on the fuel pickup. See that the fuel filter and vent lines are free of obstructions and knots.

Each submersible filter is equipped with a mesh screen filter on the fuel pickup. See that the fuel filter and vent lines are free of obstructions and knots.

Your passports are literally instructions in this manual.

_**CAUTION**_

It is very important that the fuel system be thoroughly flushed.

**Fuel System**

Battery power.

Result in a dead battery. Be conservative in the use of prolonged operation of cabin interior lights (overnight) will.

_**NOTICE**_

1. Time may be drawn out. (Can spare bulb for replacement.)
2. The bulb may be damaged. (Can spare bulb for replacement.)
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**Navigation Lights**

Subject to a penalty of $5000.

The Federal Water Pollution control Act prohibits the discharge of oil or other wastes into or upon the navigable waters and contiguous zones of the United States if such discharge causes a film or sheen upon or discoloration of the surface of the water, or causes a sludge or deposition of any solid, liquid, or gaseous material on the surface of the water. Violators are subject to a penalty of $5000.
1. Platform load must not exceed 250 pounds.

2. Periodically check the platform mounting hardware for looseness.

3. To lower the seat to the operating position, lift the seat back at point D.

4. To lift the seat from the operating position, lower the seat back at point E and and push the seat bottom toward the center of the seat until it stops. Then, drop the seat bottom while holding the seat at point C.

Pilots may be equipped with adjustable steerable seats. These seats can be adjusted for set-in-the-nose position. The seat bottoms of these models serve a similar purpose. The seat bottoms of these models also adjust into a backrest while the seat is in the lounge position.

Secure area while underway, or when tending your boat. Pedestal seats should be removed and stowed in a safe and secure area while underway, or when tending your boat.

WARNING

Do not occupy the area of the pedestal seats while your boat is underway. If you suspect shallow water or submerged objects, operate at very slow speed to allow time to survey your area. When the boat is moving submerged objects will not be seen until they are already under the hull. Always operate at very slow speed near the bottom. Do not motor near the bottom. Always operate at very slow speed near the bottom.

Your boat comes equipped with an electronic depth sounder. If you read a depth sounder reading with the same number of water depth beneath the boat. The depth on the bottom is not exceeded. When the boat is moving submerged objects will not be seen until they are already under the hull. Always operate at very slow speed near the bottom. Do not motor near the bottom. Always operate at very slow speed near the bottom.

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When they are smooth and tall, place the canvas top over the boat, like the top of the additional canvas pieces are in proper established position. Insert the lower row of snaps on the canvas in line with step 3 and 4 to fill the cleared space. The top can then be attached as in steps 3 and 4 to fill the cleared space. The cover is to be installed. It should be snapped to the canvas cover prior to using it.

Removing the snap, insert the canvas (1) side curtain, slip back cover, or canvas cover.

When the snap is in place, the additional canvas pieces are in proper established position. Insert the lower row of snaps on the canvas in line with step 3 and 4 to fill the cleared space. The top can then be attached as in steps 3 and 4. Insert the canvas (1) side curtain, slip back cover, or canvas cover prior to using it.

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Removing the snap, insert the canvas (1) side curtain, slip back cover, or canvas cover.
Inspect the latches for weak links in the nylon fiber. Replace when necessary.

Check for broken, bent, or missing parts. Replace as necessary.

Topsides Areas

Monitoring water as needed.

Clean and protect the battery terminals. If the battery cells with water.

Inspect the wiring on the engine and clean and tighten the terminals.

Ensure all wires are properly supported and secured in their terminals.

Paint the wiring to prevent corrosion.

Before Using SKY Pylon, You Must Read This Instruction Manual

WARNING

Insertion may cause injury or death.

If is coated with all parts are fully inserted through the aperture.

Usage instructions for the optional SKY pylon can be found in your engine manual.

When the lower part is not used, all passengers must sit forward.

WARNING

In credit may result in injury or death.

There are no credit holes. Common sense should determine the frequency of maintenance. It is recommended that you thoroughly read these instructions before using the SKY pylon. We strongly recommend that you thoroughly read these instructions before using the SKY pylon.
When instruments are exposed to a saltwater environment, electrolysis will occur on the metal that is not protected by a protective coating. This process can cause corrosion and weaken the instrument, leading to its eventual failure. Therefore, it is important to take proper care and cleaning of all exposed metal in the saltwater environment to ensure the longevity and reliability of the instrument.

1. Remove any dirt or debris from the instrument using a clean, dry cloth. Do not use any abrasive materials, as they may damage the surface of the instrument.

2. Use a gentle detergent solution, such as soap and water, to clean the instrument. Rinse thoroughly with clean water and dry it with a soft, dry cloth.

3. Apply a protective coating to the instrument to prevent corrosion. There are various commercially available coatings that can be used, such as silicone or silicone-based coatings. Follow the manufacturer's instructions for application.

4. Store the instrument in a dry, dust-free environment when not in use. Avoid storing it in direct sunlight or near heat sources, as this can cause the protective coating to degrade over time.

5. Regularly check the instrument for signs of wear or damage, and replace any damaged parts as necessary.

6. If the instrument is not being used for an extended period, store it in a protective case or cover to prevent dust and moisture from damaging it.

7. If the instrument needs to be cleaned or repaired, contact a qualified technician with experience in working with marine instruments. Attempting to repair the instrument yourself may result in further damage.

By following these guidelines, you can help ensure the longevity and reliability of your marine instrument in a saltwater environment.
NOTICE

Paint the hull below the waterline with a good grade of antifouling paint.

Periodically haul the boat out of the water and sand the bottom with its performance. There are two methods of preparing this:

- By using a brush and a solution of soap and water.
- By using a spray gun or sandblasting machine to clean the bottom.

Special Care for Boats That Are Moored:

1. The finest on a fiberglass boat is similar to that of an aluminum boat and will

2. Hull and fiber glass. To repair, obtain "Glaspar" from your dealer.

3. Disappear completely. However, the odor will linger.

4. Always uncover the application of an epoxy barrier.

5. Propellers should be inspected often for damage. Every attempt has

6. Your prop is no longer the problem. The following are the most common causes of engine failure:

- A failure in the water supply system. If the engine looks hot, it may be due to a failure in the water supply system. If the engine looks cold, it may be due to a failure in the water supply system.

- A failure in the fuel system. If the engine looks hot, it may be due to a failure in the fuel system. If the engine looks cold, it may be due to a failure in the fuel system.

- A failure in the electrical system. If the engine looks hot, it may be due to a failure in the electrical system. If the engine looks cold, it may be due to a failure in the electrical system.

- A failure in the cooling system. If the engine looks hot, it may be due to a failure in the cooling system. If the engine looks cold, it may be due to a failure in the cooling system.

- A failure in the lubrication system. If the engine looks hot, it may be due to a failure in the lubrication system. If the engine looks cold, it may be due to a failure in the lubrication system.

- A failure in the ventilation system. If the engine looks hot, it may be due to a failure in the ventilation system. If the engine looks cold, it may be due to a failure in the ventilation system.

- A failure in the hydraulic system. If the engine looks hot, it may be due to a failure in the hydraulic system. If the engine looks cold, it may be due to a failure in the hydraulic system.

- A failure in the plumbing system. If the engine looks hot, it may be due to a failure in the plumbing system. If the engine looks cold, it may be due to a failure in the plumbing system.

- A failure in the electrical system. If the engine looks hot, it may be due to a failure in the electrical system. If the engine looks cold, it may be due to a failure in the electrical system.

- A failure in the hydraulic system. If the engine looks hot, it may be due to a failure in the hydraulic system. If the engine looks cold, it may be due to a failure in the hydraulic system.

- A failure in the ventilation system. If the engine looks hot, it may be due to a failure in the ventilation system. If the engine looks cold, it may be due to a failure in the ventilation system.

- A failure in the plumbing system. If the engine looks hot, it may be due to a failure in the plumbing system. If the engine looks cold, it may be due to a failure in the plumbing system.

- A failure in the electrical system. If the engine looks hot, it may be due to a failure in the electrical system. If the engine looks cold, it may be due to a failure in the electrical system.

- A failure in the hydraulic system. If the engine looks hot, it may be due to a failure in the hydraulic system. If the engine looks cold, it may be due to a failure in the hydraulic system.

- A failure in the ventilation system. If the engine looks hot, it may be due to a failure in the ventilation system. If the engine looks cold, it may be due to a failure in the ventilation system.

- A failure in the plumbing system. If the engine looks hot, it may be due to a failure in the plumbing system. If the engine looks cold, it may be due to a failure in the plumbing system.
Eager to provide assistance in the spring ete. Should you raise any questions, your boat dealer or

We hope these preventive measures will help make getting ready again

Consult the instructions provided with your boat (bo) for the correct

Lubricate the steering mechanism and tighten control linkages.

Clean all deck hardware; then coat the hardware with new primer.

Check the bilge, engine room, and all lockers to allow fresh air to circulate.

Put all interior, floor, and other items that can hold moisture and cause

6. Thoroughly clean your boat. If possible, remove cushions, mattresses,

5. Fuel tanks should be filled so there is little air space, thereby minimizing

Survery storage better.

and store your battery in a warm place. A fully charged battery will

4. Remove the mating halves from the boat. Fill the cells to the proper level

Remove the marine battery from the boat.

3. Reel in your anchor manually for storage instructions.

* Reel in your anchor.

2. If you are storing your boat on land:

• Conditions for long-term storage (feel when water is clear and dry)

1. Your boat should be stored under cover if possible. If covered storage

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

STORAGE

NAUTICAL TERMS