

BAYLINER®

320 Cruiser

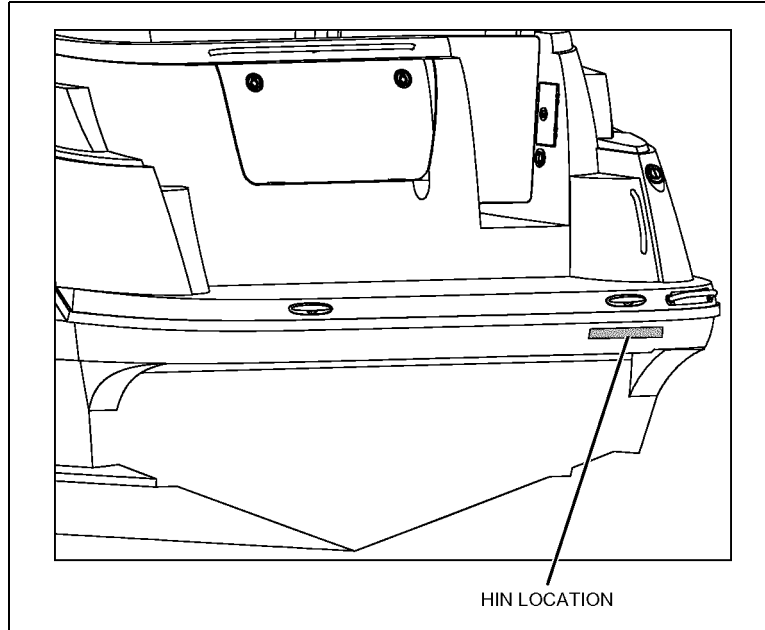
Owner's Manual *Supplement*

Engine Serial Number: _____

Hull Identification Number: _____

Hull Identification Number

- The Hull Identification Number (HIN) is located on the star-board 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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320 Cruiser

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Hazard Boxes & Symbols

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

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

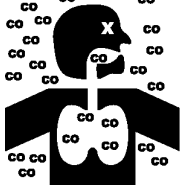
 **WARNING!**
This box alerts you to hazards or unsafe practices which *COULD* result in severe personal injury or death if the warning is ignored.

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

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

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

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


CO POISONING HAZARD!

Chapter 1: Welcome Aboard!

- This *Owner's Manual Supplement* provides specific information about your boat that is **not** covered in the *Cruiser & Yacht Owner's Manual*.
- The *Cruiser & Yacht Owner's Manual* contains general information about safe operating practices, general boating regulations, and general maintenance techniques. 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 *Cruiser & Yacht 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 *Cruiser & Yacht Owner's Manual* on your boat in a secure, yet readily available place.

Dimensions & Tank Capacities

Overall Length	Length Rigged	Bridge Clearance	Beam	Draft (Hull)	Draft (Maximum)	Fuel Tank	Freshwater Tank	Holding Tank
32' 6"	33' 6"	9' 10"	11' 0"	2' 2"	3' 2"	160 Gallons	35 Gallons	30 Gallons

Dealer Service

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

Warranty Information

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

Boating Experience

 WARNING!
<p>CONTROL HAZARD!</p> <p>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.</p>


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.

Qualified Maintenance

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

Failure to maintain your boat's systems (listed in the warning above) as designed could violate the laws in your jurisdiction and could expose yourself and others to the danger of bodily injury or accidental death.

Follow the maintenance instructions in:

- this *Owner's Manual Supplement*
- the *Cruiser & Yacht Owner's Manual*
- the engine owner's manual, and;
- *all* accessory literature.

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 engines and accessories were selected to provide optimum performance and service.
- Installing different engines or adding accessories may affect your boat's running trim.
- If you choose to install different engines 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 engines 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 *Cruiser & Yacht Owner's Manual*, *always* refer to the engine manual first for specific information on these important subjects:

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

Propellers

 **CAUTION**

ENGINE DAMAGE HAZARD!



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


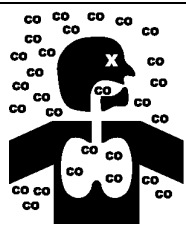

Immediately contact your local Bayliner dealer if:


- **The engines cannot reach the full rated RPM when full-throttle is applied, or;**
- **The engines exceed the full rated RPM when full-throttle is applied.**


- Keep the propellers 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.

Safety Standards

 DANGER!	
	<i>FALLING and ROTATING PROPELLER HAZARD!</i>
	<ul style="list-style-type: none"> • NEVER allow anyone to ride on parts of your boat <i>NOT</i> designed for such use. • Sitting on seat-backs, lounging on the forward deck, bow riding, gun-wale riding or occupying the transom platform while underway is especially hazardous and WILL cause personal injury or death.

 DANGER!	
	
<i>FALLING, ROTATING PROPELLER and CARBON MONOXIDE POISONING HAZARD!</i>	
<ul style="list-style-type: none"> • NEVER allow anyone to occupy, or hang from, the back deck or transom platform while the engines are running. • Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal. 	

 DANGER!	
<i>PERSONAL SAFETY HAZARD!</i>	
<ul style="list-style-type: none"> • ALWAYS secure the anchor and other loose objects <i>BEFORE</i> getting underway. • The anchor and other items that are <i>NOT</i> 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:	
<ul style="list-style-type: none"> • 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:	
<ul style="list-style-type: none"> • 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 *Cruiser & Yacht Owner's Manual*, the engine owner's manual, and **all** accessory instructions for important safety standards and hazard information.

Special Care for Moored Boats

NOTICE

Boats Without Bottom Paint:

- 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.

There are two ways to slow marine growth:

1. Periodically haul your boat out of the water and scrub the hull bottom with a bristle brush and a solution of soap and water.
2. Occasionally reapply the anti-fouling paint on your hull bottom. How often your hull needs new anti-fouling paint depends on many factors. Ask your selling dealer or local marina for advice.

Sacrificial Anode (Zinc)

NOTICE

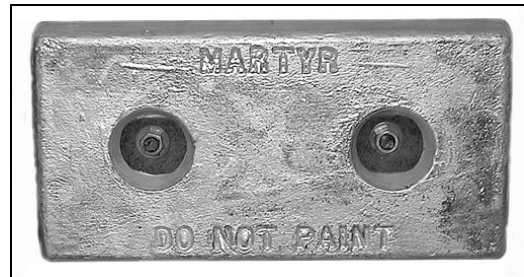
- Do **NOT** paint between the zinc and the metal surface it contacts and do **NOT** paint over the zinc.
- If the zinc is **NOT** bonded correctly, it will **NOT** provide protection.

Your boat is equipped with a sacrificial anode (zinc) to protect underwater metal parts from excessive deterioration. Check the zinc regularly and replace it if it has deteriorated more than 70%.

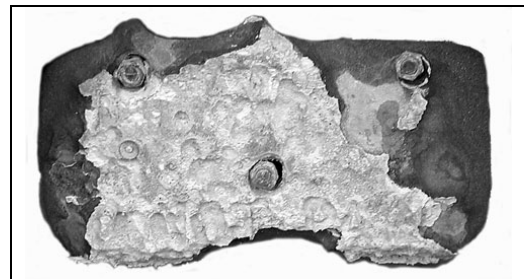
Many factors affect the rate at which the zinc deteriorates, including:

- Water temperature
- Salinity
- Water pollution
- Stray electrical current

Stray electrical current from your boat, another boat, or the dock may cause complete deterioration of the zinc in just a few weeks. If there is rapid zinc deterioration, measure the electrolytic corrosion around your boat with a corrosion test meter.



NEW SACRIFICIAL ANODE



DETERIORATED SACRIFICIAL ANODE

Boat Lifting



WARNING!

PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!

- Lifting slings can slip on the hull, which could cause serious injury or death.
- Reduce the risk of sling slippage by **ALWAYS** securing the lifting slings together **BEFORE** lifting.



WARNING!

PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!

NEVER lift any boat using the cleats, or the bow/stern eyes.



WARNING!

PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!

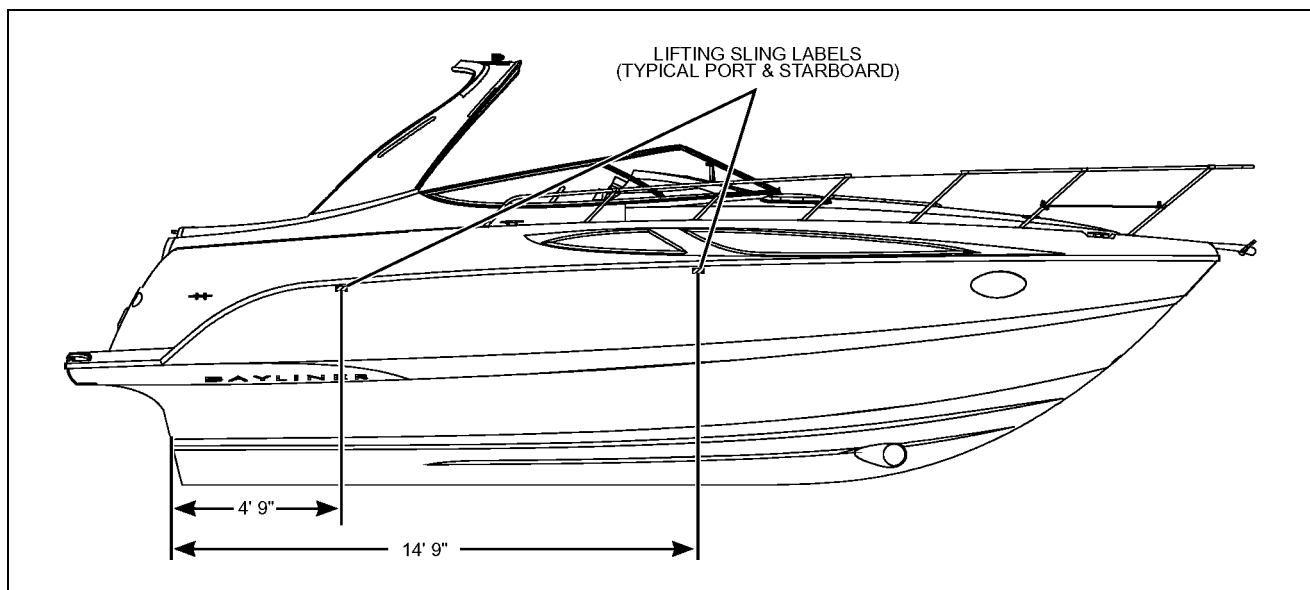
- Water in the bilge can shift and change the balance of the load.
- If water is present in the bilge, pump or drain the water out of the bilge areas **BEFORE** lifting your boat.



CAUTION

PRODUCT or PROPERTY DAMAGE HAZARD!

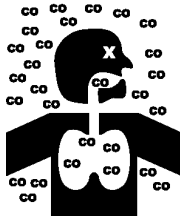
- When lifting any boat, **ALWAYS** use a spreader bar.
- The spreader bar **MUST** be equal to the width of the boat at each lifting point.
- Make sure your boat remains level during lifting. Engines can be damaged by water ingestion if the stern is lifted higher than the bow.



- **Always** follow the lift equipment's instructions and requirements.
- When lifting your boat, **always** position the lifting slings at the port and starboard lifting sling label positions as shown in the illustration.

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

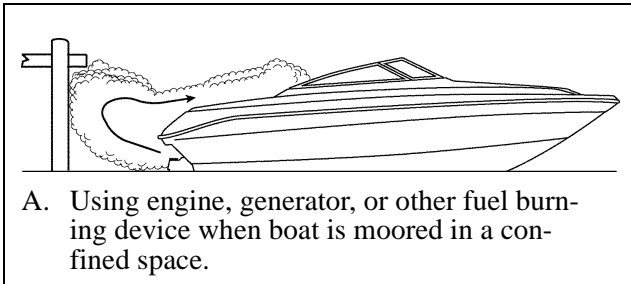
- CO poisoning causes a significant number of boating deaths each year.
- Called the "silent killer", CO is an extremely toxic, colorless, odorless and tasteless gas.
- CO can harm or even kill you inside or outside your boat.
- CO can affect you whether you're underway, moored, or anchored.
- CO symptoms 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

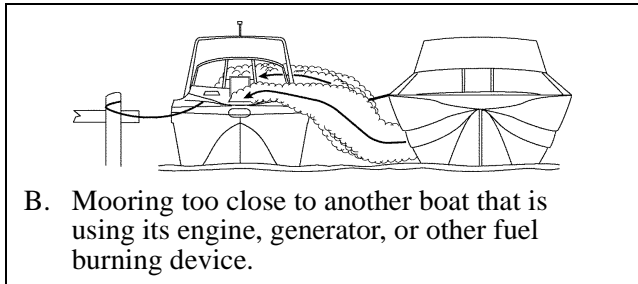
- Age
- Smokers or people exposed to high concentrations of cigarette smoke
- Consumption of alcohol
- Lung disorders
- Heart problems
- Pregnancy

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.

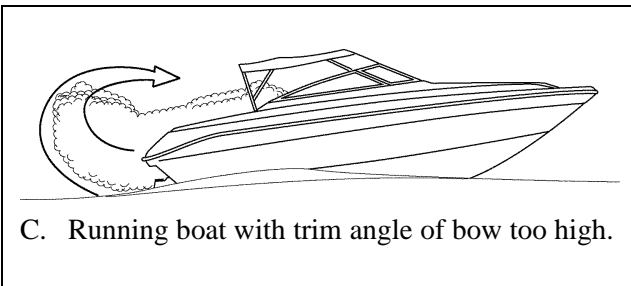


B. Mooring too close to another boat that is using its engine, generator, or other fuel burning device.

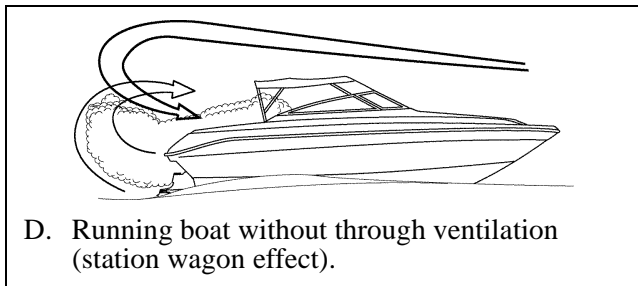
To correct stationary situations A and/or B:

- **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 engines are running.
- **Never** enter the areas under transom platforms where exhaust outlets are located.
- Although CO can be present without the smell of exhaust fumes, if exhaust fumes are detected on your boat, take **immediate** action to dissipate these fumes.
- Treat symptoms of seasickness as possible CO poisoning. Get the person into fresh air **immediately**. Seek medical attention—unless you're sure it's **not** CO.
- **Maintain the CO monitors that are installed inside your boat.** **Never** ignore any alarm. Replace monitors as recommended by the monitor manufacturer.
- Follow the checklists provided on the next page.
- Get a Vessel Safety Check.

For information on how to get a free VESSEL SAFETY CHECK, visit www.vesselsafetycheck.org 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

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

Monthly Checklist

- o Make sure **all** exhaust clamps are in place and secure.
- o Look for exhaust leaking from exhaust system components. Signs include rust and/or black streaking, water leaks, or corroded or cracked fittings.
- o 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:

- o Replace exhaust hoses if cracking, charring, or deterioration is found.
- o Ensure that your engines and generators are properly tuned, and well maintained.
- o Inspect each water pump impeller and the water pump housing. Replace if worn. Make sure cooling systems are in working condition.
- o 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.
- o Clean, inspect, and confirm proper operation of the generator cooling water anti-siphon valve (if equipped).

CO Monitors

NOTICE

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

- Do **not** disconnect the CO monitors.
- Read the manufacturer's instructions for your CO monitors. **If you did not get the manufacturer's instructions, call (800) 383-0269 and they will be mailed to you.**

If your boat is **not** equipped with a CO monitor, consider purchasing one from your dealer or marine supply store.

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

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

Warnings & Warning Labels

Warning Labels

1811367

⚠ DANGER
Carbon monoxide (CO) can cause brain damage or death.
Engine and generator exhaust contains odorless and colorless carbon monoxide gas.
Carbon monoxide will be around the back of the boat when engines or generators are running.
Move to fresh air if you feel nausea, headache, dizziness, or drowsiness.
NW-206-05

1703699

⚠ CAUTION
DISENFACT AND FLUSH POTABLE WATER SYSTEM BEFORE USING.
FAILURE CAN CAUSE ILLNESS.
1703699

1704248

USE UNLEADED PETROL ONLY
65745

1703701

⚠ WARNING
FUEL VAPORS MAY EXPLODE.
INSPECT FUEL SYSTEM AT LEAST ANNUALLY.
62960A

1703700

⚠ WARNING
DO NOT ATTEMPT TO BOARD OR USE THE LADDER IF MOTOR IS RUNNING.
62962

1816929

WATERTIGHT CLOSURE
KEEP SHUT WHEN UNDER WAY
1816929

1903518

⚠ CAUTION
REMOVE COCKPIT TABLE BEFORE LIFTING ENGINE HATCH
1903518

1839736 (IF EQUIPPED)

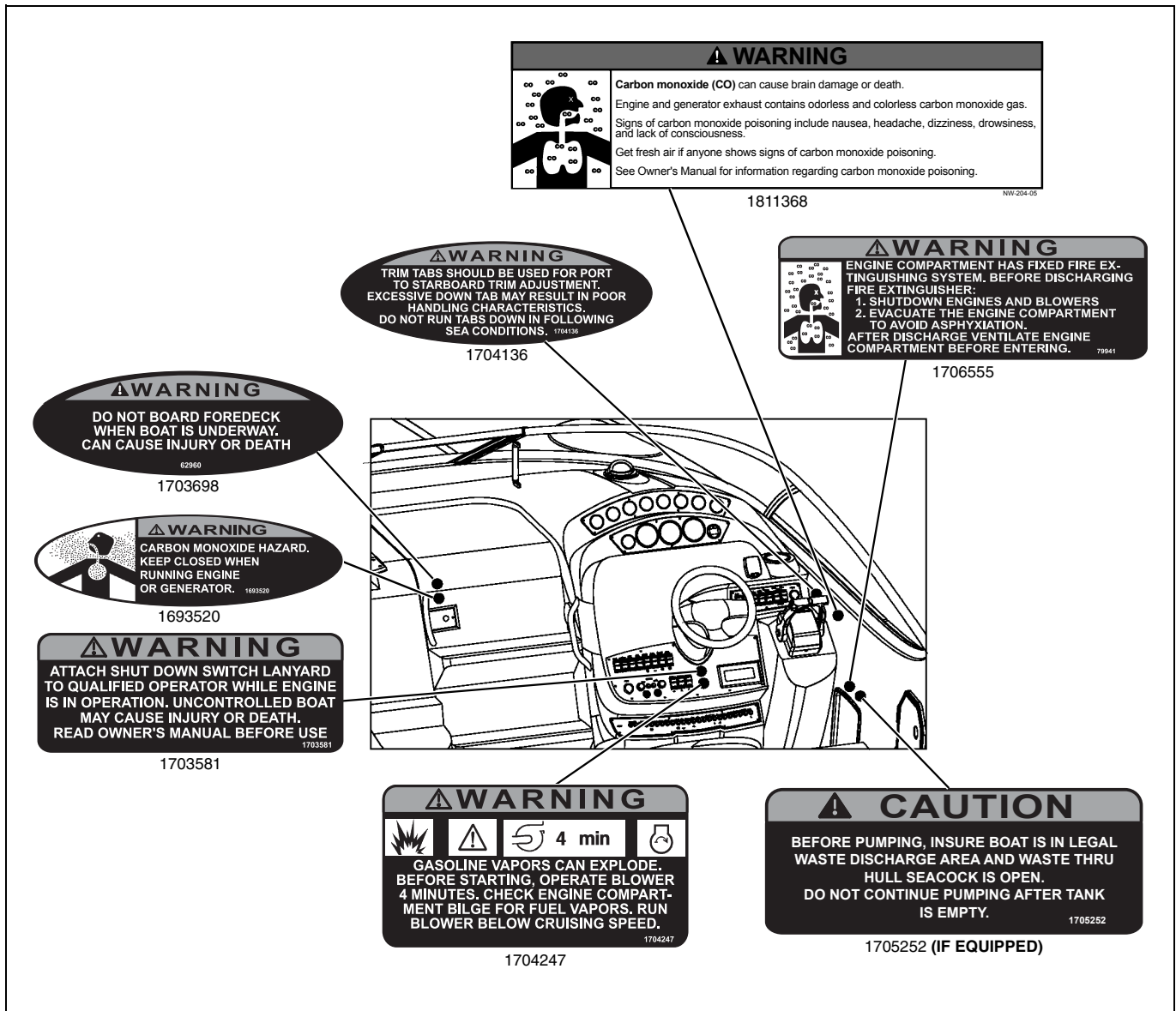
⚠ WARNING
AVOID SERIOUS OR FATAL INJURY DUE TO ROTATION OF SEAT.
LOCK SWIVEL WHEN SPEED EXCEEDS 5 MPH.
1839736

1693520

⚠ WARNING
CARBON MONOXIDE HAZARD.
KEEP CLOSED WHEN RUNNING ENGINE OR GENERATOR.
1693520

1813021

⚠ WARNING
RISK OF FALLING HATCH
ENSURE USE OF SUPPORT ROD BEFORE ACCESSING AREA BELOW
FAILURE TO DO SO CAN RESULT IN SERIOUS INJURY OR DEATH
1813021

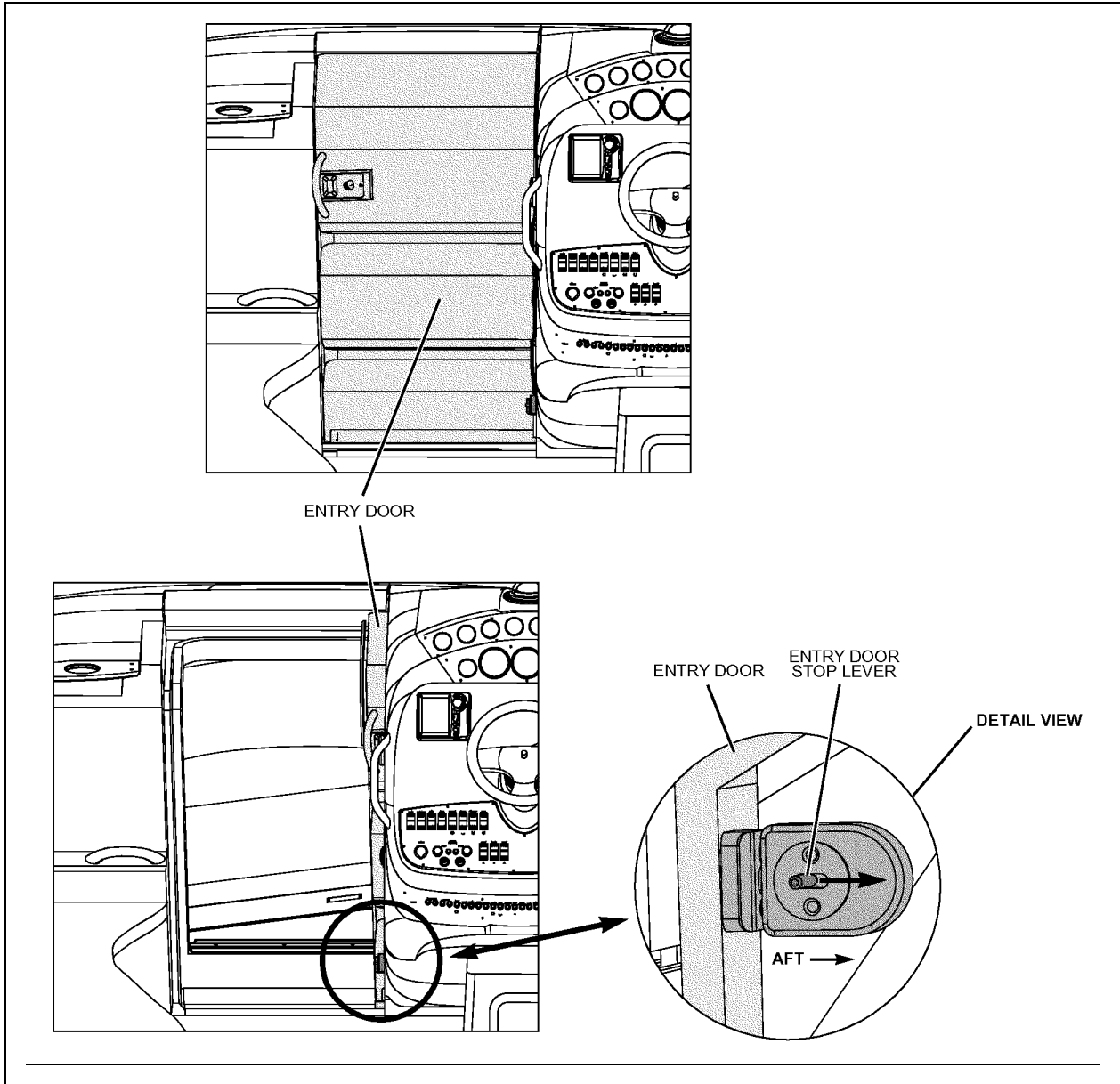


Sliding Entry Door Warning

! WARNING!
PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!
Before getting underway, make sure the entry door is closed and securely latched.

NOTICE

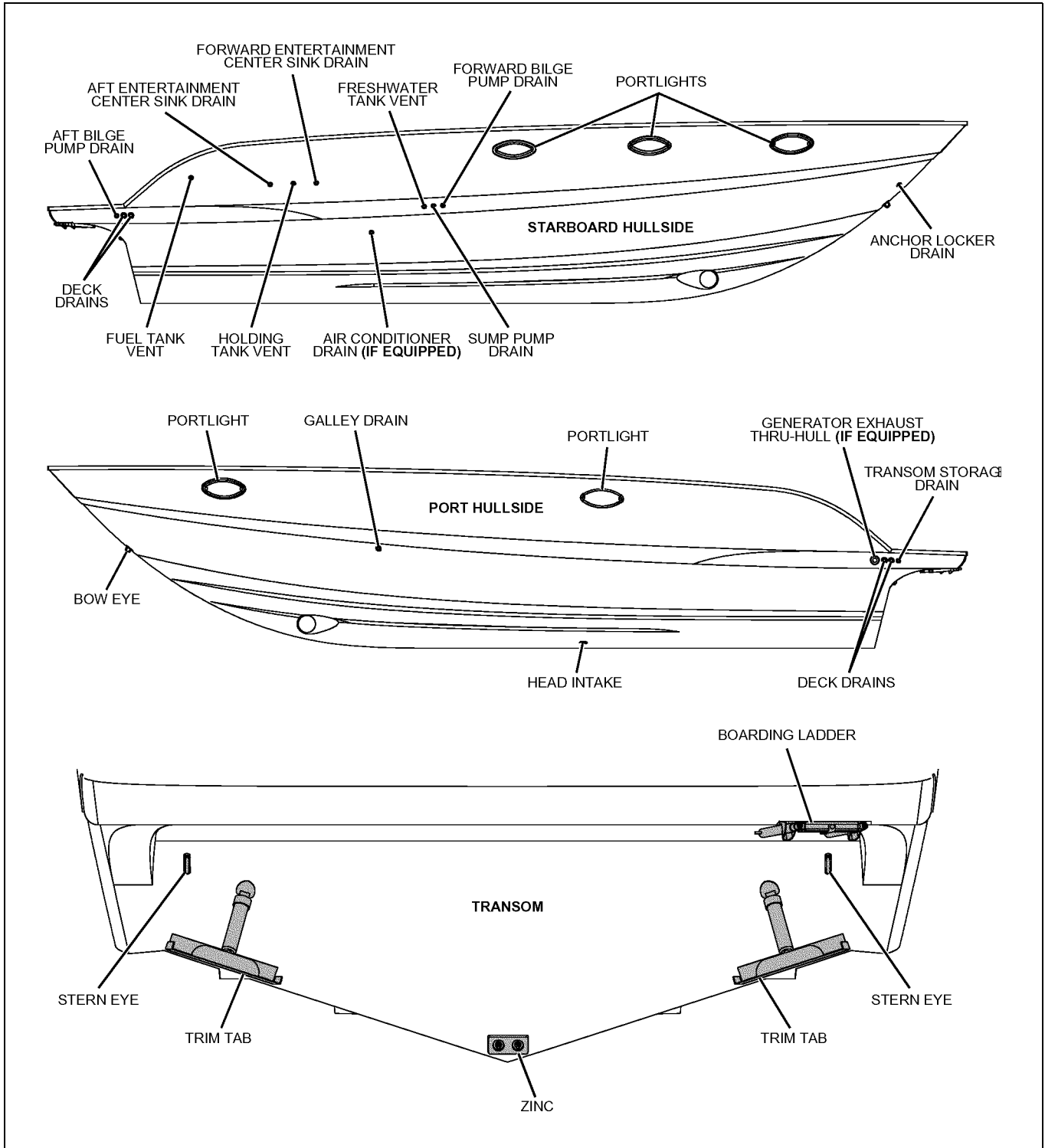
- To close the entry door, pull the entry door stop lever aft, and slide the door shut.



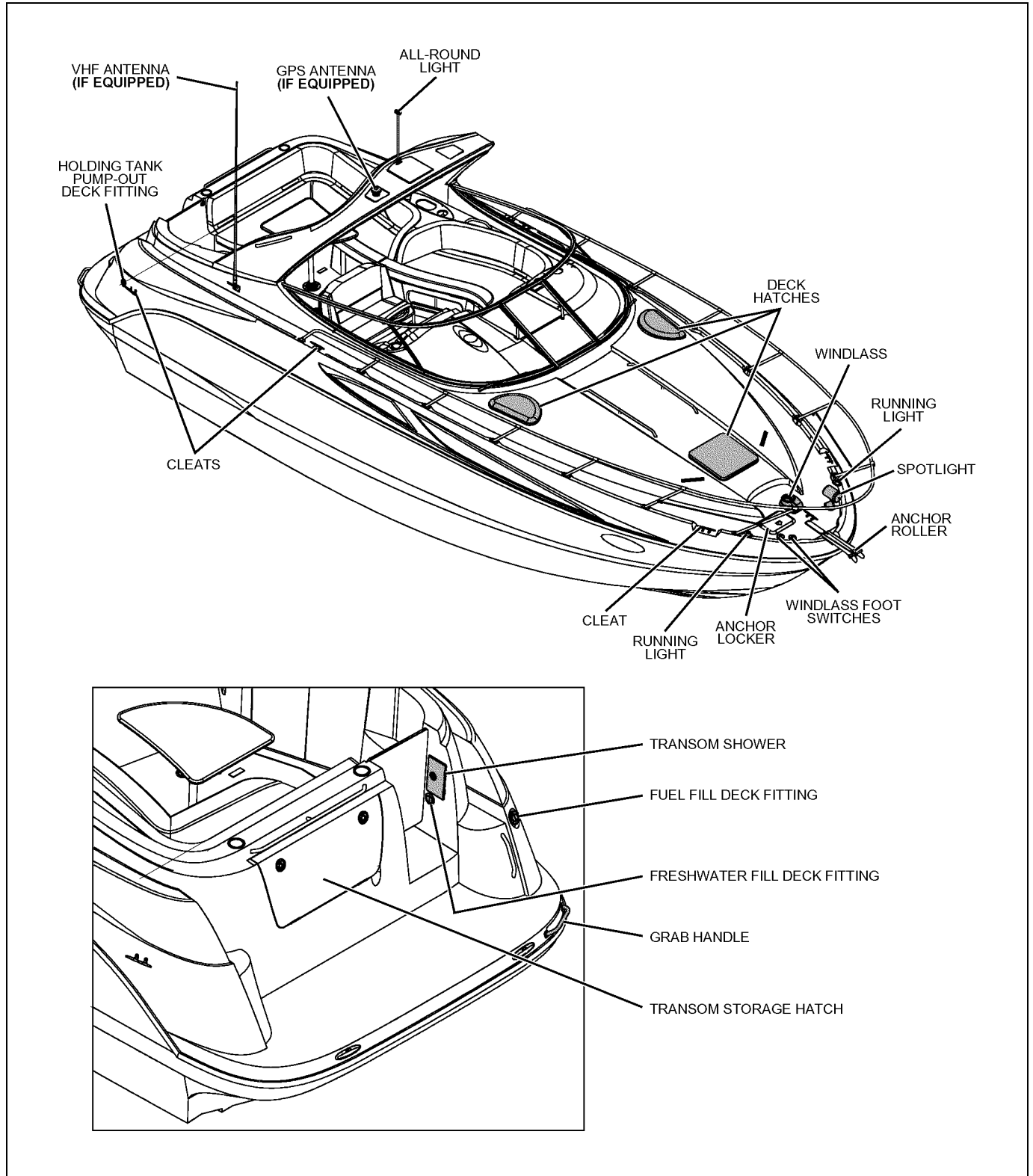
Chapter 2: Locations

Exterior Views

Hull Views

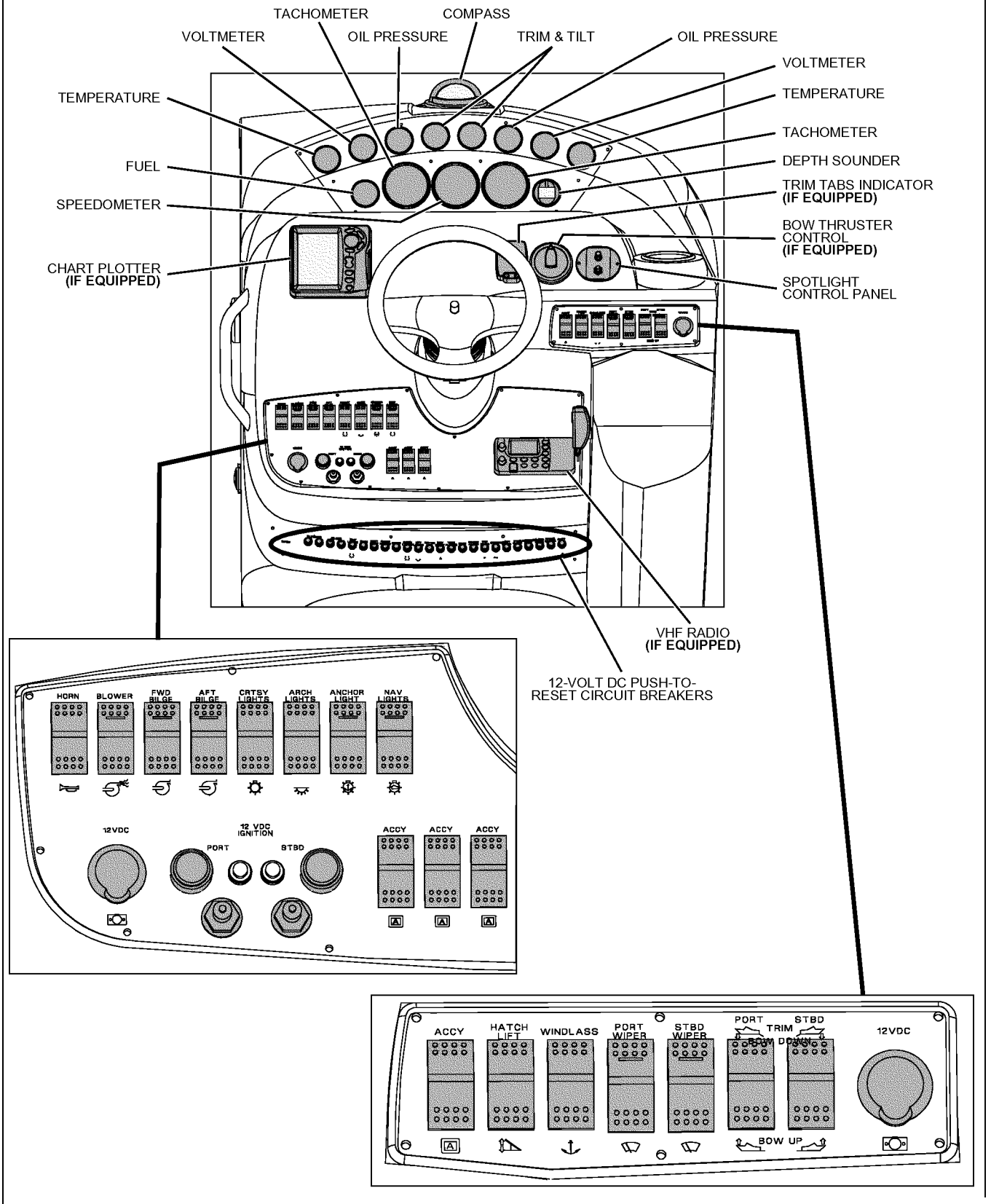


Deck Views



Helm

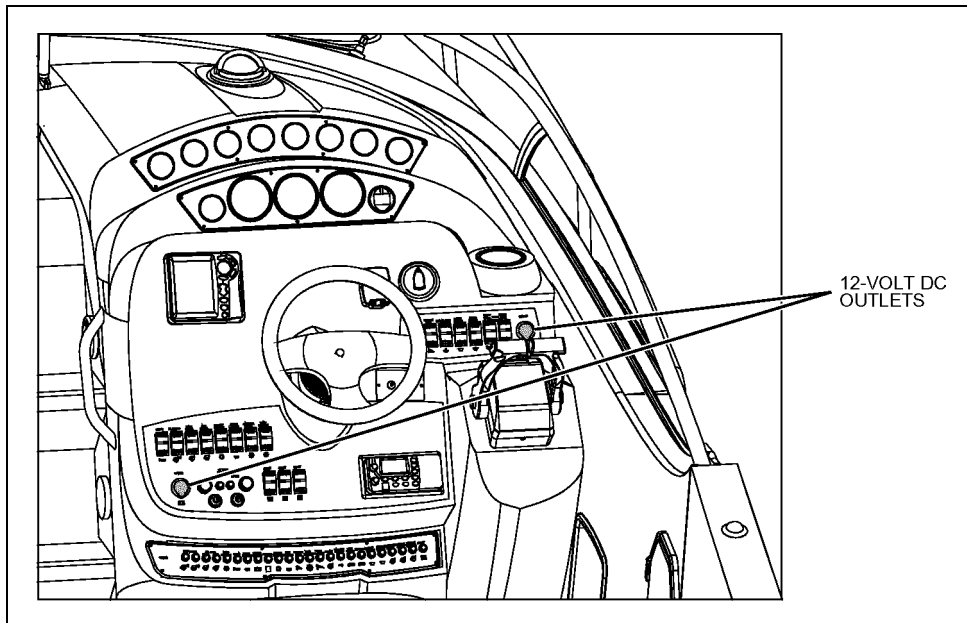
NOTE: TYPICAL HELM LAYOUT SHOWN.
ACTUAL LAYOUT MAY VARY DEPENDING
ON ENGINE AND ACCESSORY OPTIONS.



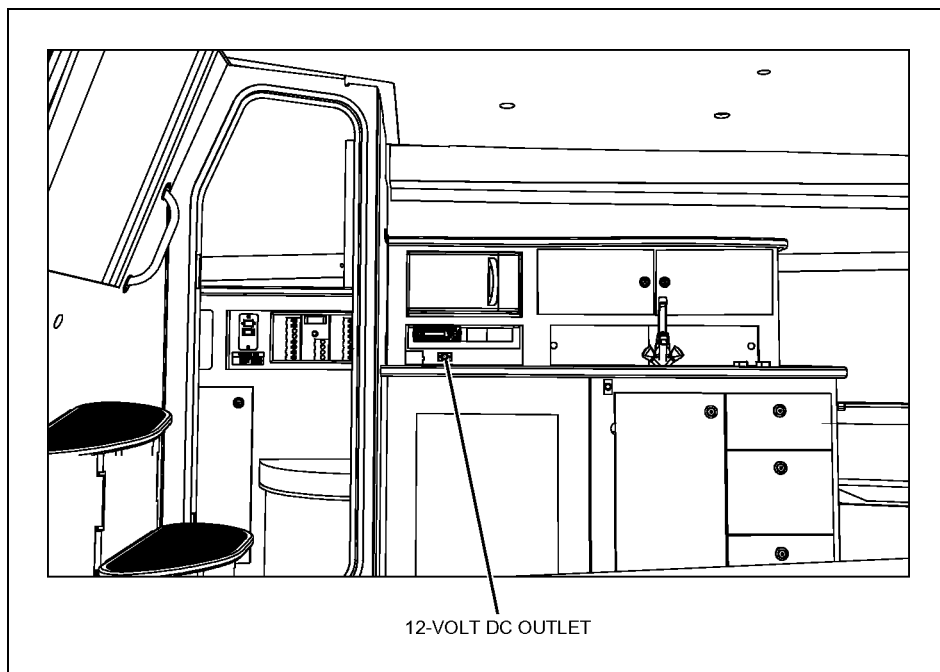
Component Locations

12-Volt DC Accessory Outlets (3 Total):

- Two are located at the helm.

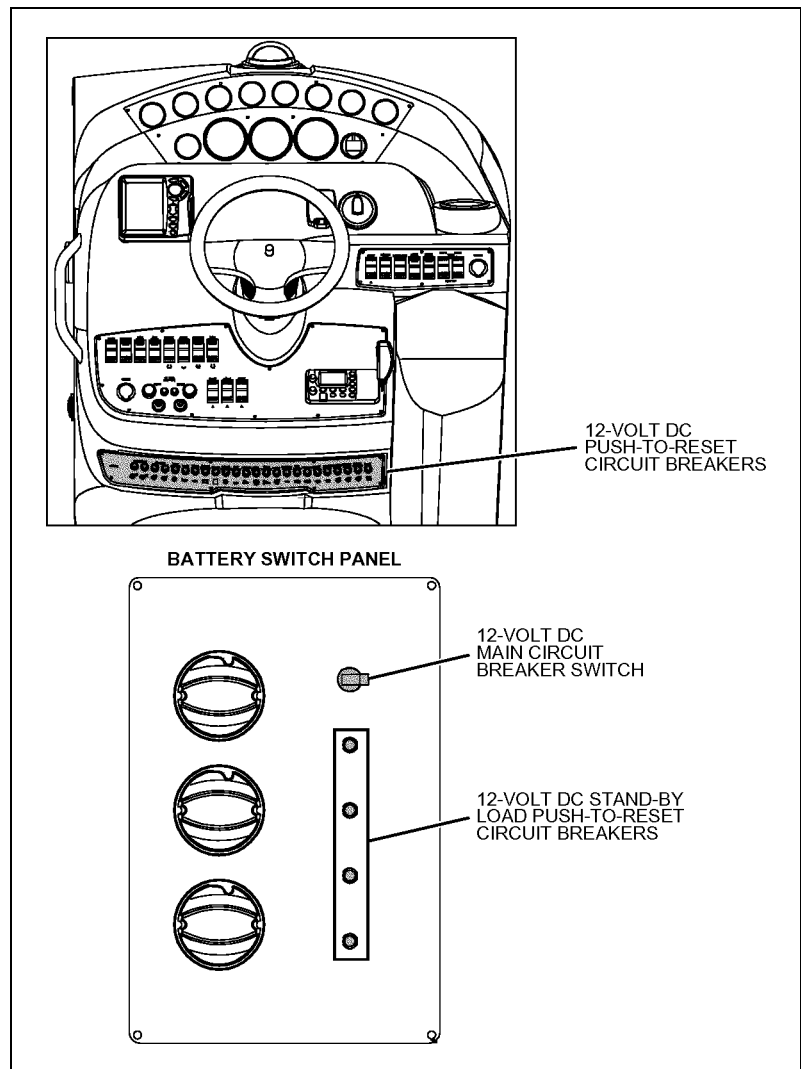


- One is located below the stereo in the galley.

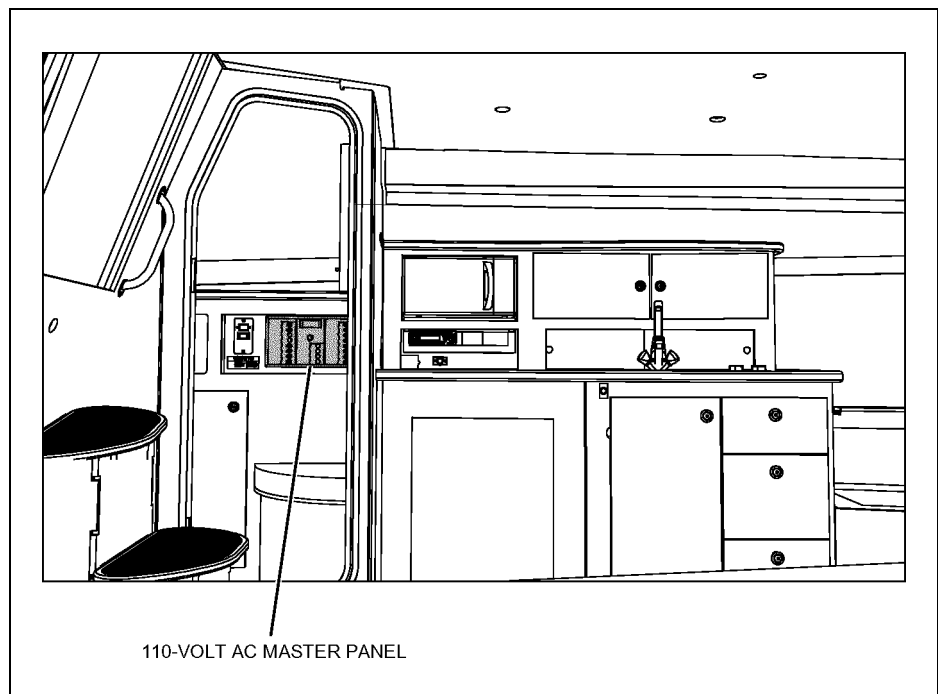


12-Volt DC Circuit Breakers:

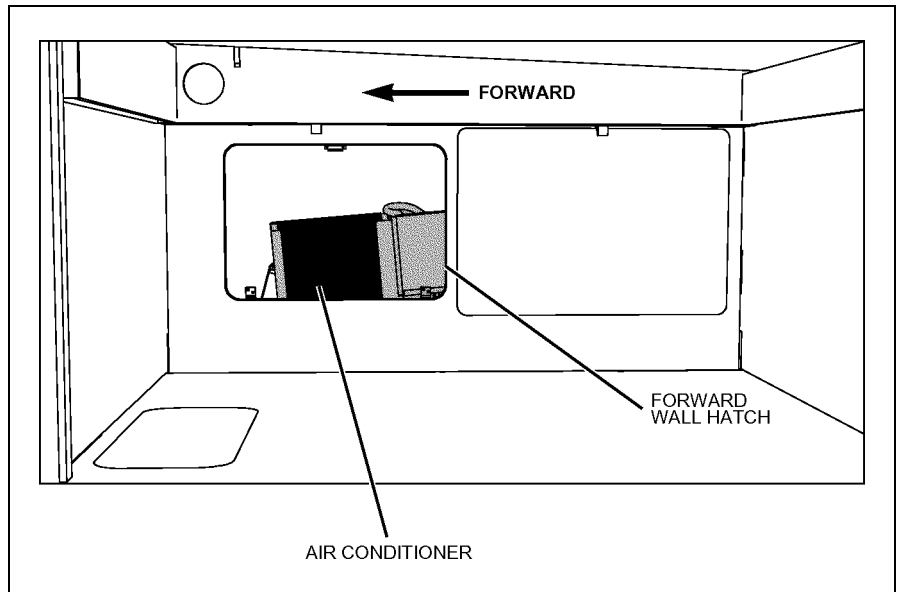
- The 12-volt DC push-to-reset circuit breakers are located at the helm.
- The 12-volt DC main circuit breaker switch and standby-load push-to-reset circuit breakers are located on the battery switch panel.



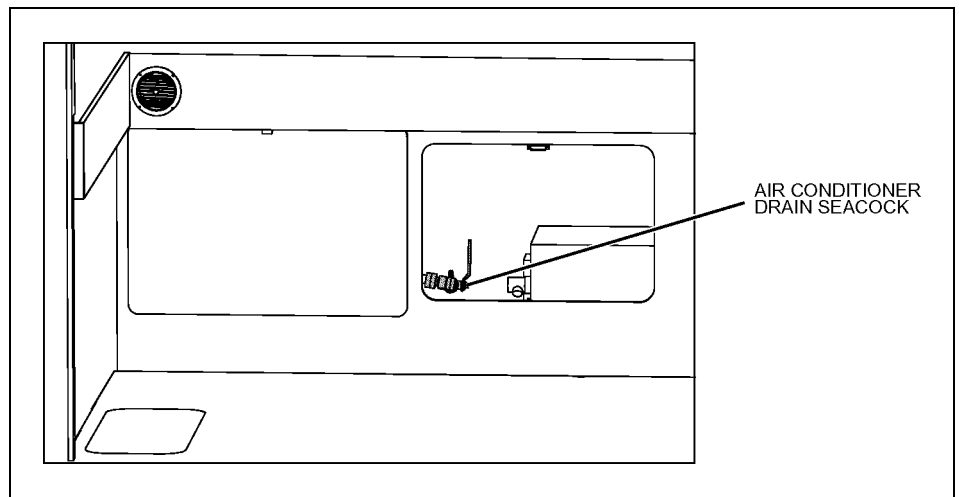
110-Volt AC Master Panel:
 Located just inside the aft berth.



Air Conditioner (If Equipped):
 Located inside the forward wall hatch in the aft berth.

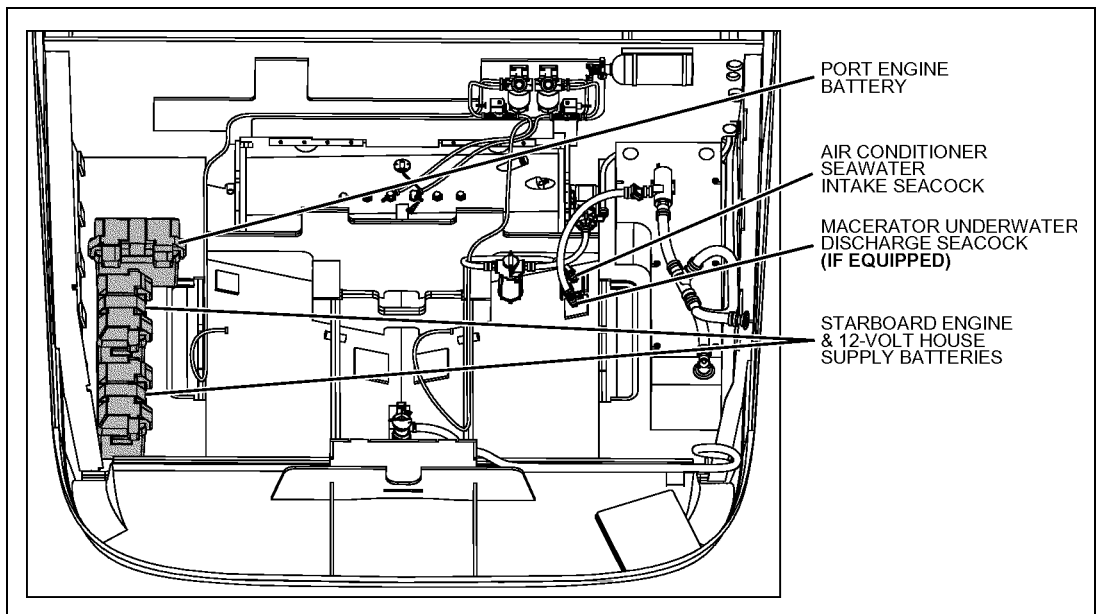


Air Conditioner Drain Seacock (If Equipped): Located inside the forward wall hatch in the aft berth.

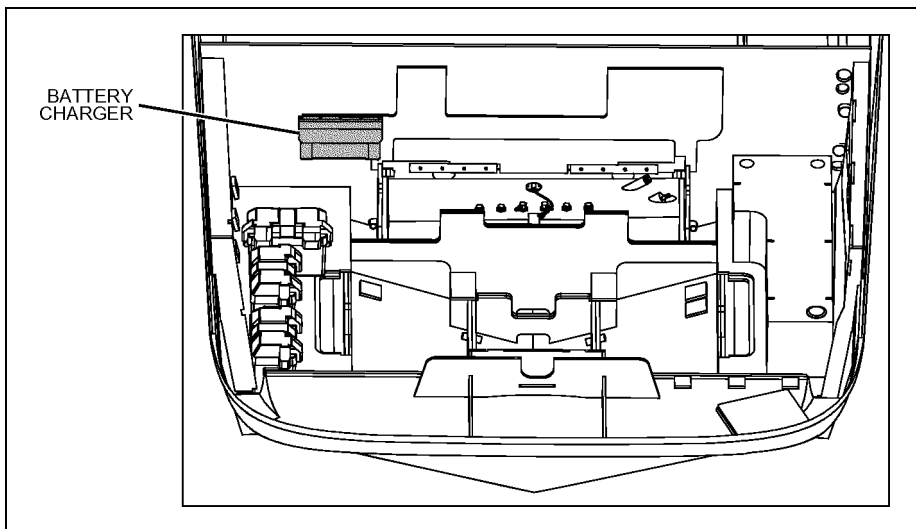


Air Conditioner Seawater Intake Seacock (If Equipped):
 Located on the starboard side of the engine room, just forward of the macerator underwater discharge seacock.

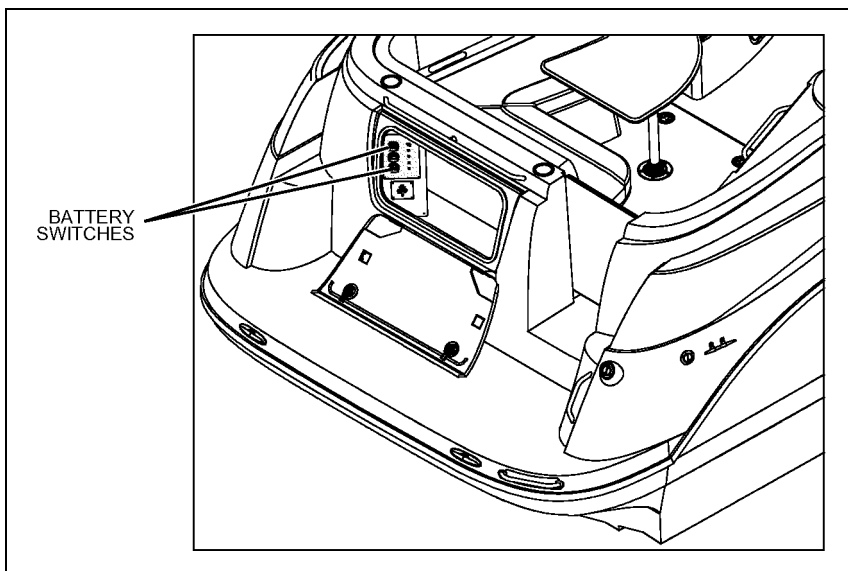
Batteries: Located on the port side of the engine room.



Battery Charger: Located on the forward wall on the port side of the engine room.

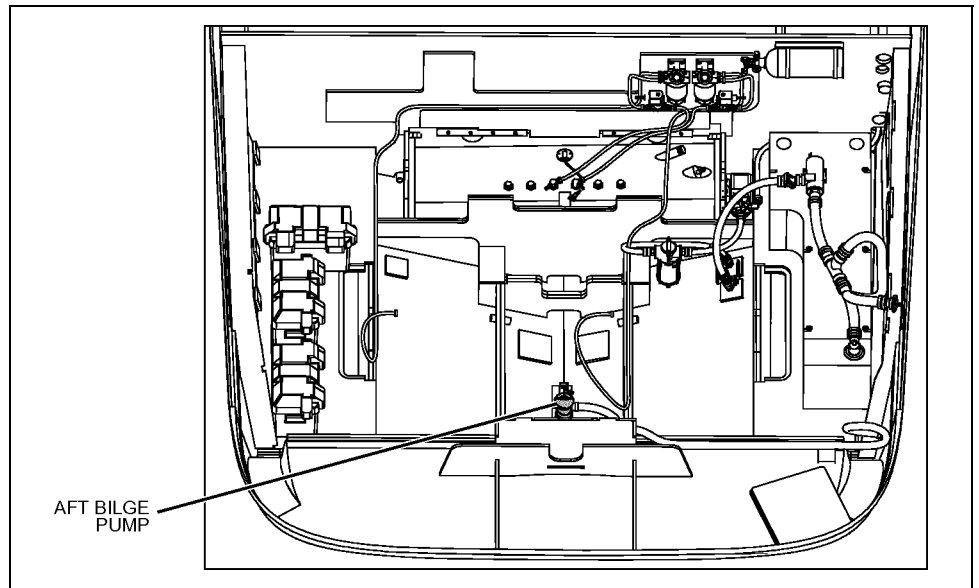


Battery Switches Panel: Located on the port side of the transom storage hatch.

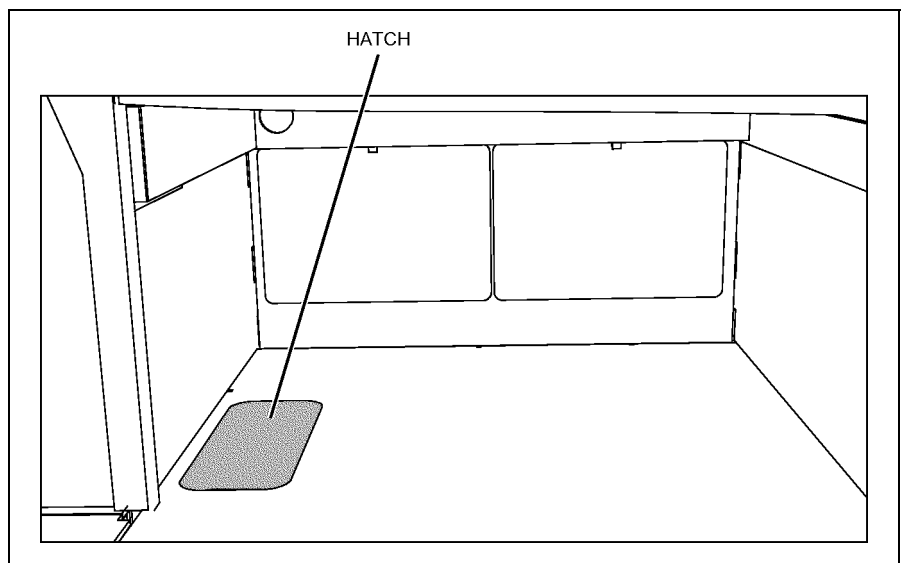


Bilge Pumps (2 Total):

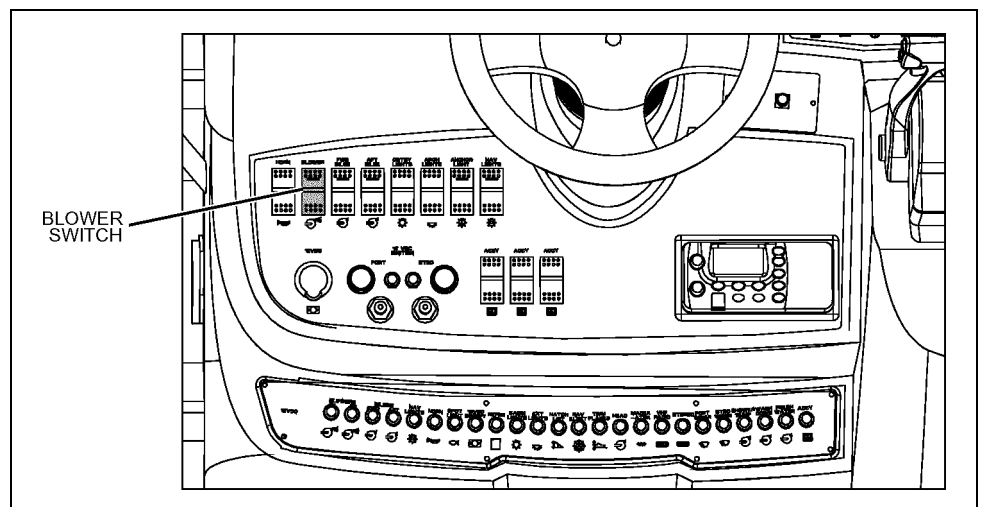
- The aft bilge pump is located in the engine room bilge.



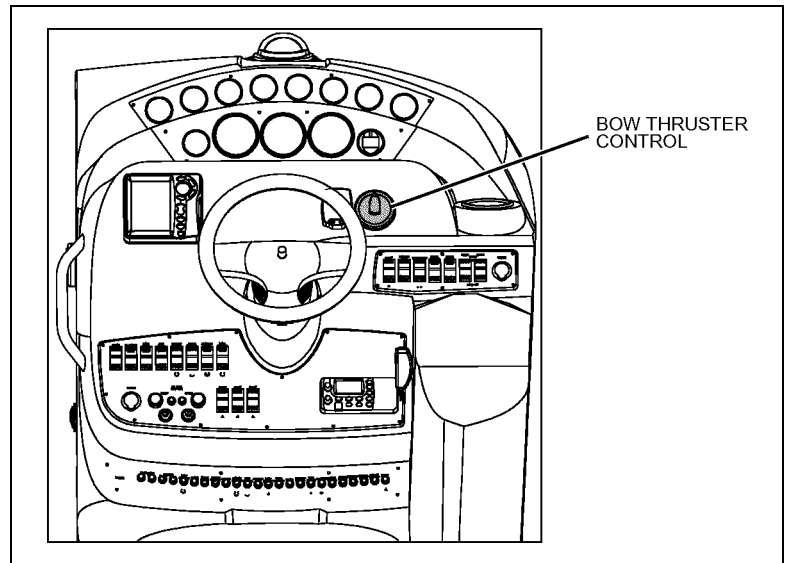
- The forward bilge pump is accessed through the hatch underneath the aft berth mattress.



Blower Switch: Located on the lower switch panel at the helm.

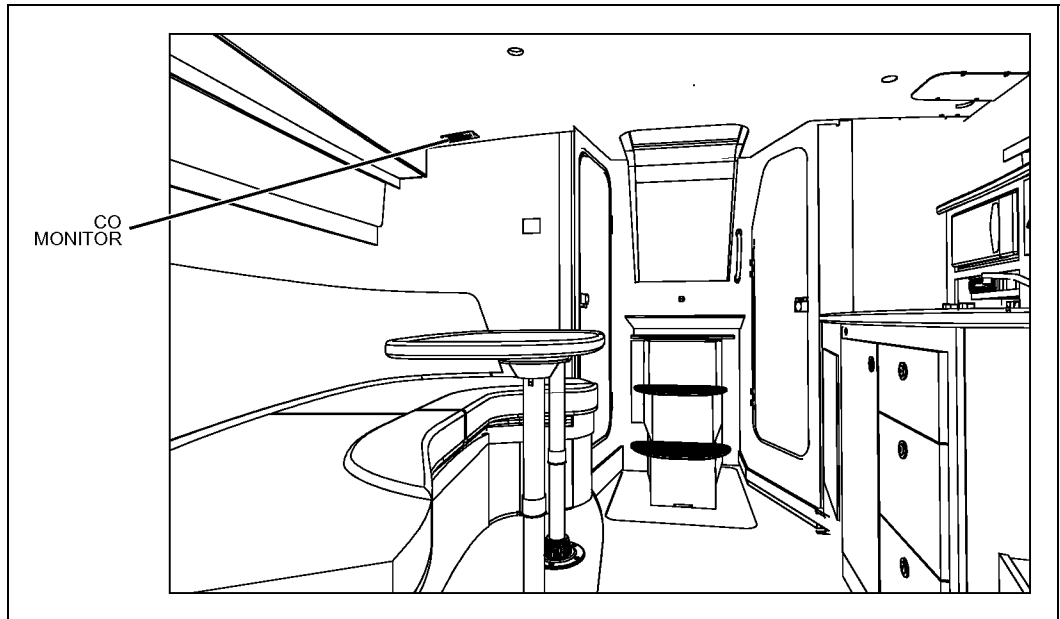


Bow Thruster Control (If Equipped): Located at the helm.

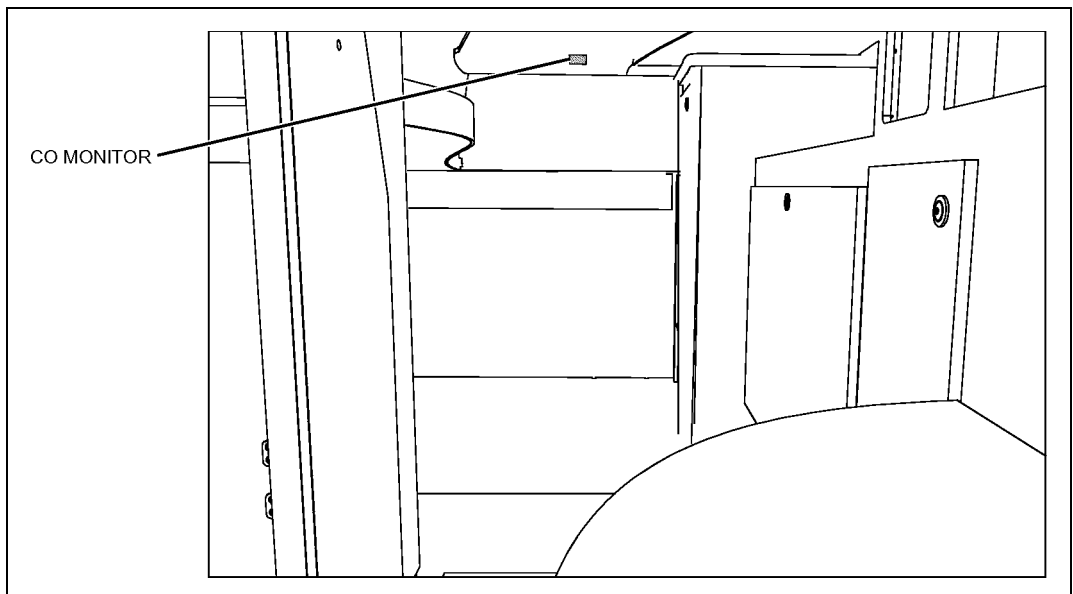


CO Monitors (2 Total):

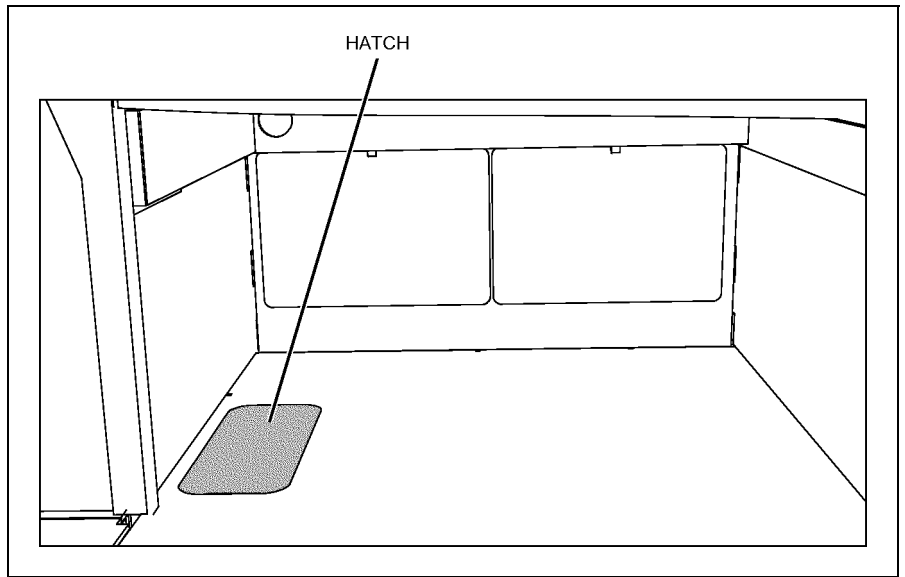
- One is located above the dinette in the salon.



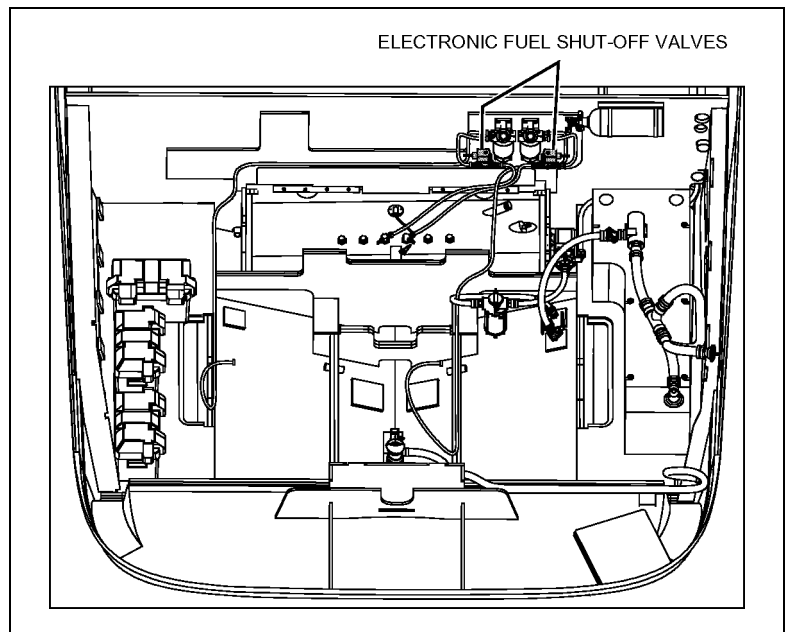
- One is located on the ceiling in the aft berth.



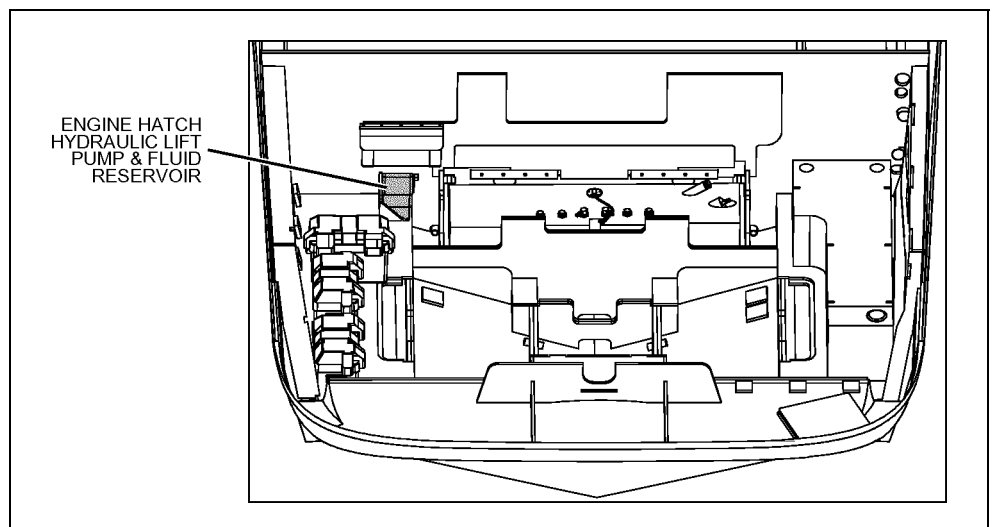
Depth Finder Transducer: Access through the hatch underneath the aft berth mattress.



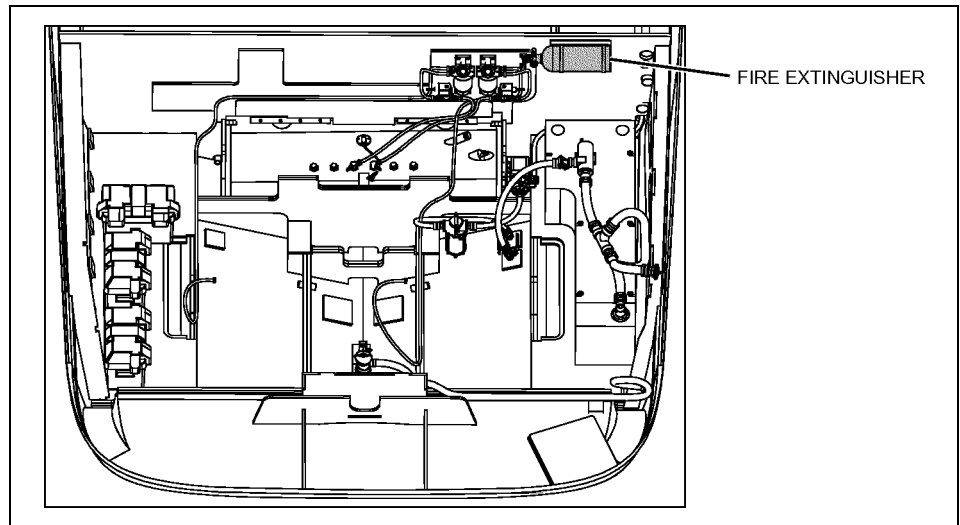
Electronic Fuel Shut-off Valves (Diesel Engines Only): Located on the forward wall on the starboard side of the engine room.



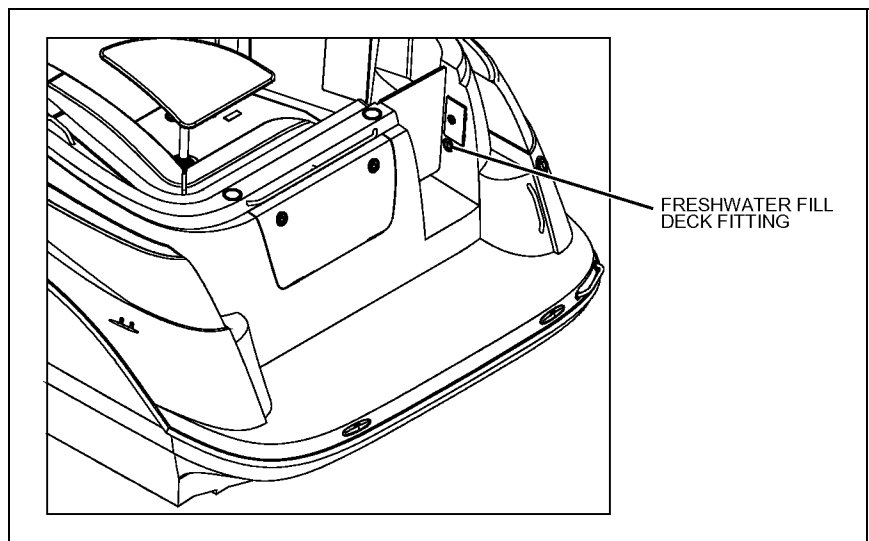
Engine Hatch Hydraulic Lift Pump & Fluid Reservoir (If Equipped): Located on the port side of the engine room just forward of the batteries.



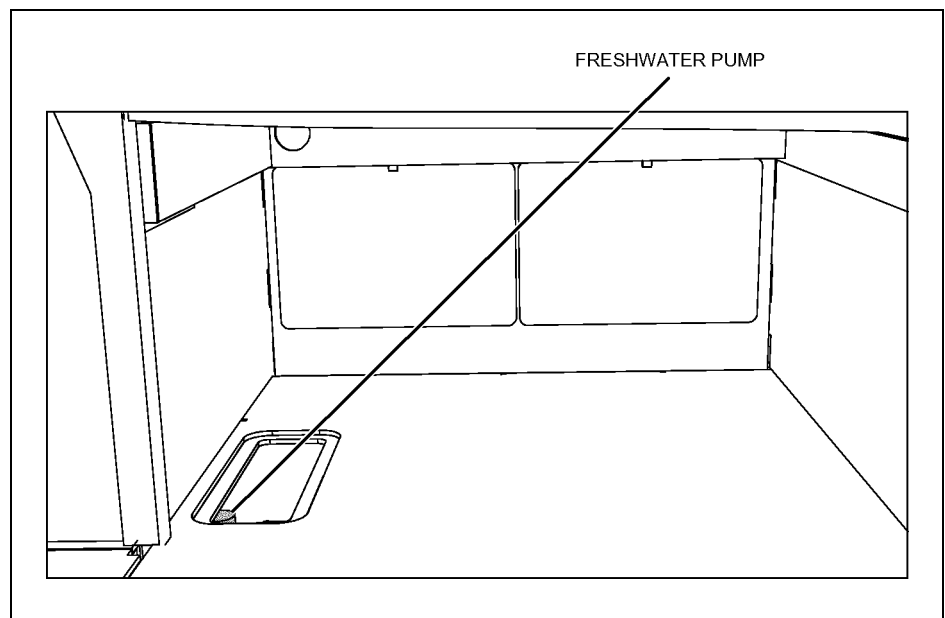
Fixed Fire Extinguisher (If Equipped): Located on the starboard side of the engine room, on the forward wall.



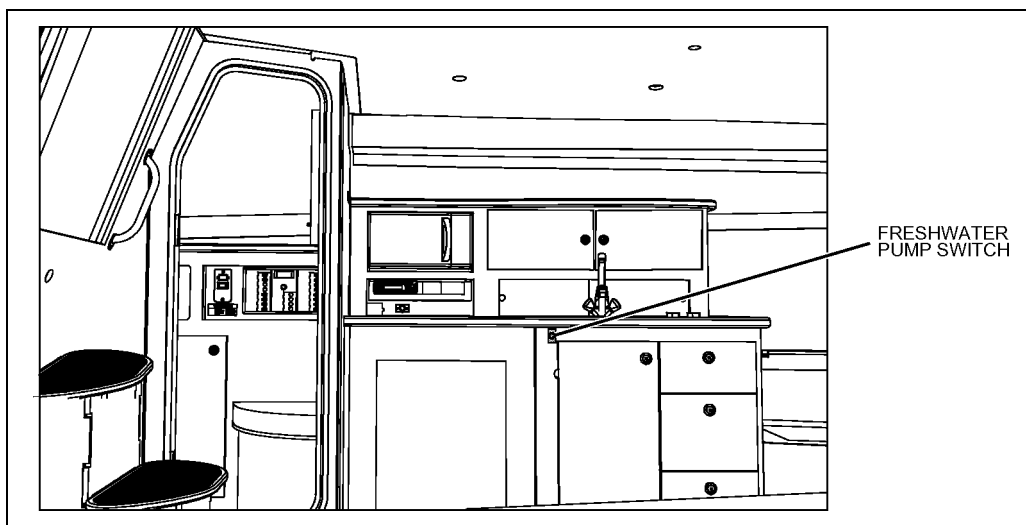
Freshwater Fill Deck Fitting (marked WATER): Located just aft of the transom door.



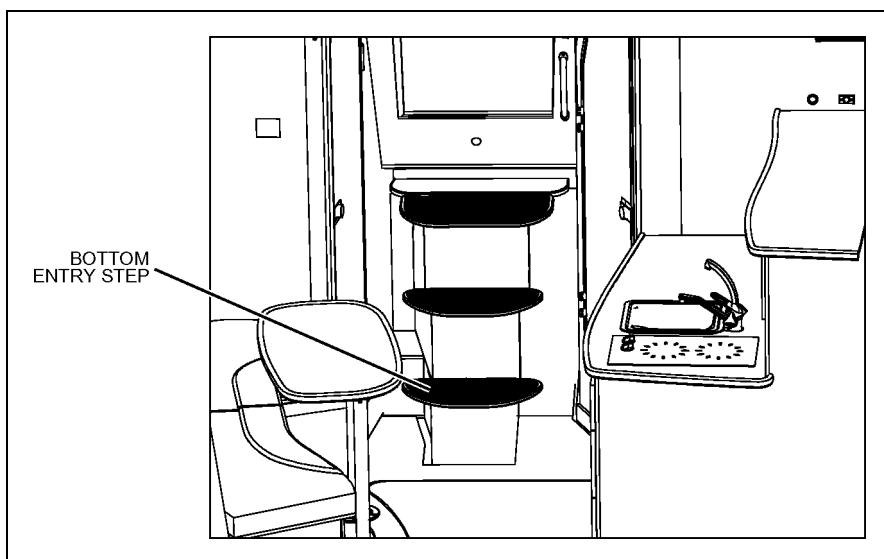
Freshwater Pump: Access through the hatch underneath the aft berth mattress.



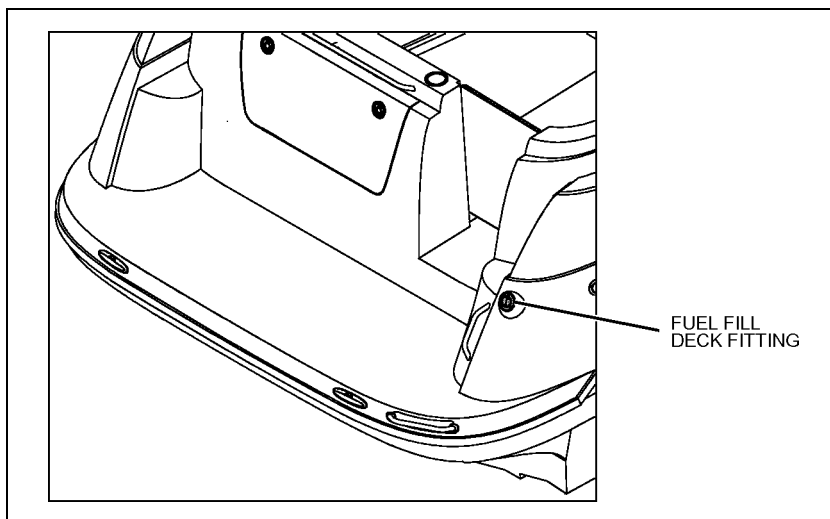
Freshwater Pump Switch: Located below the sink in the galley.



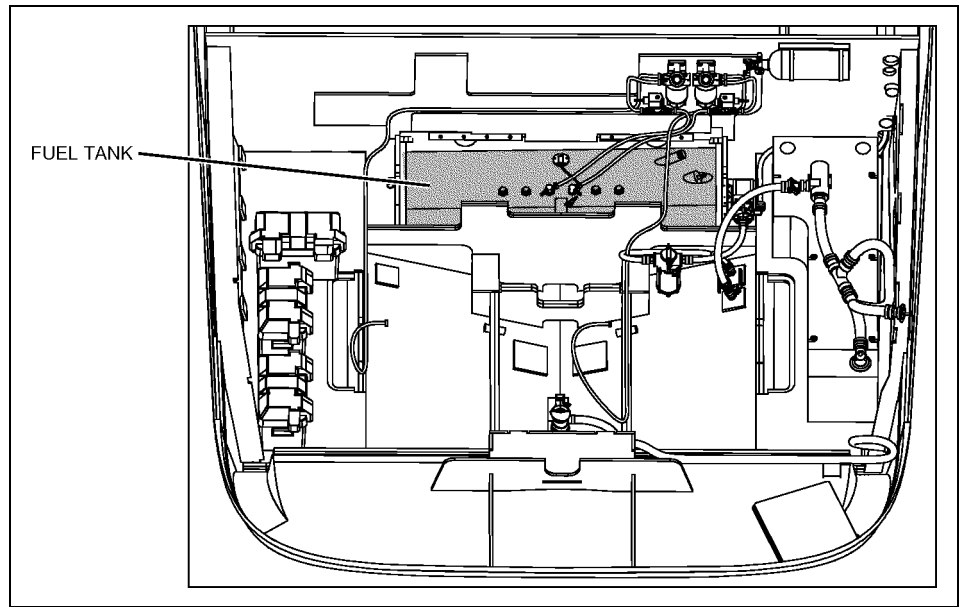
Freshwater Tank: Located under the bottom entry step.



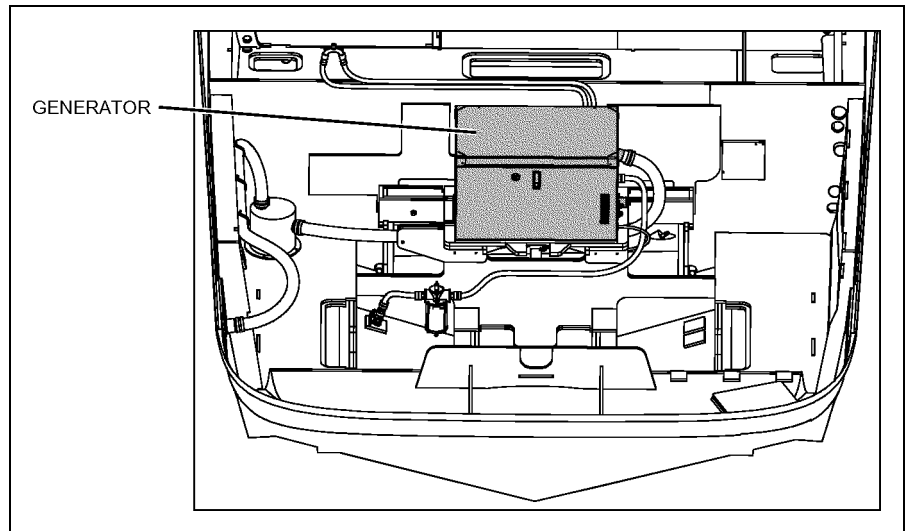
Fuel Fill Deck Fitting (marked GAS or DIESEL): Located on the starboard aft corner of the deck.



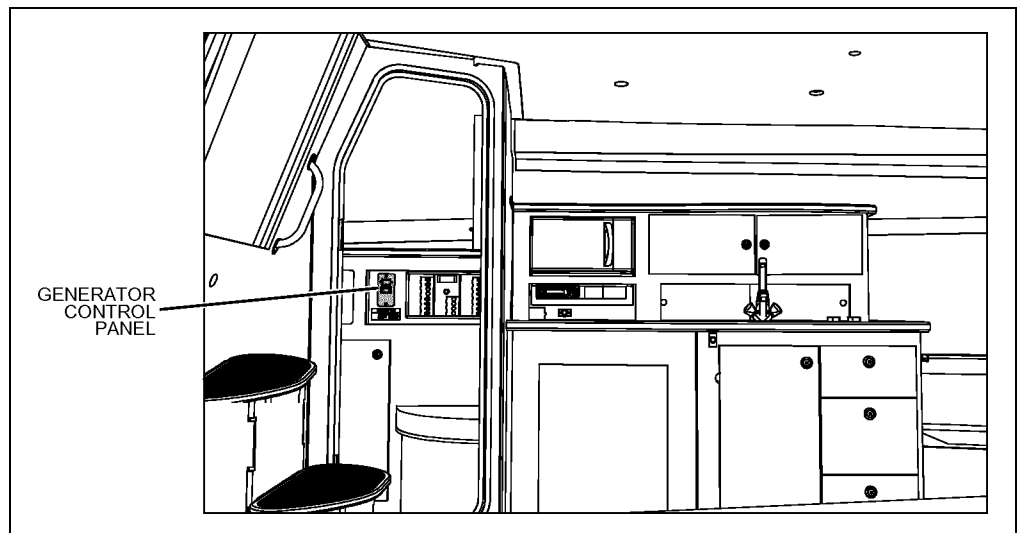
Fuel Tank: Located in the engine room.



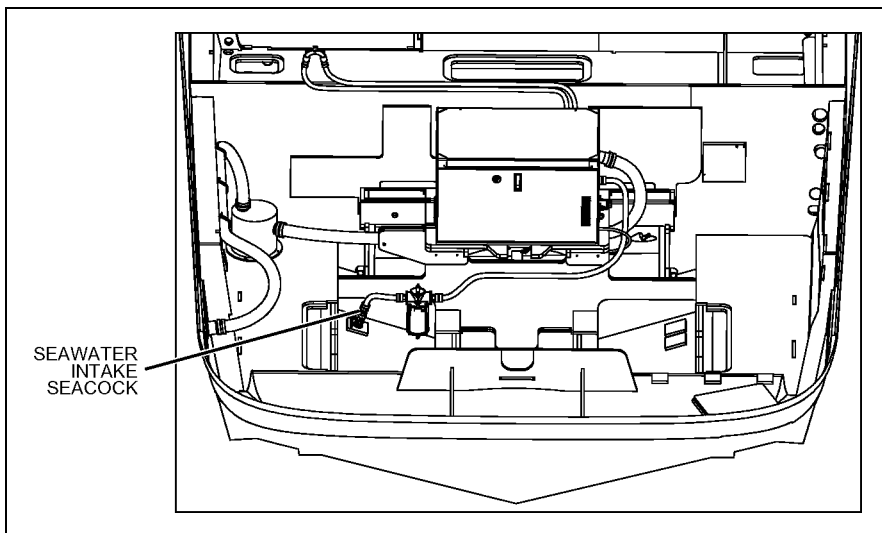
Generator (If Equipped): Located in the engine room.



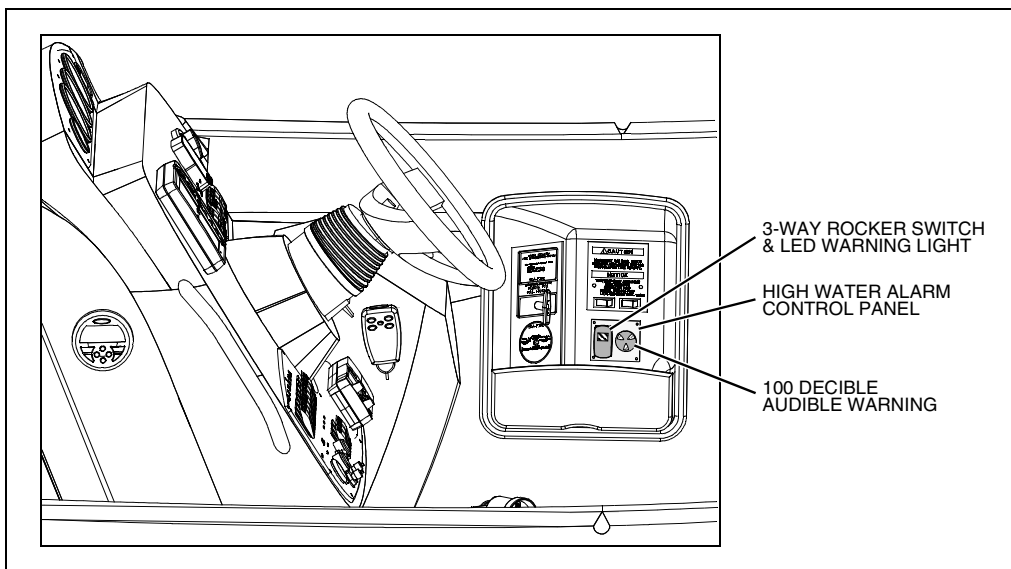
Generator Control Panel (If Equipped): Located just inside the aft berth.



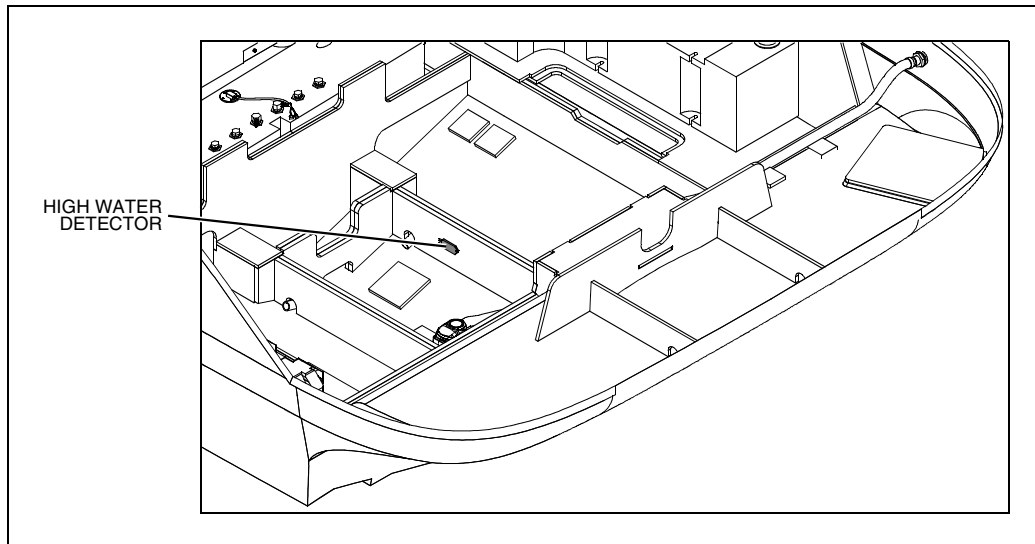
Generator Seawater Intake Seacock (If Equipped): Located on the port side of the engine room bilge.



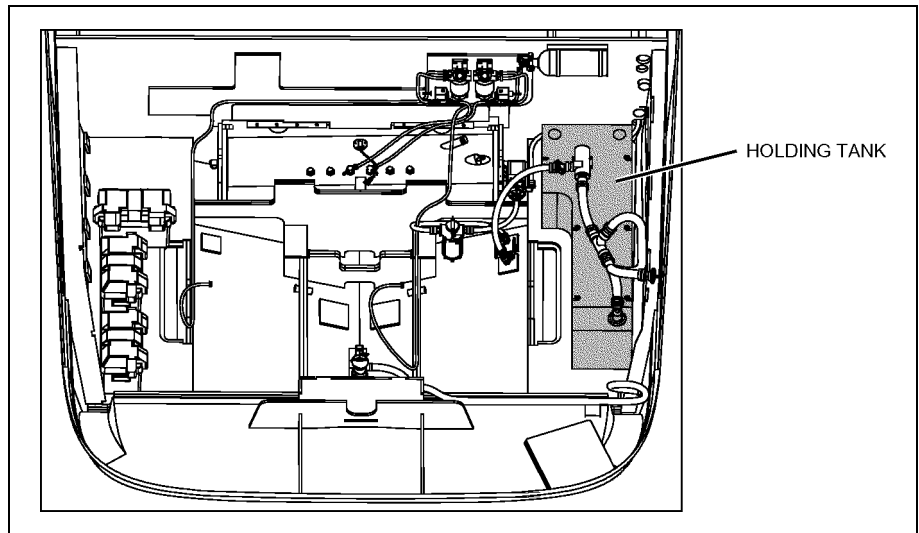
High Water Alarm Control Panel: Located in the side panel cutout next to the helm.



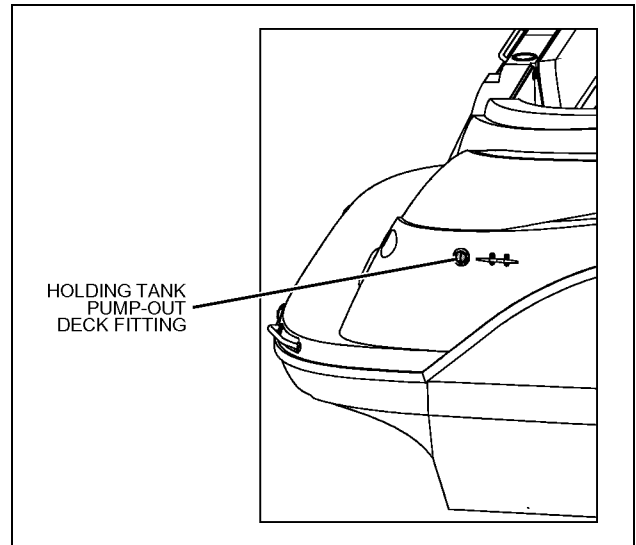
High Water Detector: Located in the engine room bilge area.



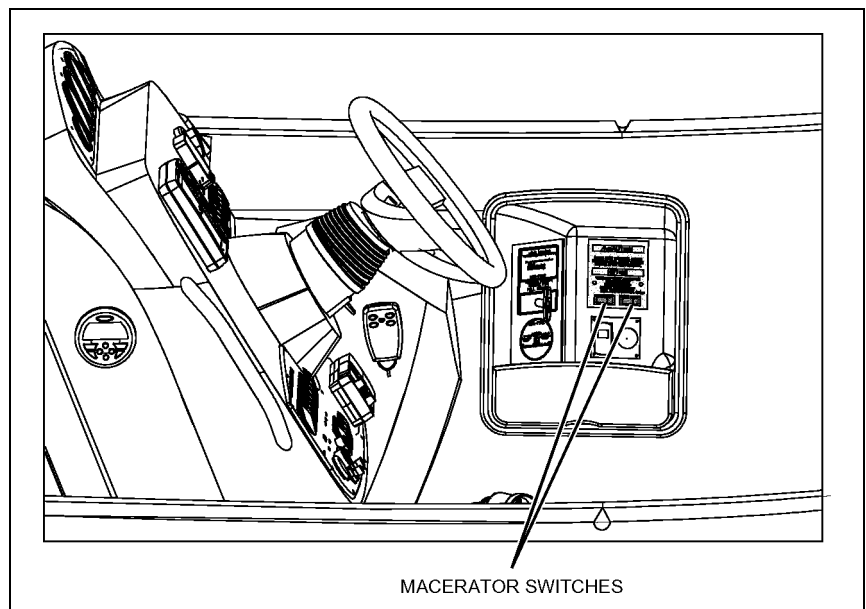
Holding Tank: Located on the starboard side of the engine room.



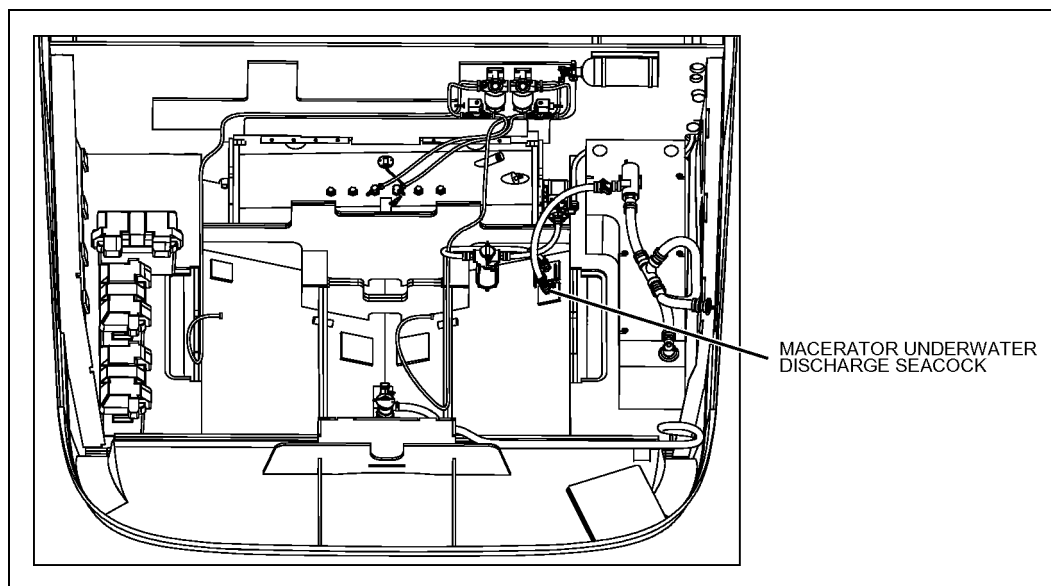
Holding Tank Pump-out Deck Fitting (marked WASTE): Located on the starboard aft corner of the deck.



Macerator Switches (If Equipped): Located in the side panel cutout next to the helm.



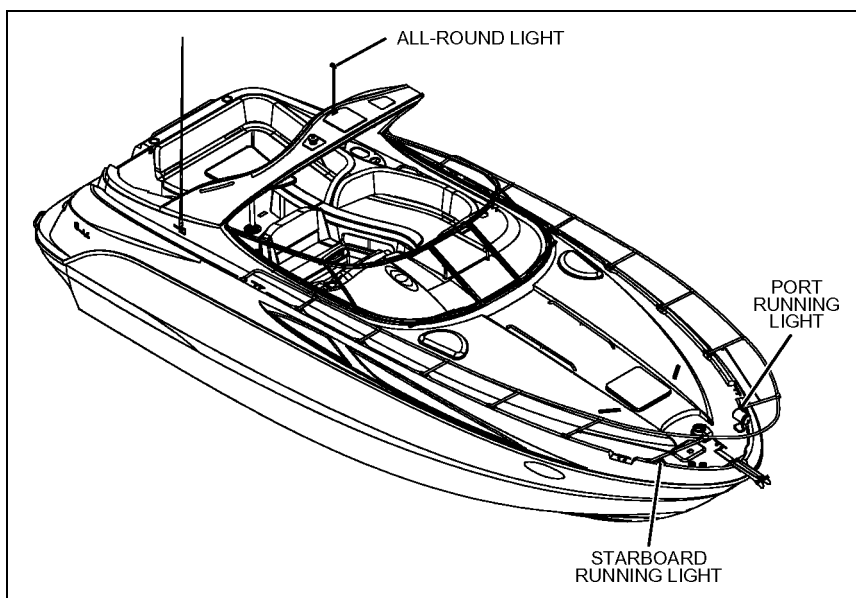
Macerator Underwater Discharge Seacock (If Equipped): Located on the starboard side of the engine room.



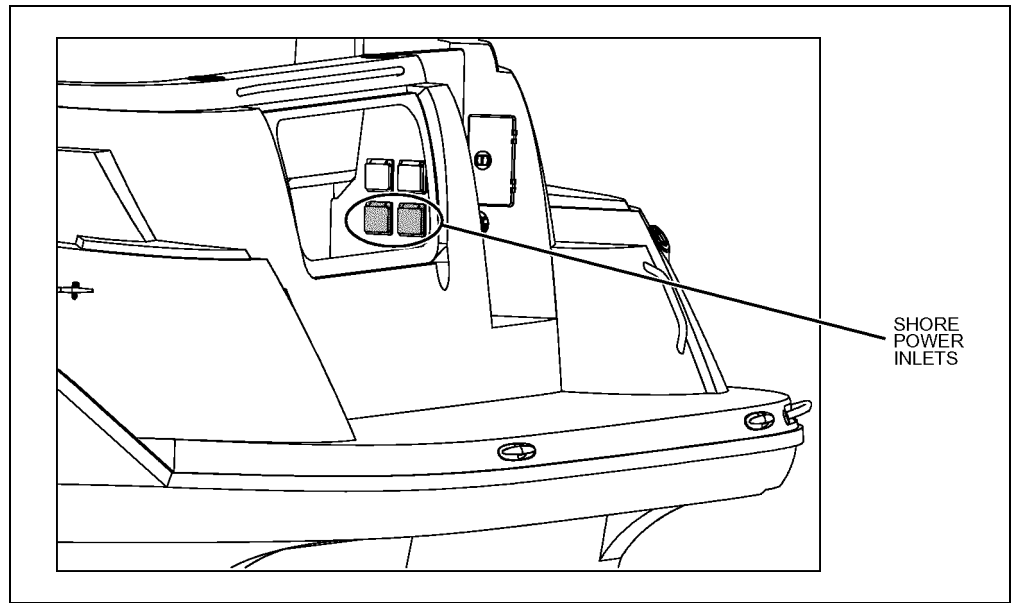
MACERATOR UNDERWATER DISCHARGE SEACOCK

Navigation Lights:

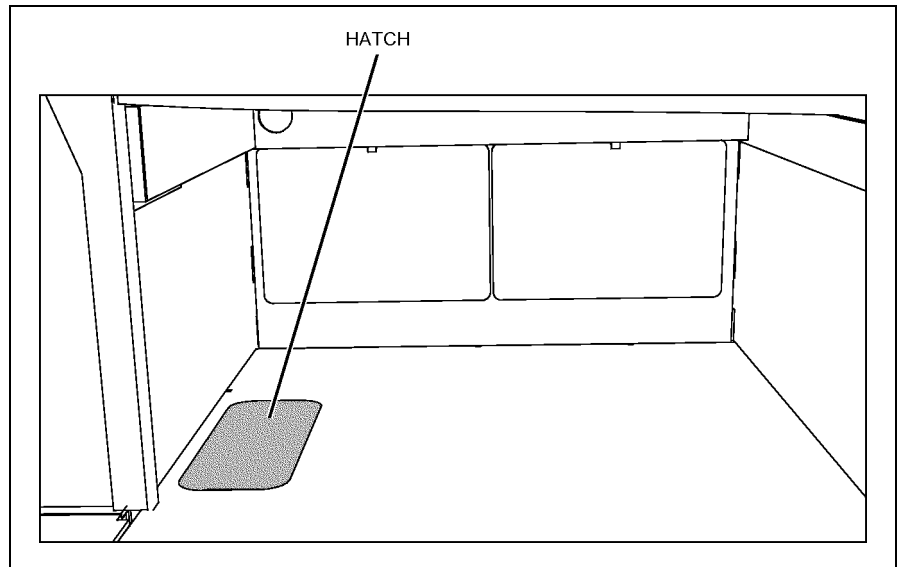
- Red and green lights at the bow.
- White all-round light on the radar wing.



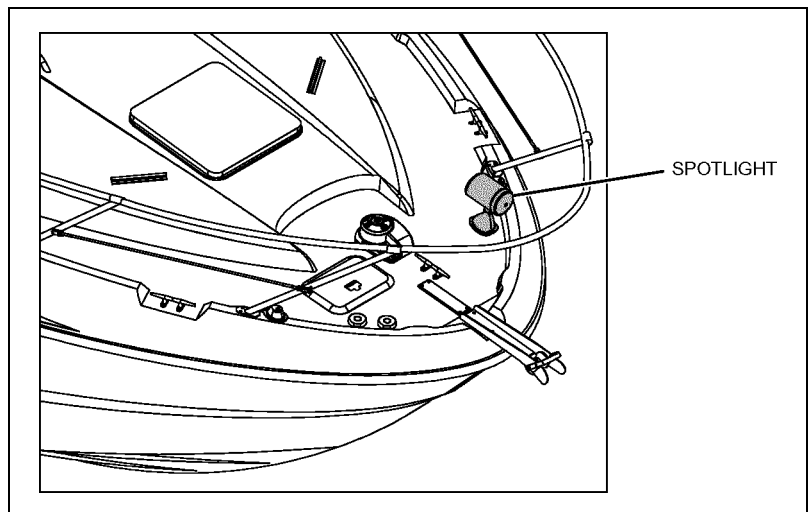
Shore Power Inlet(s):
Located inside the transom storage hatch.



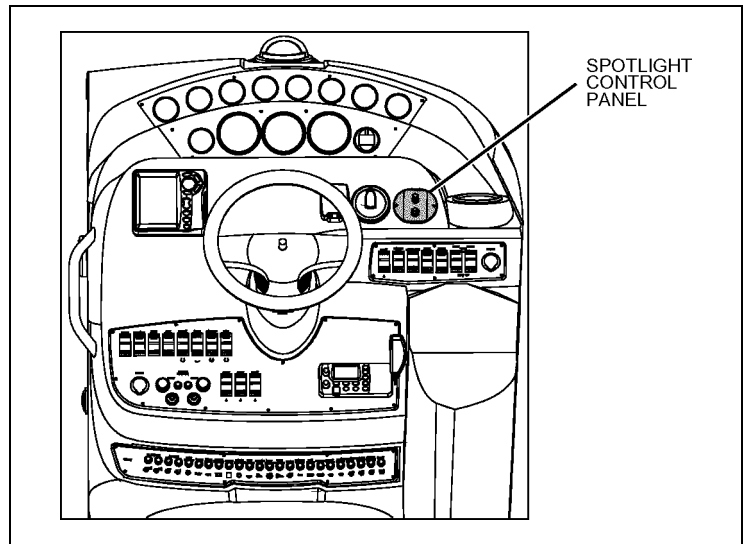
Shower Drain Sump Box: Access through the hatch underneath the aft berth mattress.



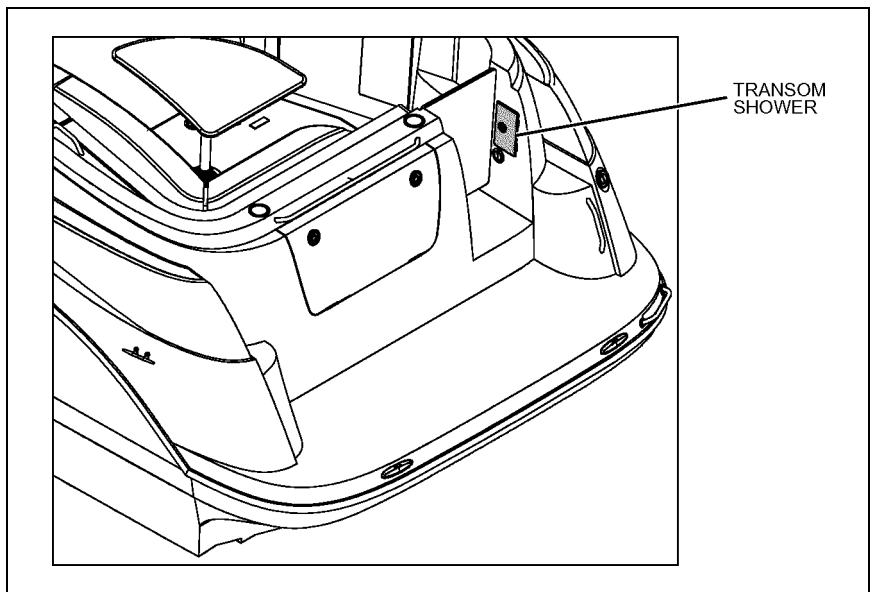
Spotlight: Located on the forward deck.



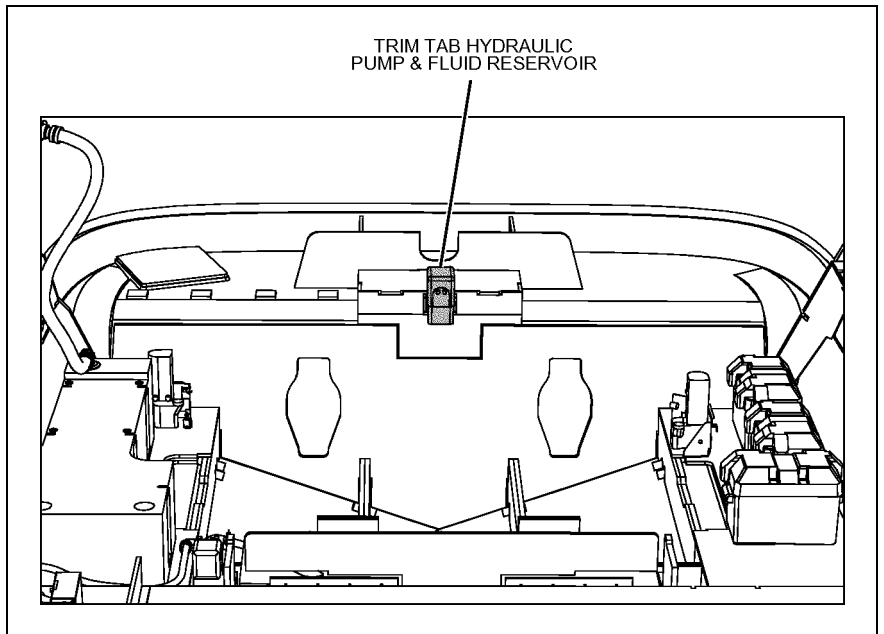
Spotlight Control Panel: Located at the helm.



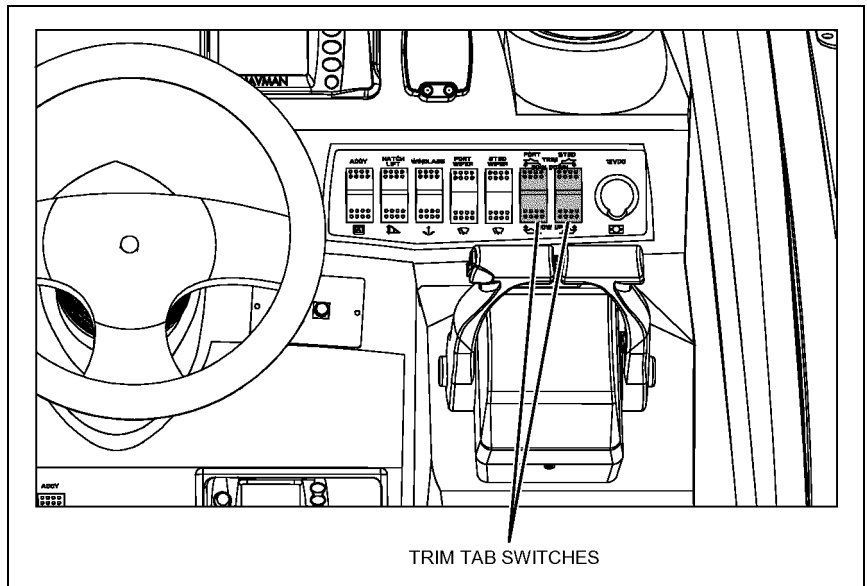
Transom Shower: Located just aft of the transom door.



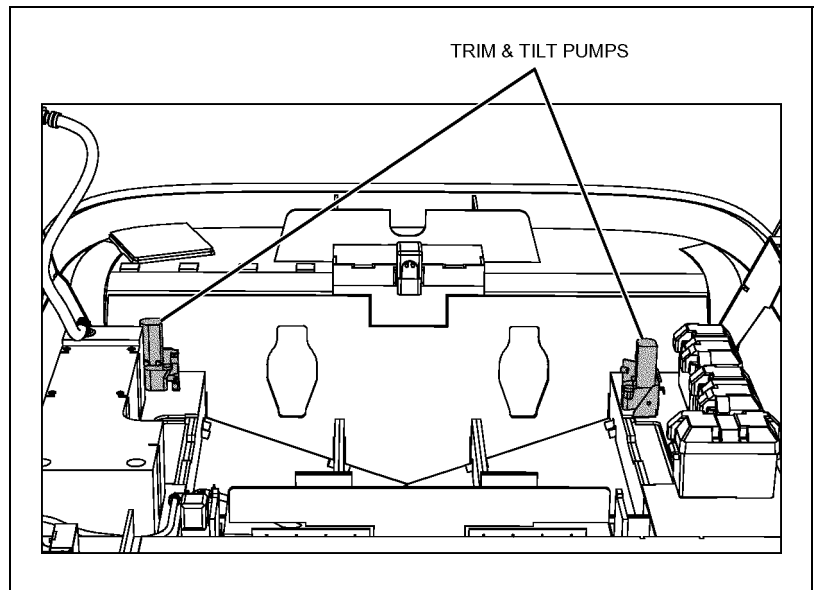
Trim Tab Hydraulic Pump & Fluid Reservoir: Located in the engine room, on the aft wall.



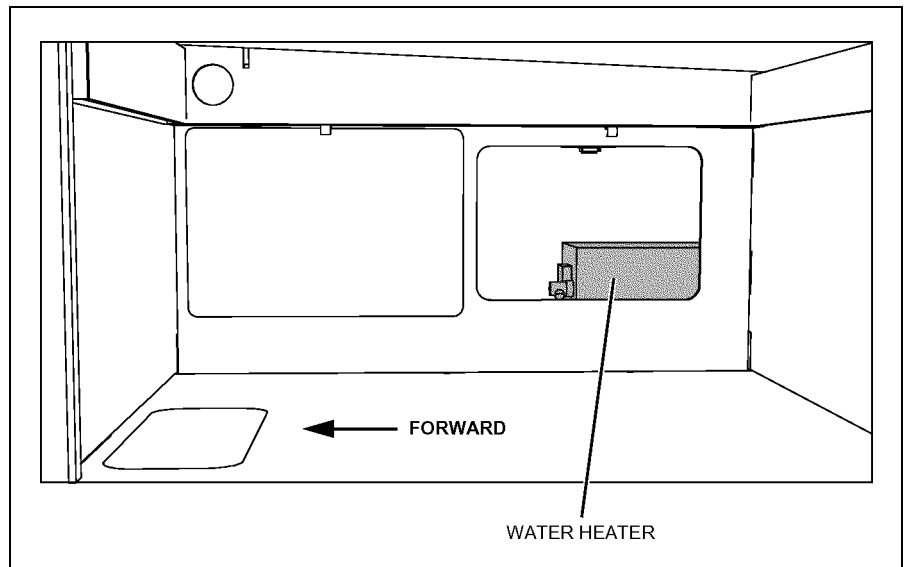
Trim Tab Switches: Located at the helm.



Trim & Tilt Pumps: Located on the port and starboard sides of the engine room.

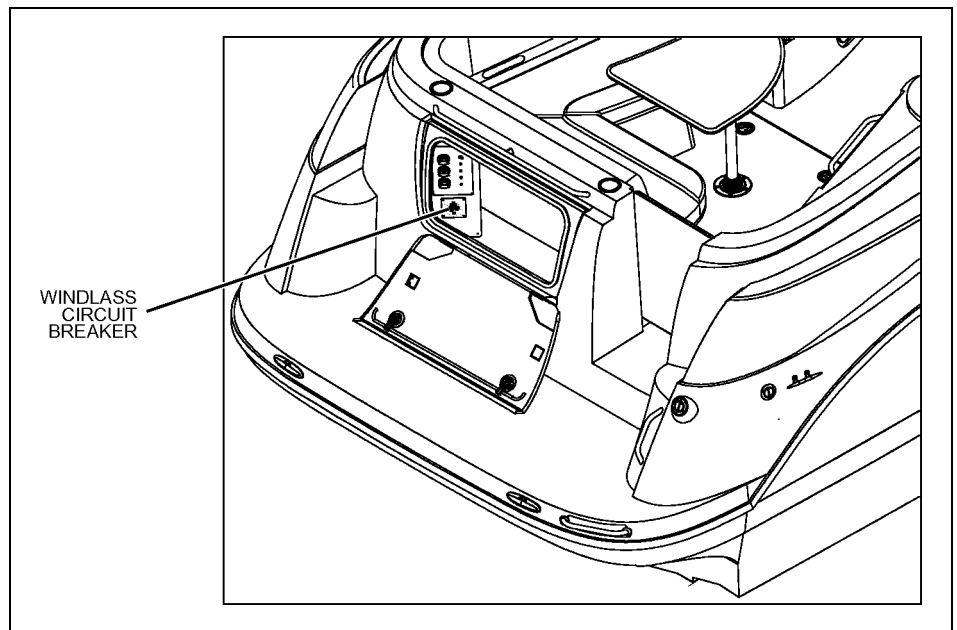


Water Heater: Located inside the aft wall hatch in the aft berth.

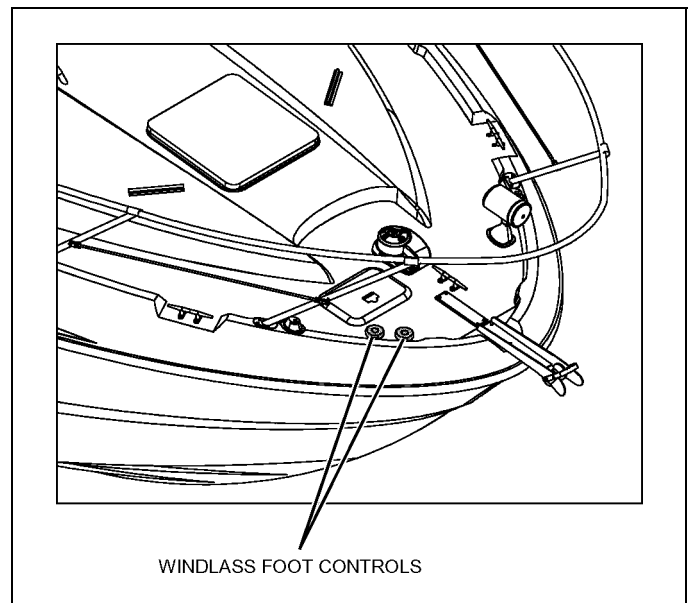


Windlass Circuit Breaker:

Located inside the transom storage hatch.



Windlass Foot Controls: Located on the forward deck.



Chapter 3: Propulsion & Related Systems

Engines

NOTICE

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

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

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

Engine Cooling Systems



WARNING!

FLOODING and SWAMPING HAZARD!

- **Close** the seawater intake seacocks **BEFORE** leaving your boat unattended.
- If the seacocks are left open, a hose failure could flood the bilge, swamp the batteries and the engines, and even sink your boat.



CAUTION

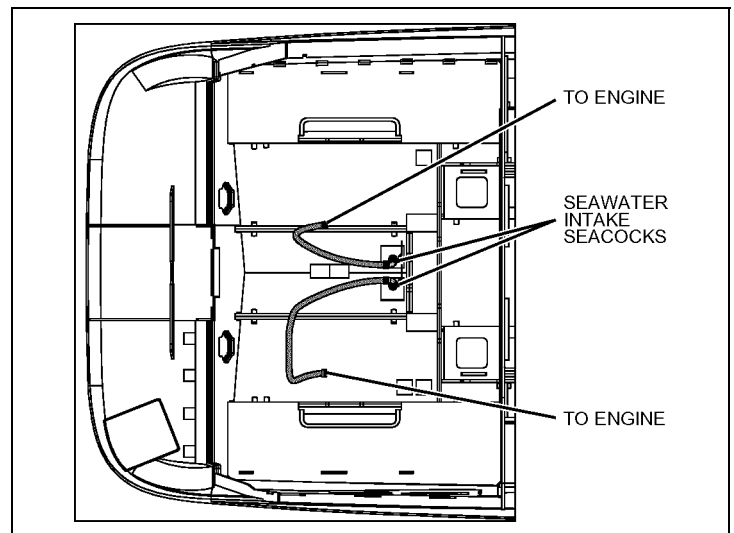
SYSTEM DAMAGE HAZARD!

- **Open** the engine cooling system seacocks or ball valves **BEFORE** starting the engines.
- **Keep** the engine cooling system seacocks or ball valves **Open** while the engines are running.

Gas Engine Cooling System

The gas engine cooling system circulates seawater through the engine to reduce engine temperatures.

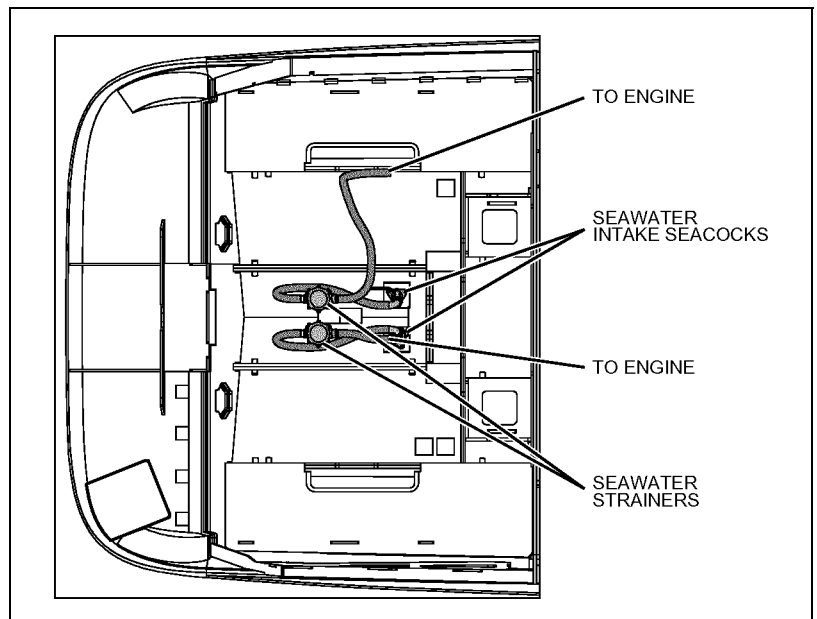
- **Open** the seawater intake seacock **before** starting the engine.
- Keep the seacock **Open** while the engine is running.



Diesel Engine Cooling System

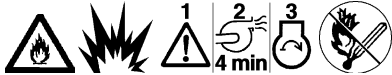
The diesel engine cooling system circulates seawater through the engines to reduce engine temperatures.

- **Open** the seawater intake ball valves **before** starting the engines.
- Keep the ball valves **Open** while the engines are running.
- Check the cooling system's seawater strainer for leaks and debris **every time** you use your boat.
- Read the seawater strainer instruction sheet for instructions about cleaning the seawater strainers.



Bilge Blower System

⚠ **WARNING!**



FIRE and EXPLOSION HAZARD!

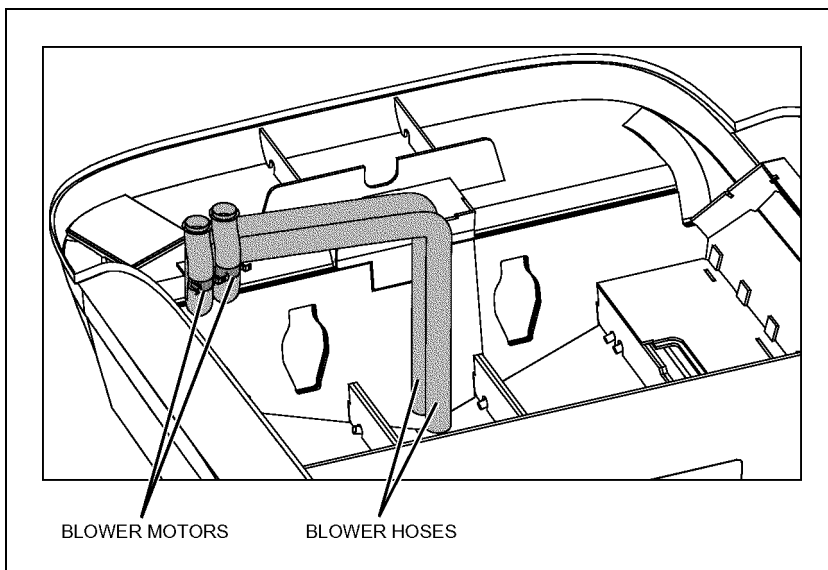
Fuel vapors can explode! **BEFORE** starting the engines:

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 engines or generator, 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 blowers for at least four minutes **BEFORE** engine starting, generator starting, electrical system work, or turning on electrical devices.
 - If you smell fuel vapors and the engines and/or generator are already running;
 - a. Shut **Off** the engines and/or generator, 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 engines or the generator (if equipped).
- **Always** run the bilge blower system for at least four minutes **before** starting the engines or the generator (if equipped).
- Continue to run the bilge blower system until your boat has reached cruising speed.
- **Always** run the bilge blower system 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 *Cruiser & Yacht Owner's Manual* and the fuel recommendations in the engine operation manual **MUST** be followed.

CAUTION

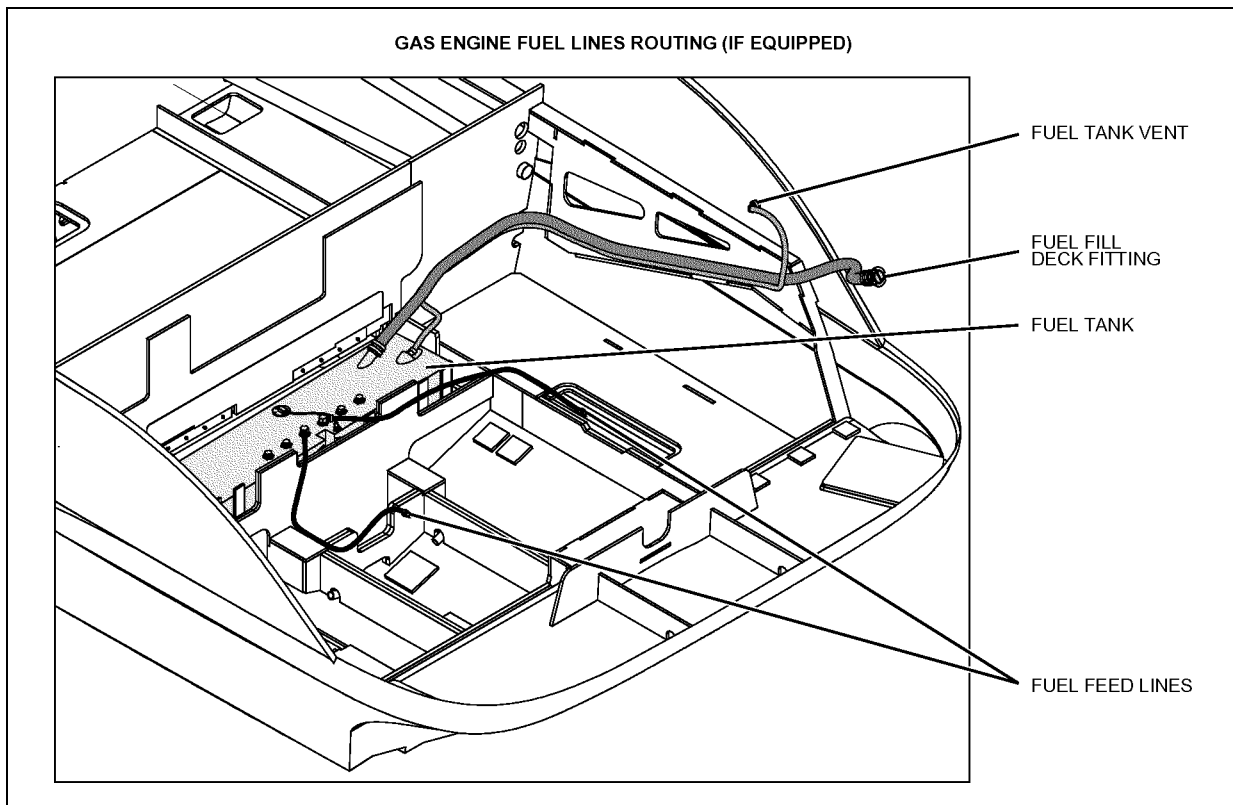
Avoid the storage or handling of gear near the fuel lines, fittings and tank.

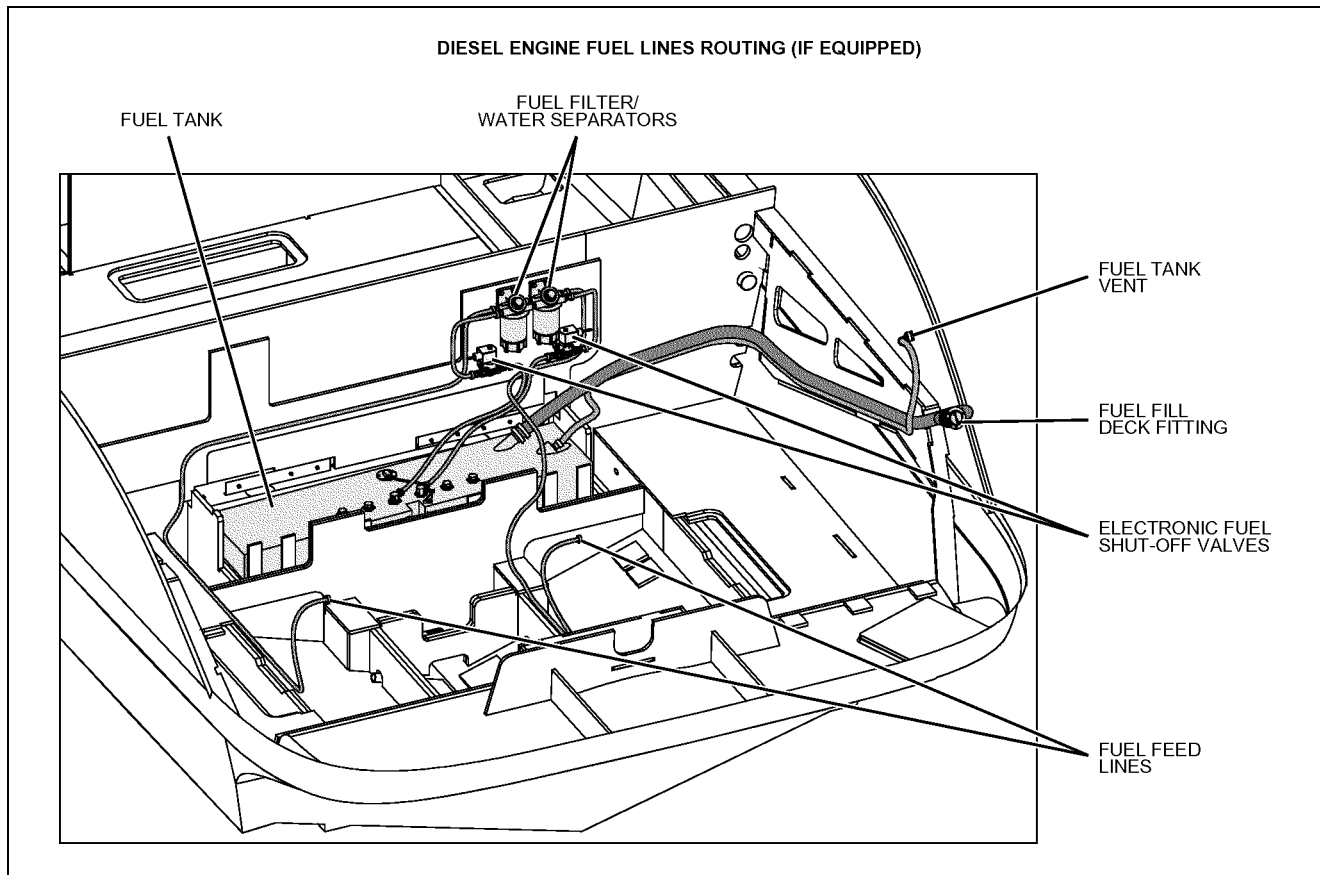
NOTICE

- 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 *Cruiser & Yacht Owner's Manual* and the engine operation manual, paying special attention to the subject of *fuel recommendations*.





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.

Anti-siphon Valves (Gas Engines Only)

NOTICE

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

- The anti-siphon valves are vital fuel system parts.
- If a fuel line ruptures, this valve prevents the siphoning of fuel from the tank.
- The valves are located on the fuel tank, where the fuel feed lines attach to the tank.
- These valves are spring loaded and are opened by fuel pump vacuum.

Gas Engine Fuel Filters

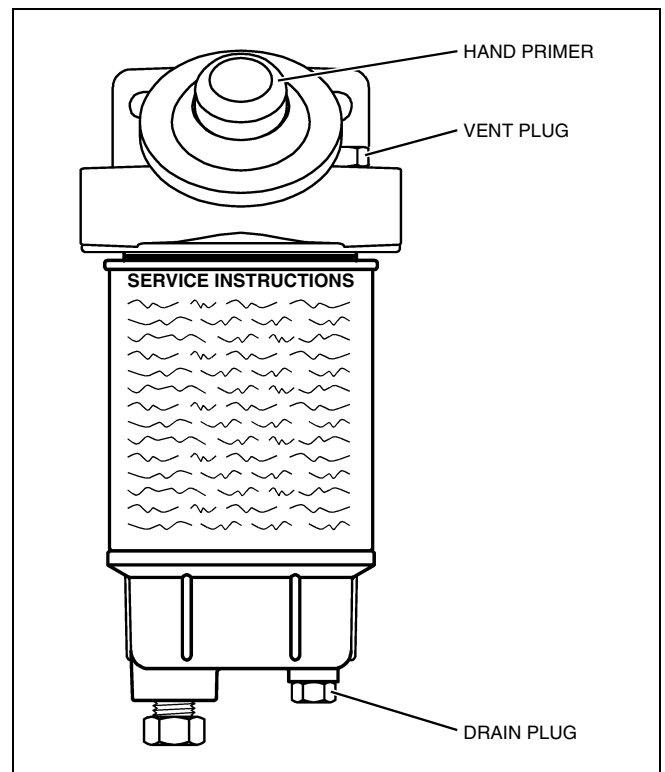
- The fuel pickup tubes, located inside the fuel tank, are equipped with fine mesh screen filters.
- Also, when supplied by the engine manufacturer, a fuel filter is installed on each engine.
- Periodically replace the fuel filters to make sure they remain clean and free of debris.
- Talk to your selling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

Fuel Filter/Water Separators (Diesel Engines Only)

NOTICE

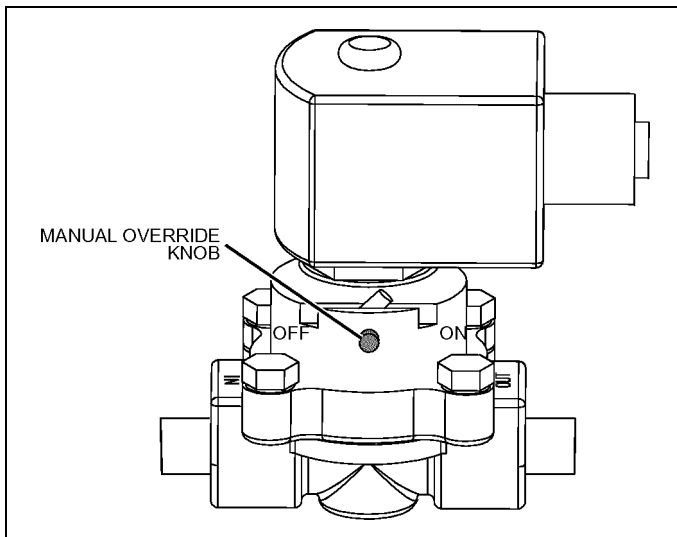
- The frequency of water draining or element replacement is determined by the contamination level in the fuel.
- Inspect the collection bowls for water daily.
- Replace the elements at least once a year, or when a loss of power is noticed, whichever comes first.

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



Electronic Fuel Shut-off Valves (Diesel Engines Only)

- Your diesel engines are equipped with electronic fuel shut-off valves.
- When you start your engines, the electronic fuel shut-off valves open to allow fuel to the engines.
- When you turn off the engines, the electronic fuel shut-off valves close, stopping the fuel from going to the engines.
- If one of the electronic fuel shut-off valves malfunctions, it has a manual override.
- Turn the manual override clockwise to open the electronic fuel shut-off valve.

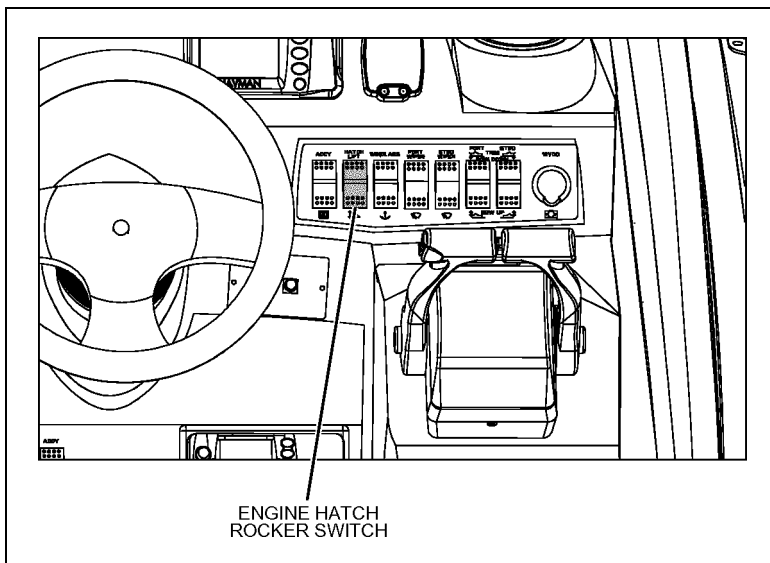


Engine Hatch Lift System (If Equipped)

NOTICE

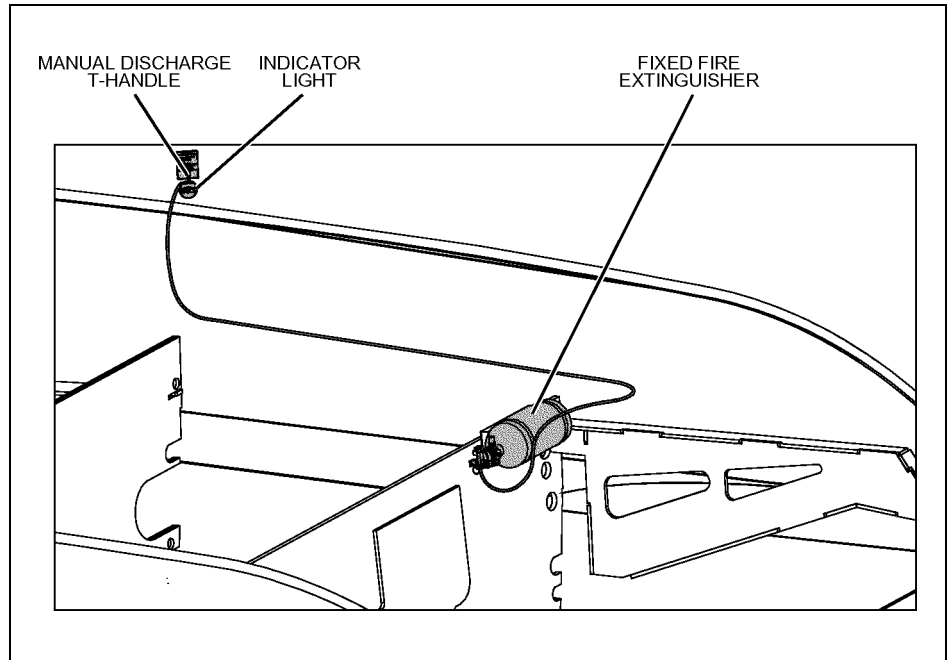
- Remove any items from the top of the engine hatch **BEFORE** Opening.
- Close all entertainment center doors and hatches **BEFORE** Opening and/or Closing the engine hatch.

- Use the engine hatch rocker switch to open and close the engine hatch.
- At least once a year, check the fluid level in the lift pump hydraulic fluid reservoir and refill as needed. For the location of the fluid reservoir, see the *Component Locations* section in *Chapter 2* of this supplement.



Fire Suppression System (If Equipped)

- The fire suppression system is designed to put out engine room fires.
- **Before** using your boat for the first time, read the fire suppression system's instruction and maintenance manual and follow **all** warnings.
- The system will discharge automatically whenever direct heat from a fire is detected in the engine compartment room.
- The system can be discharged manually by pulling the T-handle (labeled FIRE) at the helm.
- The system can **only** be discharged **once**.
- After the system is discharged it **must** be refilled and refurbished **before** it can be used again.



Chapter 4: Controls & Gauges

Steering

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

Shift/Throttle Controls

! WARNING!

LOSS OF CONTROL HAZARD!

Improper maintenance of the shift/throttle hardware may cause a sudden loss of control!

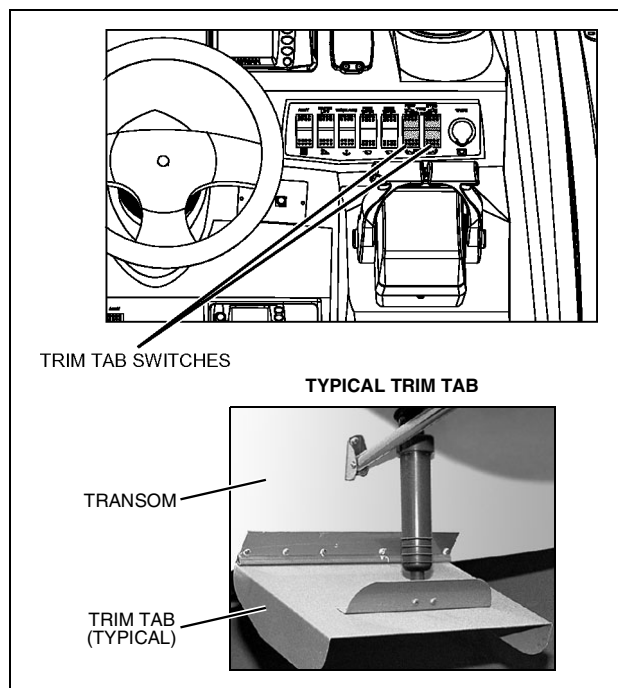
Read *all* of the information about the shift/throttle controls in the shift/throttle manual, the engine operation manual, and the *Cruiser & Yacht Owner's Manual*.

Power Trim & Tilt

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

Trim Tabs

- *Before* using the trim tabs, read the trim tabs' owner's manual.
- The trim tabs are controlled by two rocker switches at the helm.
- Check and refill the trim tab hydraulic fluid reservoir as directed in the trim tabs' owner's manual.
- For the location of the fluid reservoir, see the *Component Locations* section in *Chapter 2* of this supplement.



Gauges

Cleaning the Gauges



CAUTION

PRODUCT or PROPERTY DAMAGE HAZARD!

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

Gauge Fogging

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

Radio Transmission Interference

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

Fuel Gauge

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

Twin Engine Readings

It is normal for tachometers and other gauges to have slightly different readings between engines.

Chapter 5: Navigation & Communication Equipment

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

Compass

NOTICE

- **Compass accuracy can be affected by many factors.**
- **Have a trained technician calibrate your compass.**
- **Make sure the technician gives you a deviation card which shows the corrections to apply in navigational calculations.**
- **Keep a copy of the deviation card at the helm.**

Depth Finder



WARNING!

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

VHF Radio (If Equipped)

- Your boat may include a VHF (Very High Frequency) radio.
- As permitted by the FCC (Federal Communications Commission), the VHF radio can be used to access weather reports, summon assistance, or contact other vessels.
- Contact the FCC for licensing, rules and laws concerning VHF radio usage.

Global Positioning System (GPS) (If Equipped)



WARNING!

- The GPS system should **NOT** be relied upon as the **ONLY** aid to navigation.
- An experienced operator **MUST** monitor the GPS system at **ALL** times and keep a look-out for other marine traffic and possible collision situations.

NOTICE

The GPS system is **ONLY** an aid to navigation. It's accuracy can be affected by:

- **Equipment failure or defects**
- **Environmental conditions**
- **Improper handling or use**

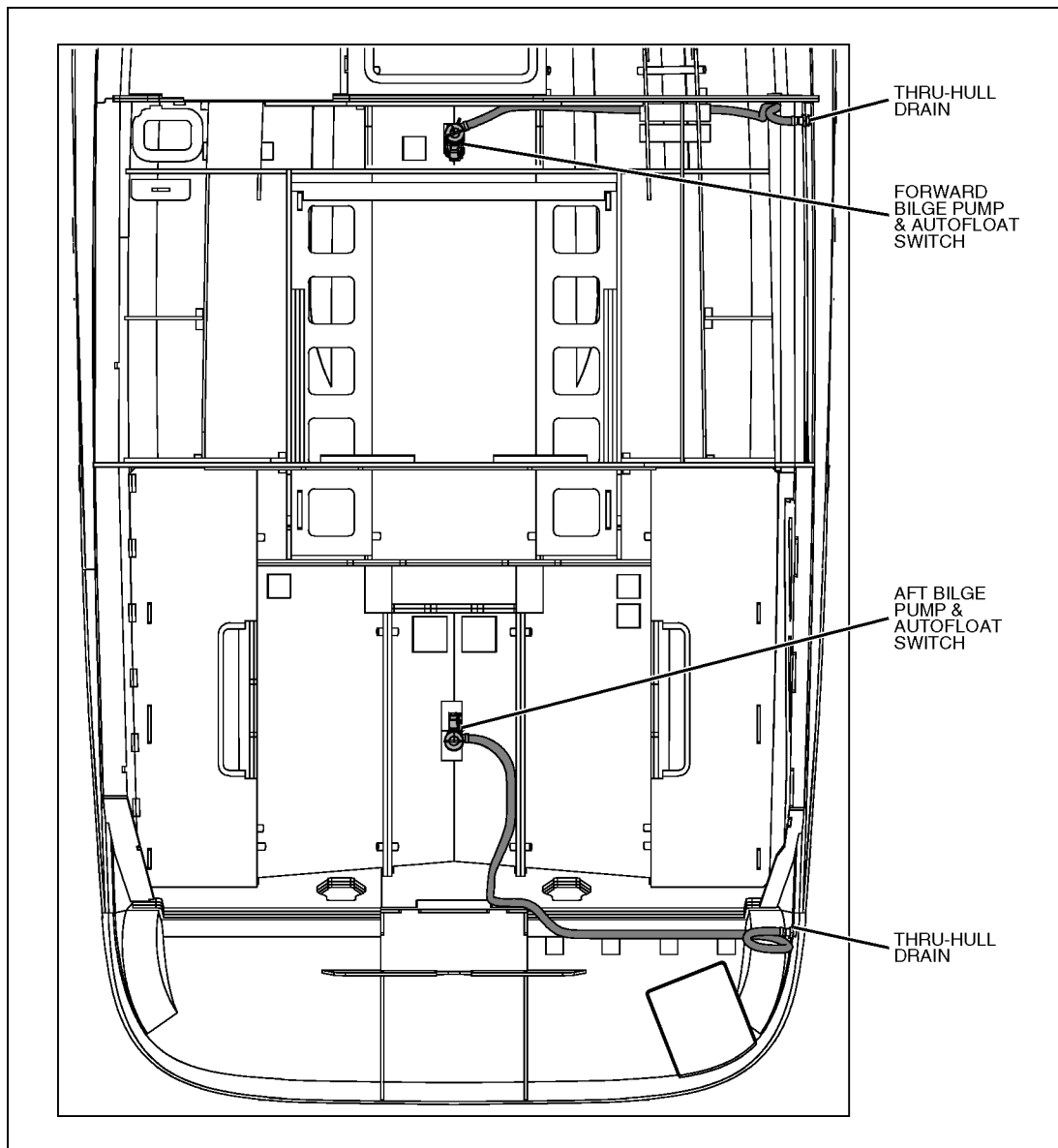
Chapter 6: Plumbing

Bilge Pumps

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 two bilge pumps for pumping water out of the bilge.
- Installed next to each bilge pump is an autofloat switch. If water in the bilge rises above a preset level, the autofloat switch(es) will turn **On** the bilge pump(s).
- You can also turn **On** the bilge pumps using the switches at the helm.
- The bilge pumps are wired directly to the batteries. Unless the batteries are dead, the bilge pump system should work even when your boat is unattended.
- Regularly inspect and test each bilge pump and float switch to make sure they are working properly.

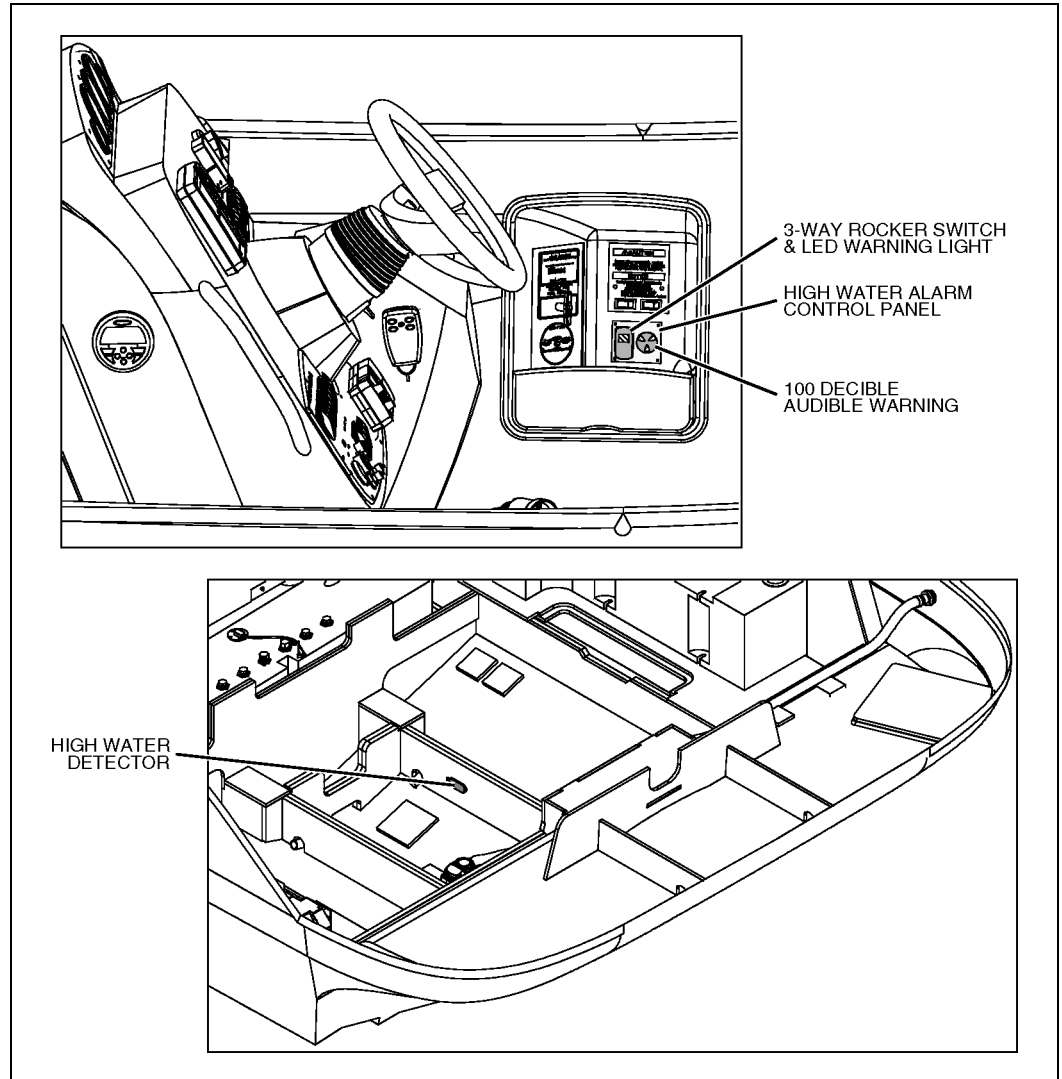


High Water Detection Alarm

⚠ WARNING!


- If a high water condition is detected when the 3-way rocker switch is in the *OFF* position, the LED warning light will flash, but the audible warning will *NOT* sound.
- The 3-way rocker switch must be in the *ARMED* position for the audible warning to sound during a high water condition.

Before using your boat for the first time, read and understand the operation and testing instructions provided in the high water detection alarm's instruction pamphlet.




Seawater Systems

Seacocks

 **WARNING!**

FLOODING and SWAMPING HAZARD!

- *Close ALL seacock(s) BEFORE leaving your boat unattended.*
- *If a seacock is left open, a hose failure could flood the bilge, swamp the batteries and the engines, and even sink your boat.*

 **CAUTION**

SYSTEM DAMAGE HAZARD!

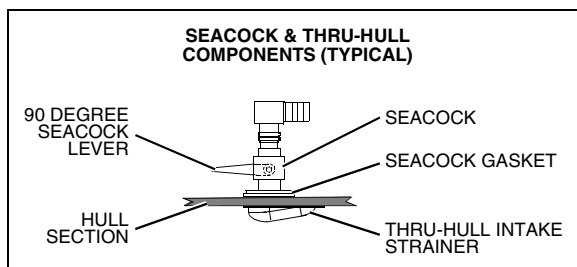
- *BEFORE using any system that has a seacock, make sure that the system's seacock is **Open**.*
- *Inspect and lubricate all seacocks annually.*

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:

- Air conditioner (if equipped)
- Marine head (toilet)



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.*

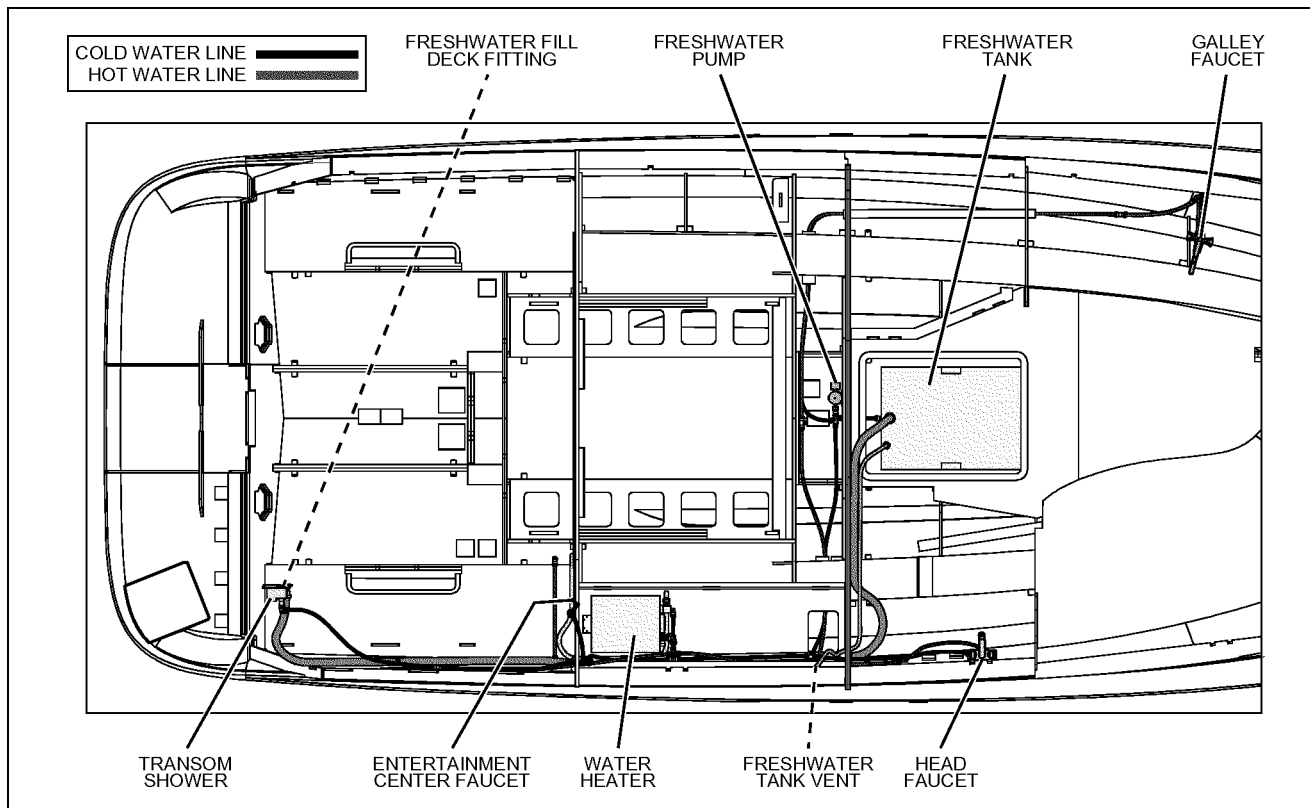
- Seawater strainers are used to filter incoming seawater in *some* seawater intake systems. NOTE: Not all seawater intake systems have seawater strainers.
- If equipped, the seawater strainer is located near the seawater intake system's seacock.
- Check the strainers for leaks and/or debris *every time* you use your boat.
- Refer to the seawater strainer instruction sheet for cleaning and maintenance information.

Freshwater System



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 *Cruiser & Yacht 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 (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!

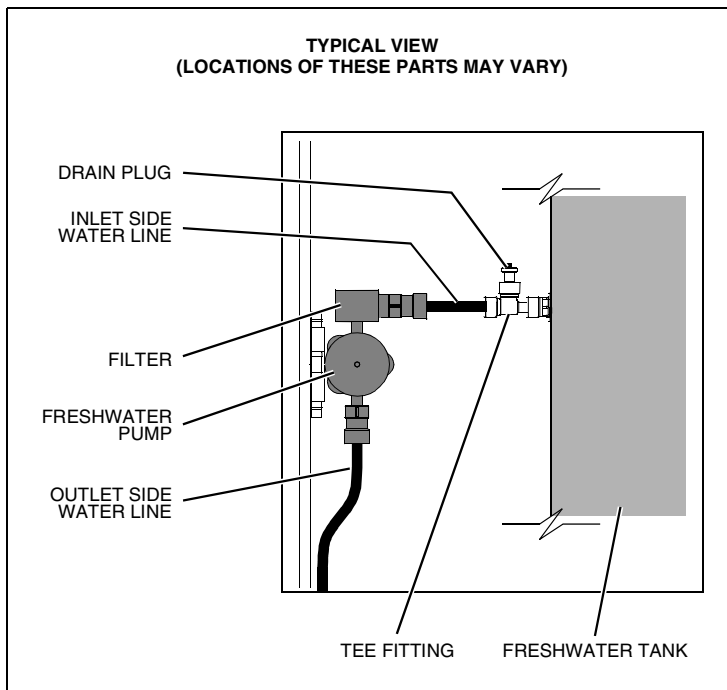
- A faucet **MUST** be **Open** when compressed air is blown through the freshwater system.
- **NEVER** blow compressed air through the water system when **ALL** of the faucets are **Closed**.

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.



Water Heater


 WARNING!	
	SCALDING HAZARD! Water heated by the water heater can be hot enough to scald the skin.

 CAUTION	
WATER HEATER DAMAGE HAZARD!	
<ul style="list-style-type: none">• Do NOT turn <i>On</i> the water heater circuit breaker on the 110-volt AC master panel until the water heater tank is COMPLETELY filled with water.• The tank is full if water flows from the tap when the hot water is turned <i>On</i> in the galley.• Even brief water heater operation with a dry tank WILL damage the heating elements.• Warranty replacements will NOT be made on elements damaged in this manner.• Turn the power <i>Off</i> and drain the water heater when the chance of freezing exists (see the winterizing instructions below).	

NOTICE	
If 110-volt AC power is being provided by shore power or generator power, but the water heater is not working:	
<ul style="list-style-type: none">• Make sure the water heater circuit breaker on the 110-volt AC master panel is switched <i>On</i>.• If the circuit breaker is <i>On</i>, but the water heater is still not working, ask your dealer how to check the push-to-reset circuit breaker located on the water heater.	

- Read the water heater instruction manual and heed the warnings above.
- The water heater is connected to the 110-volt AC power system.
- To heat the water, turn *On* the water heater circuit breaker on the 110-volt AC master panel.

Winterizing the Water Heater



CAUTION

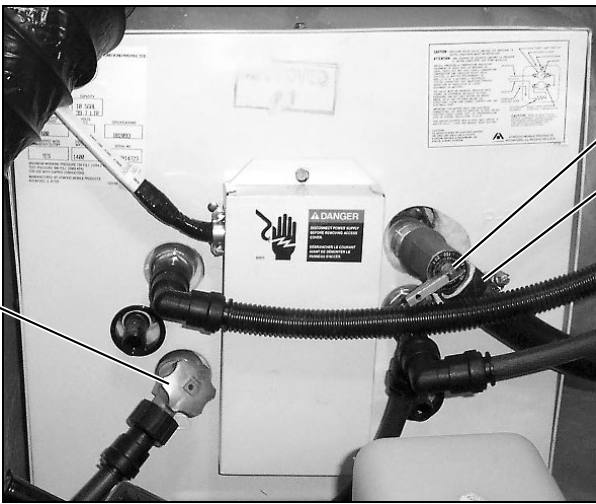
WATER HEATER DAMAGE HAZARD!

- **NEVER** turn *On* the water heater breaker on the 110-volt AC master panel while the water heater tank is empty.
- Even brief water heater operation with a dry tank **WILL** damage the heating elements.
- Warranty replacements will **NOT** be made on elements damaged in this manner.
- To prevent damage to the water heater after winterizing, always label the breaker switch on the 110-volt AC master panel as 'winterized'.

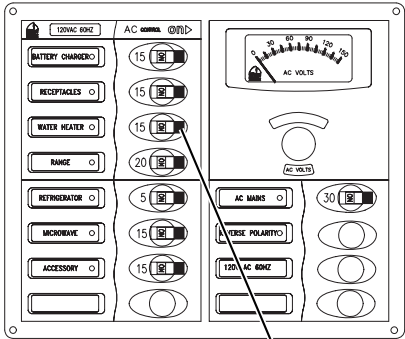
NOTICE

The freshwater system **MUST** be drained **BEFORE** winterizing the water heater (see the *Freshwater System Winterization Instructions* earlier in this section).

1. Turn *Off* the water heater breaker.
 2. Disconnect the hose (A) attached to the pressure relief valve (B).
 3. If there is any water in this hose, drain it into the bilge or into a bucket.
 4. *Open* the pressure relief valve (B).
 5. *Open* the drain valve (C).
 6. Attach a tag to the water heater breaker to indicate that the tank is empty.
- NOTE: Your boat came with a tag attached to the water heater breaker. It is suggested that you keep this tag and re-use it when winterizing.
 - Leave the pressure relief and drain valves *Open* until you fit out your boat after storage.

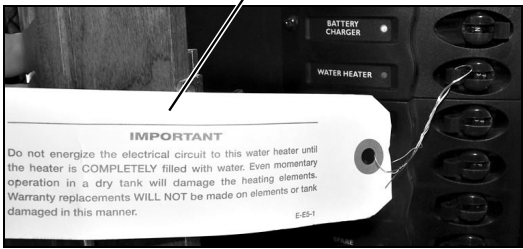


110-VOLT AC MASTER PANEL



WATER HEATER BREAKER

WATER HEATER BREAKER TAG



Preparing the Water Heater for Use After Boat Storage



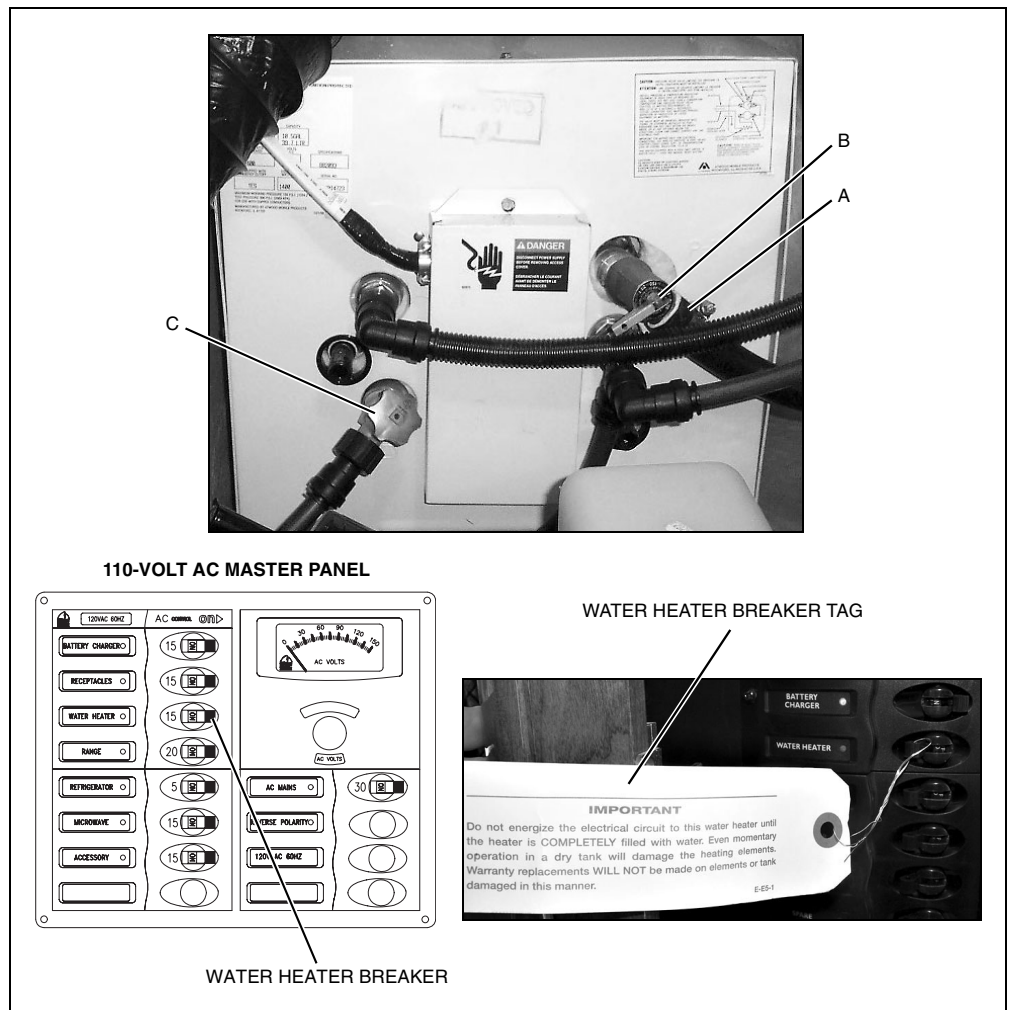
CAUTION

WATER HEATER DAMAGE HAZARD!

- Fill the water heater tank *BEFORE* turning *On* the water heater breaker on the 110-volt AC master panel.
- *NEVER* turn *On* the water heater breaker on the 110-volt AC master panel while the water heater tank is empty.
- To test if the tank is full, turn *On* a hot water faucet. If water flows from the tap, the water heater tank is full.
- Even brief water heater operation with a dry tank *WILL* damage the heating elements.
- Warranty replacements will *NOT* be made on elements damaged in this manner.

When you are ready to resume use of your boat after it has been in storage, prepare the water heater for use as follows:

1. *Close* the drain valve (C).
2. *Close* the pressure relief valve (B).
3. Connect the hose (A) to the pressure relief valve (B).
4. Fill the water heater tank with freshwater.
5. Remove the 'winterized' tag on the water heater breaker on the 110-volt AC master panel *after* the water heater tank is *completely* filled with freshwater.
6. Turn *On* the water heater breaker.



Drain Systems

Deck Drains

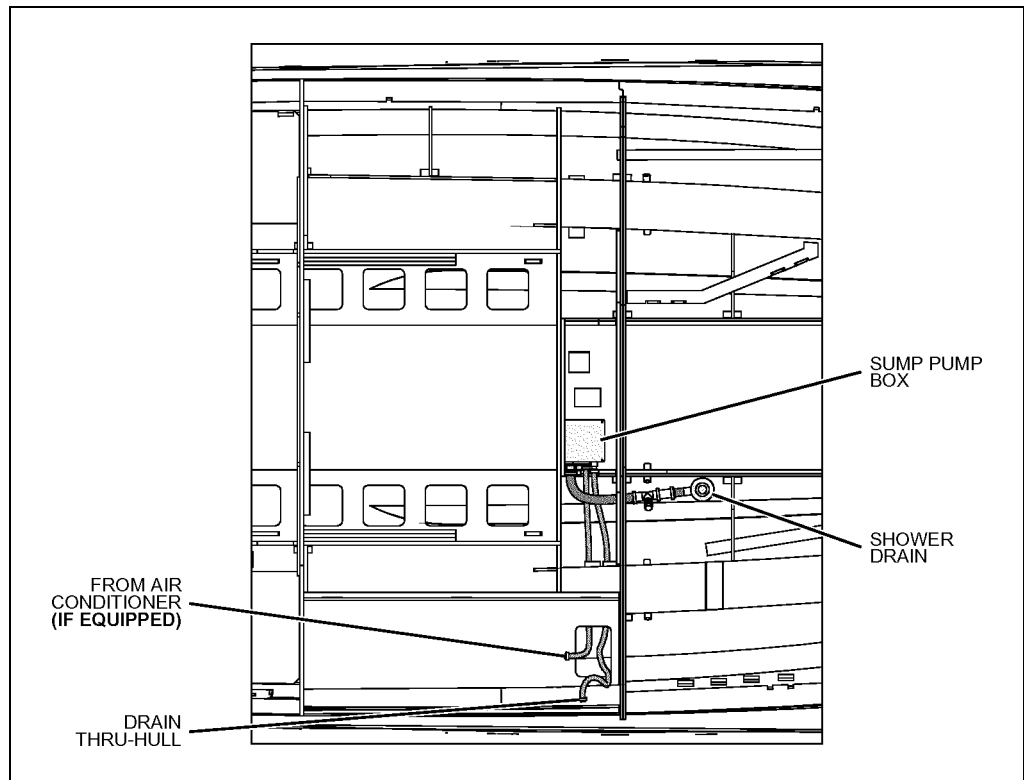
- Water on the deck is drained overboard through the deck drains.
- Keep the deck drains free of debris.

Sink Drain

The galley sink is above the waterline and is gravity drained overboard.

Shower & Air Conditioner Drain System

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



Sump Box Cleaning

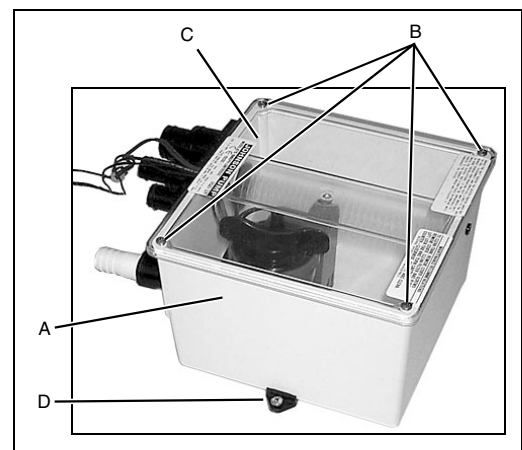
Periodically clean the sump box (A), filter, and pump as follows:

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

Sump System Winterization

Drain the sump pump system in the months when *not* in use.

1. Disconnect and drain *all* lines to the unit.
2. Remove the screws from the mounting feet (D) and drain the system.
3. Reinstall the screws in the mounting feet and reconnect the system.



Marine Head & Holding Tank

NOTICE

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

Manual Flush Head (If Equipped)

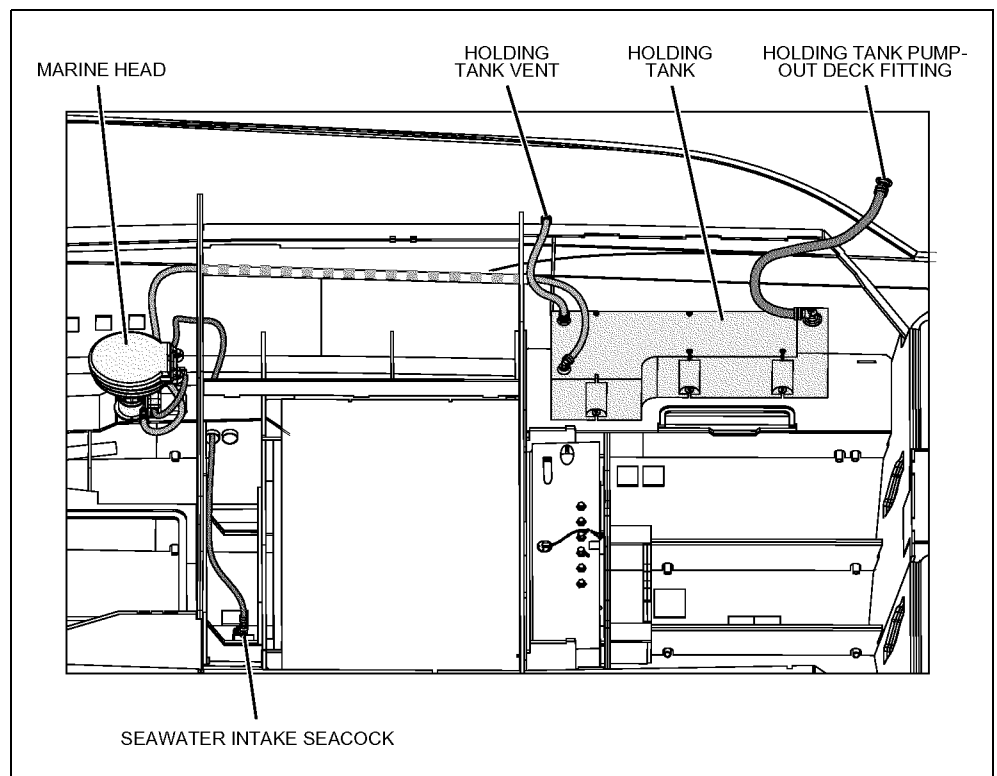


WARNING!

FLOODING and SWAMPING HAZARD!

- *Close* the seawater intake seacock **BEFORE** leaving your boat unattended.
- If the seacock is left open, a hose failure could flood the bilge, swamp the batteries and the engines, and even sink your boat.

- *Before* using this system, read the marine head's operation and maintenance manual.
- Do **not** overfill the holding tank. Check the content level often by looking at the side of the tank.
- Empty the holding tank at every opportunity.
- The dockside pump-out deck fitting is marked **WASTE**.
- For dockside pump-out the holding tank is plumbed to a fitting on the deck marked **WASTE**.




Using the Marine Head

1. *Open* the head's seawater intake seacock (the location of this seacock is described in the *Component Locations* section of Chapter 2).
 2. *Before* using the head, pump water into the bowl to wet the sides.
 3. After use, pump until the bowl is clean.
 4. Pump a few more times to clean the lines.
 5. If excess waste causes the water to rise in the bowl, stop pumping until the water recedes.
- *Close* the intake seacock when the system will not be used for long periods of time.

Winterizing the System

Read the marine head's operation and maintenance manual for winterizing instructions.

Vacuum Flush Head System


WARNING!

OVERFILLED HOLDING TANK HAZARDS!

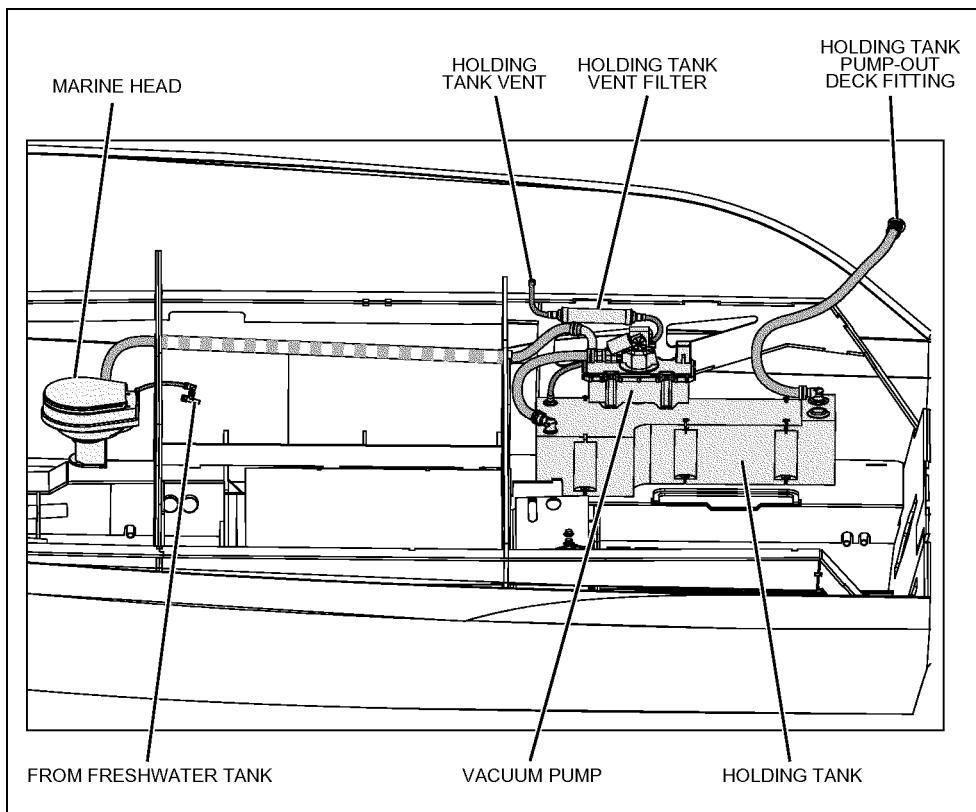
NEVER overfill the holding tank! An overfilled holding tank is both a serious public health hazard and a product/property damage hazard!

- Any toilet flushing after the holding tank is full will force clogging-waste into the tank's vent system.
- If the vent system becomes clogged, further toilet flushing will dangerously pressurize the holding tank.
- The possible hazards of a pressurized holding tank range from human waste leaking through damaged tank fittings, all the way up to an explosive rupture of the tank.

Perform the following steps to avoid overfilling the holding tank:

- Check the content level often by looking at the side of the tank.
- Use restrooms onshore whenever possible to reduce the amount of waste flushed into the holding tank.
- Empty, flush out, and add a marine holding tank deodorizer to the holding tank after **EVERY** trip, and at **EVERY** opportunity during long trips.

- Before using your vacuum flush head, read the vacuum flush head's operation and maintenance manual.
- The vacuum flush head system uses freshwater from the freshwater tank and a vacuum pump to flush waste from the toilet into the holding tank.
- The holding tank is plumbed to a fitting on the deck for dockside pump-out.
- Before each trip make sure the holding tank vent system is working properly. Check for obstructions such as insect nests at the vent thru-hull fitting.
- **Immediately** replace the vent filter if:
 - a. Flushing causes a bad odor.
 - b. The holding tank has been overfilled.
 - c. The holding tank is difficult to empty.
- **Only** human waste and rapid-dissolving boat or RV toilet tissue can be safely flushed into your holding tank. **Never** flush anything else.
- Use **only** rapid-dissolving boat or RV toilet tissue. **Never** use residential-type tissue.
- **Whenever possible, use onshore restrooms instead of your onboard head.** Using your onboard head **only** when there is no other option will help you avoid overfilling the holding tank.
- Check the content level often by looking at the side of the tank.
- Empty the holding tank at every opportunity.



Holding Tank Cleaning Tip

If possible, perform the following steps near the end of each trip to help clean and flush the holding tank:

1. Several miles from the end of each trip, stop at a pump-out station with a non-potable water source.
2. Pump-out the holding tank.
3. Fill the holding tank 1/2 full of fresh non-potable water. **NOTE: Never use a potable (drinkable) water source to perform this step.**
4. Get back underway. The agitation while cruising home will help clean the tank.
5. Empty, flush out, and add a marine holding tank deodorizer to the tank before docking or trailering your boat.

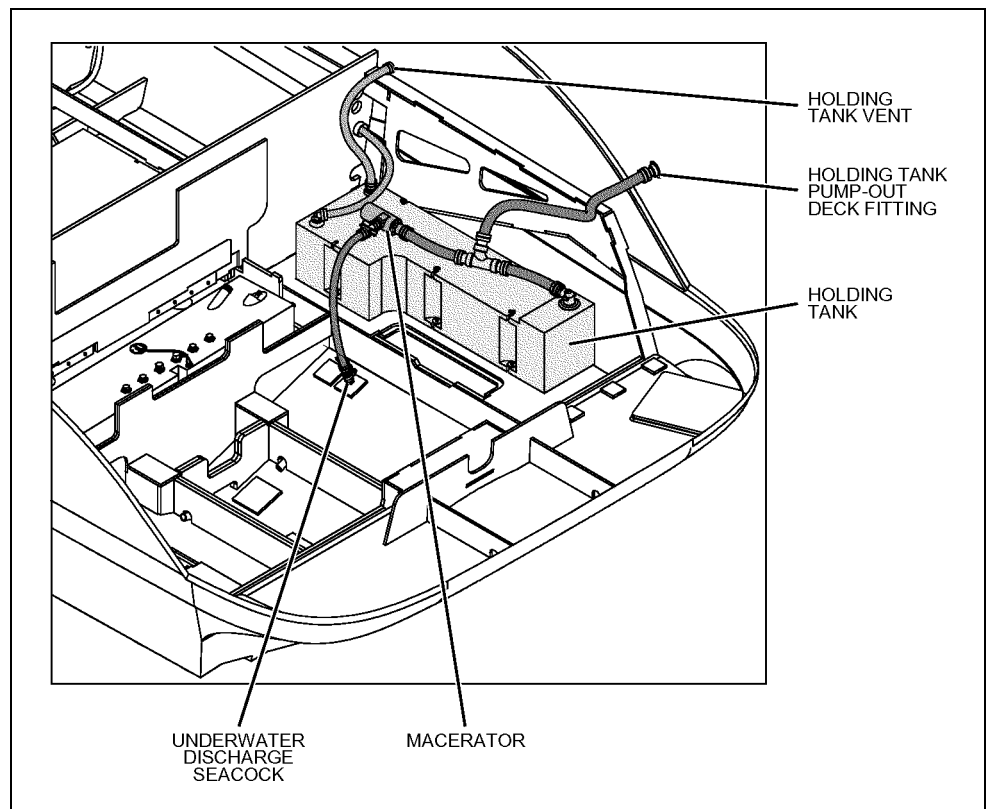
Winterizing the System

Read the marine head's operation and maintenance manual for winterizing instructions.

Macerator (If Equipped)

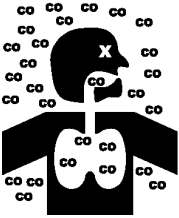
To use the macerator to pump waste directly overboard (where laws permit):

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



Air Conditioner (If Equipped)

⚠ **DANGER!**



CARBON MONOXIDE POISONING HAZARD!

- Dangerous carbon monoxide gas (CO) can be brought into your boat through the air conditioning system.
- Read the *Carbon Monoxide (CO)* section in *Chapter 1* of this supplement.

⚠ **WARNING!**

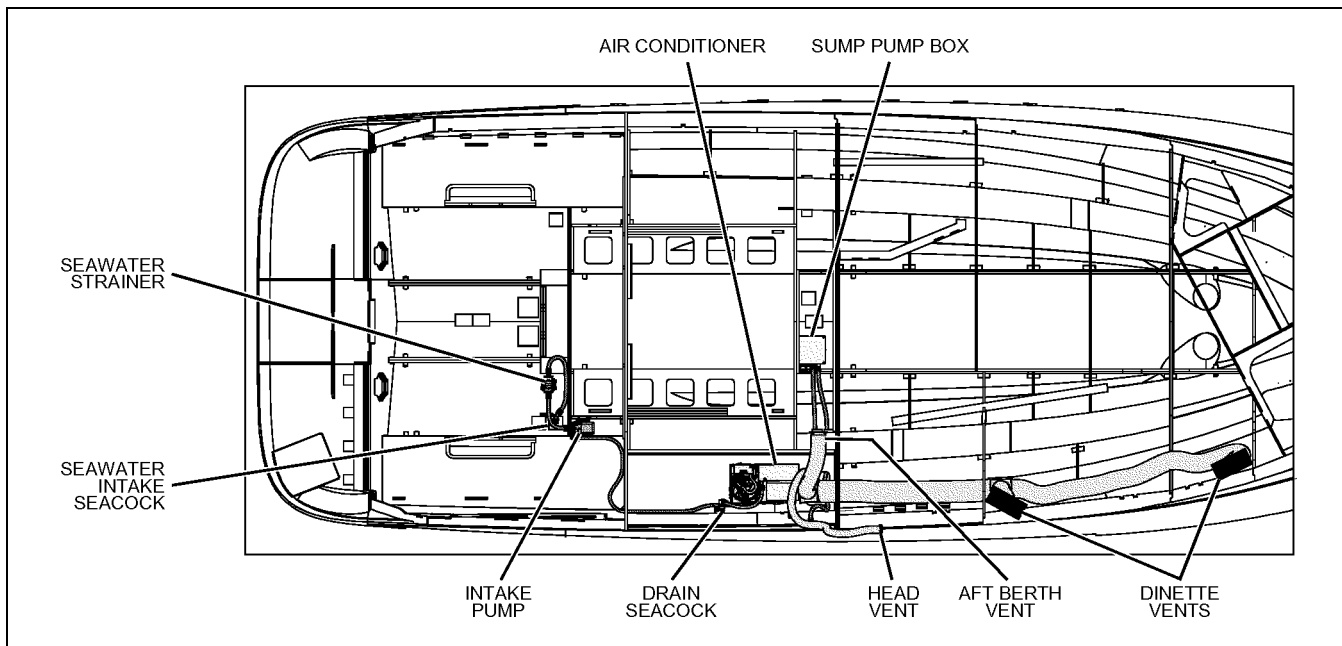
FLOODING and SWAMPING HAZARD!

- *Close* the seawater intake and drain seacocks **BEFORE** leaving your boat unattended.
- If the seacocks are left open, a hose failure could flood the bilge, swamp the batteries and the engines, and even sink your boat.

⚠ **CAUTION**

SYSTEM DAMAGE HAZARD!

The air conditioning system's seawater intake and drain seacocks **MUST** be *Opened BEFORE* turning *On* the air conditioner and **MUST** stay *Open* during use.



- Read the air conditioner manual *before* using the air conditioning system.
- **Before** using the air conditioning system, make sure the breakers on the 110-volt AC master panel are turned **On** and that the system's seawater intake and drain seacocks are **Open**.
- The seacocks **must** remain **Open** while the air conditioner is in use.
- Check the seawater strainer for debris **before** each use of the air conditioning system. If the strainer needs to be cleaned out, follow the directions in the *Seawater Systems* section in *Chapter 6* of this supplement.

Chapter 7: Deck Equipment

Cleats & Bow/Stern Eyes


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

Read the section on towing in the *Cruiser & Yacht Owner's Manual* **before**:

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

Windlass

 DANGER!
<i>PERSONAL SAFETY & PRODUCT DAMAGE HAZARD!</i>
An unsecured anchor could accidentally release while your boat is moving, damaging your boat and causing serious injury or death.
After retrieving the anchor:
<ul style="list-style-type: none">• Secure the anchor with an anchor safety strap, or a chain stopper.• Switch OFF the windlass circuit breaker to prevent accidental operation.

 CAUTION
<i>PRODUCT DAMAGE HAZARD!</i>
Do NOT rely on the windlass alone to hold your boat at anchor. After setting the anchor, tie the rode off to a cleat or equivalent strong point.
Do NOT pull your boat to the anchor using the windlass, or continue running the windlass if it has stalled or is overloaded.

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

Canvas & Vinyl, Tops & Enclosures

⚠ CAUTION

PRODUCT or PROPERTY DAMAGE HAZARD!

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

NOTICE

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

NOTICE

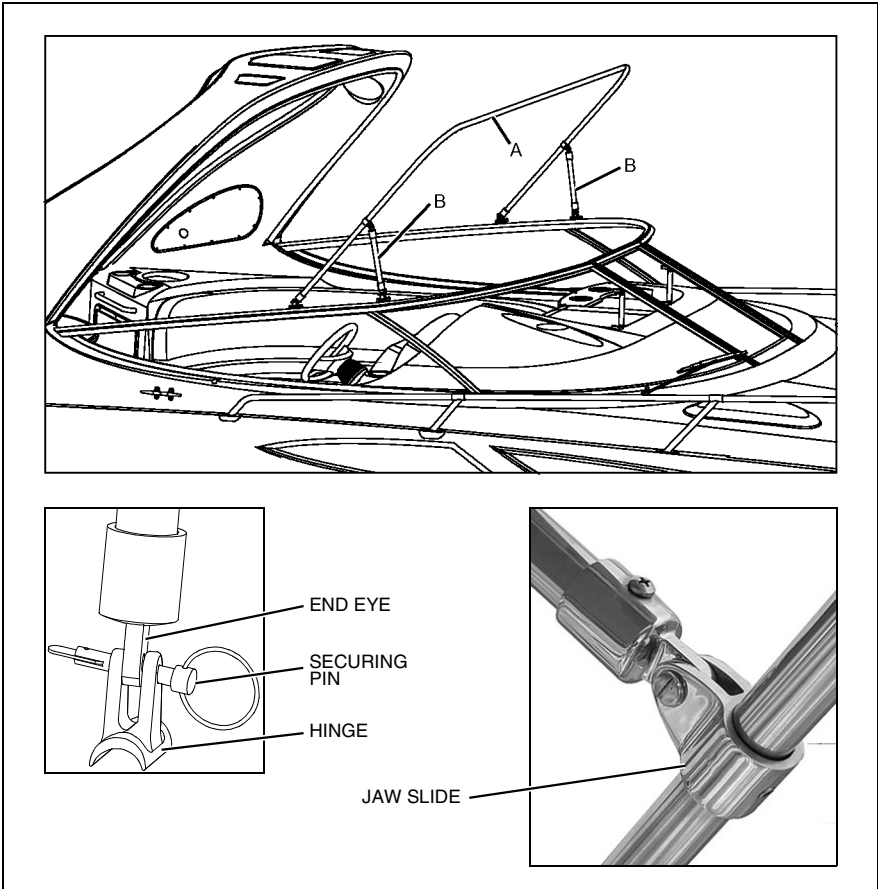
Two people are needed for most of the tasks listed in this section.

NOTICE

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

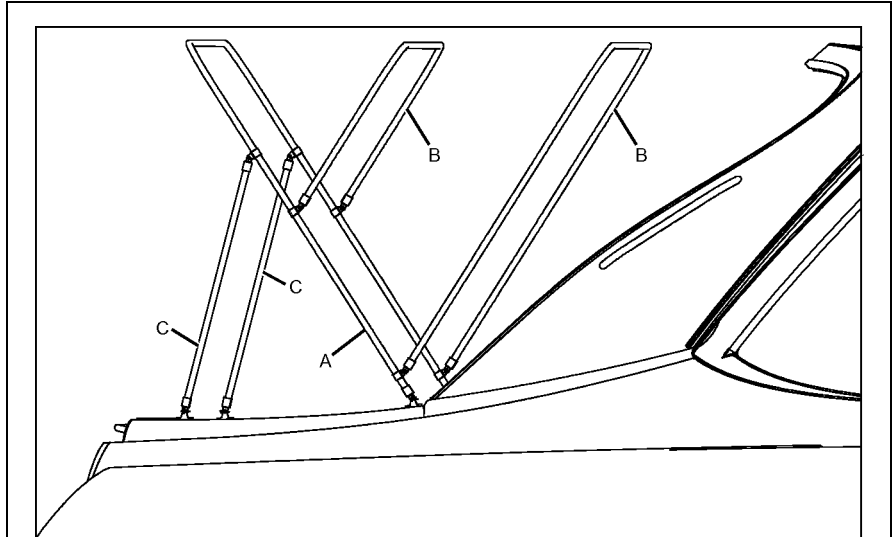
Bimini Top (If Equipped)

1. Insert the end eyes of the main bow (A) into the aft hinges on the windshield and secure them with the pins.
 2. Snap the aft edge of the canvas to the radar arch.
 3. Insert the end eyes of the braces (B) into the forward hinges on the windshield and secure them with the pins.
- The jaw slides should not need to be adjusted.
 - If you decide to adjust the jaw slide positions, get the correct measurements from your selling dealer.



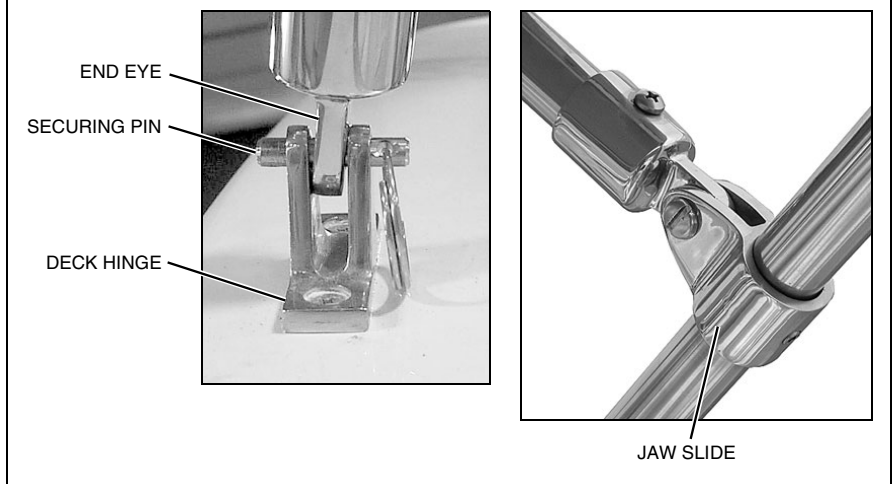
Aft Bimini Top

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



Vinyl Curtains (If Equipped)


Make sure your dealer explains how to install your vinyl curtains.



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

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


Cleaning the Canvas

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

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

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

Stubborn Stains

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

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

Method 1

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

Method 2

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

Clear Vinyl Care


CAUTION

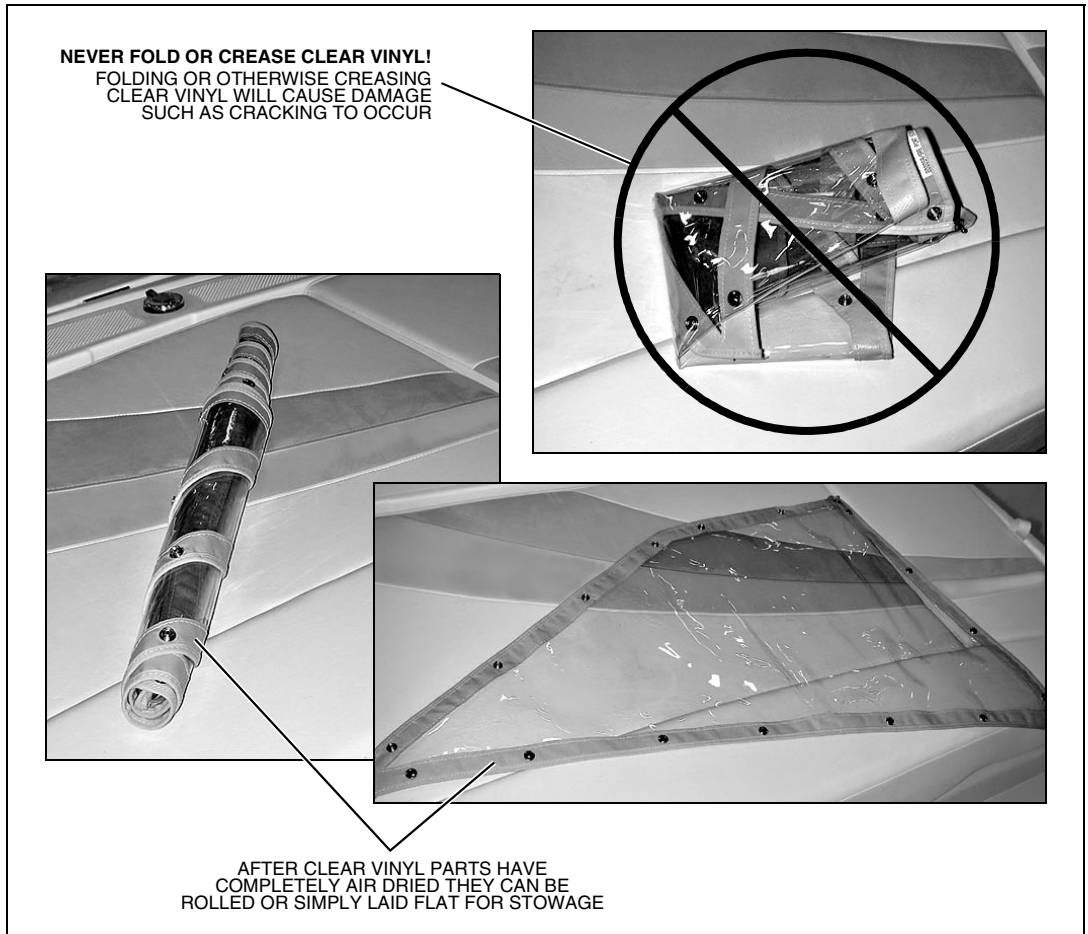
- **NEVER** store the clear vinyl pieces wet, as this will cause a milky film to develop.
- **NEVER** fold or crease the clear vinyl pieces as cracking will occur.
- Clear vinyl is **NOT** intended for use when your boat is in storage or being moored.
- Clear vinyl does **NOT** hold up well against ultraviolet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

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

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: Appliances & Entertainment Systems

NOTICE

ALWAYS keep an approved ABC-type fire extinguisher in galley area.

- The separate instruction sheets or manuals for *all* appliances and entertainment systems contain detailed information and important safeguards.
- Read these instruction sheets and manuals *before* using your boat's appliances and entertainment systems.
- If applicable, make sure the 110-volt AC breaker is turned **On** for the appliance or entertainment system you wish to use.

110-Volt Electric Stove (If Equipped)



WARNING!



BURN/SCALDING and/or FIRE HAZARD!

- Read the stove's instruction manual **BEFORE** using.
- **ALWAYS** keep an approved ABC-type fire extinguisher in galley area.
- Do **NOT** use the stove while underway.
- Any non-cooking devices on or near your stove during use are potential fire hazards!
- Do **NOT** touch burners, grates or nearby surfaces as they may be hot even when they are dark in color.
- Areas near burners and grates may become hot enough to cause burns.
- During and after use, do **NOT** touch or let clothing or other flammable material come in contact with heated units or areas near the units (burner tops, main frame sides and back, sea rails and pot holders) until they have had sufficient time to cool.

Refrigerator

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

Audio Equipment

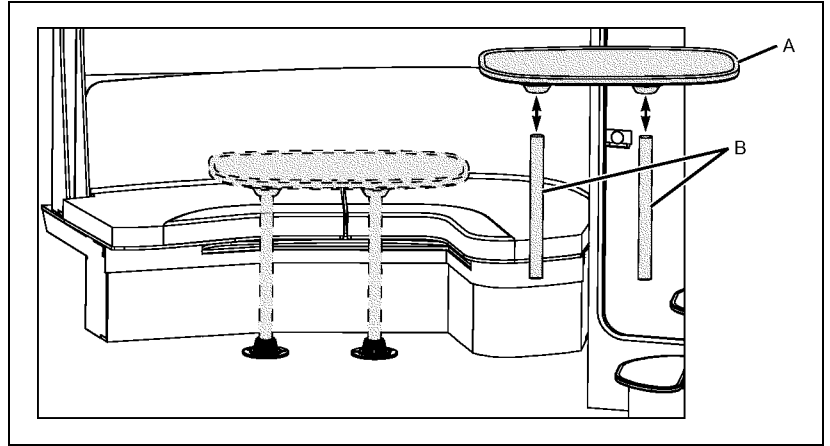
NOTICE

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

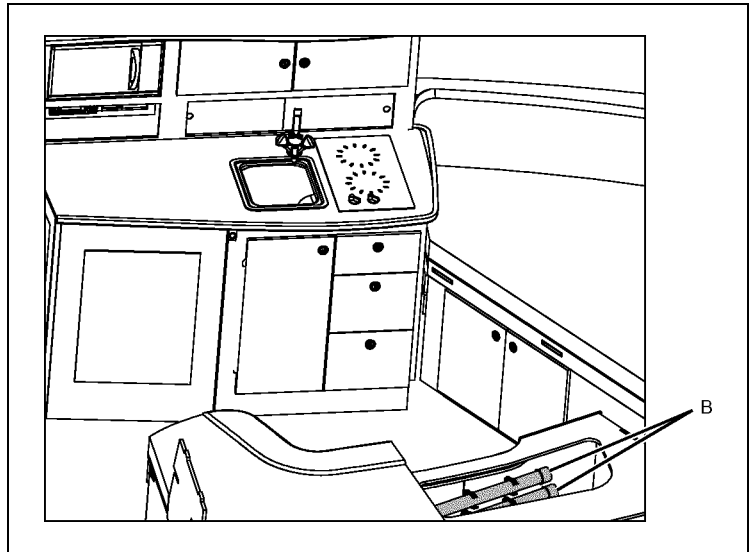
Chapter 9: Convertible Seats, Beds, & Tables

Dinette to Sleeping Berth Conversion

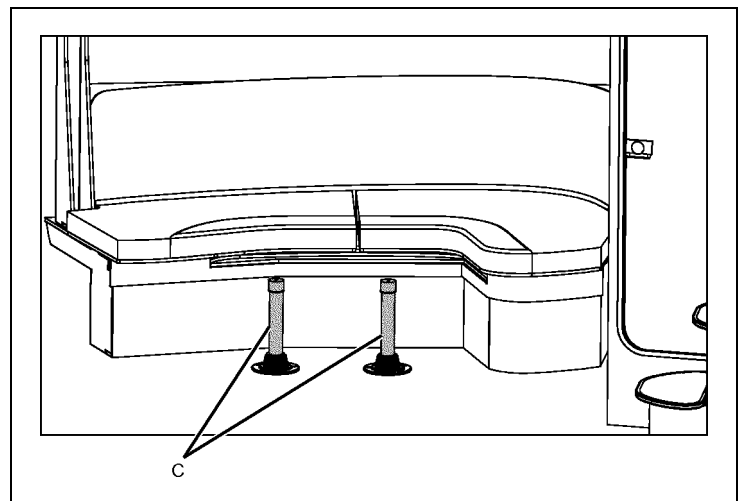
1. Remove the table (A) and the table legs (B).



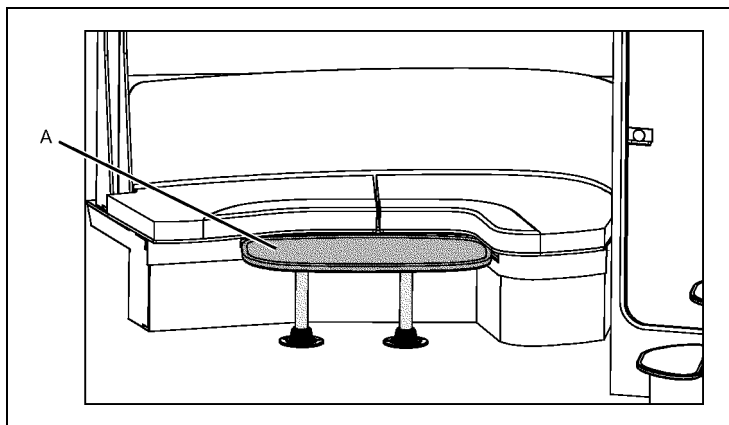
2. Securely store the table legs (B) in the clips provided under the forward dinette seat cushion.



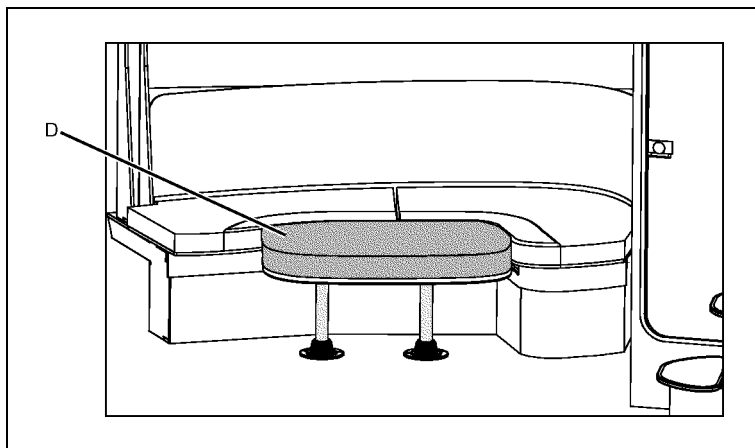
3. Place the shorter table legs (C) into the floor bases.



- 4. Place the table (A) so that it fits securely on the short table legs, and on the edge lips at the front of the dinette seats.

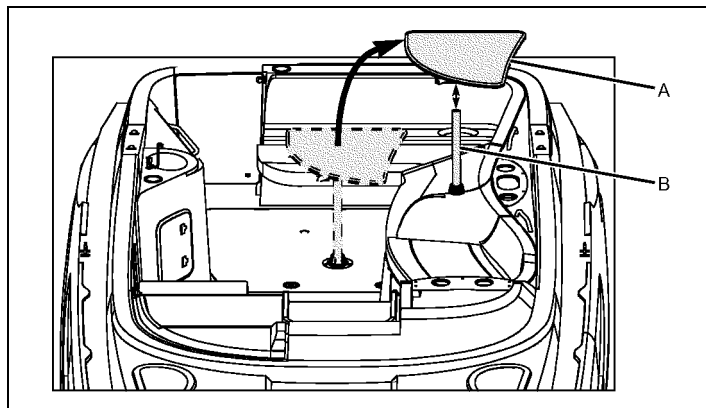


- 5. Place the filler cushion (D) on top of the table.

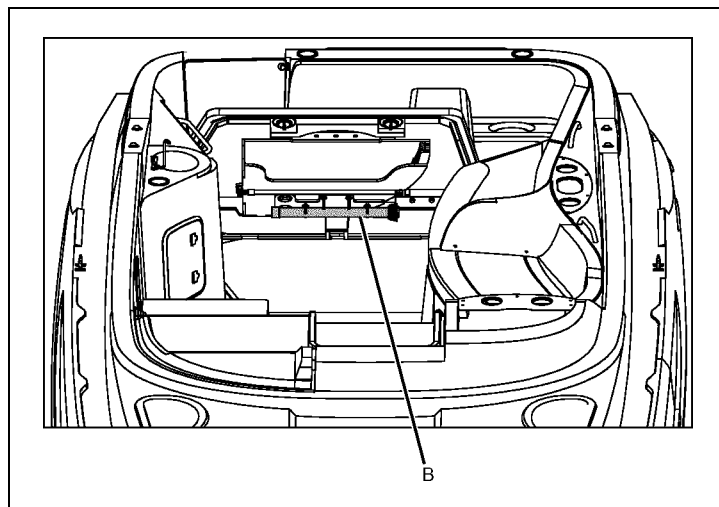


Cockpit Sunlounge Conversion

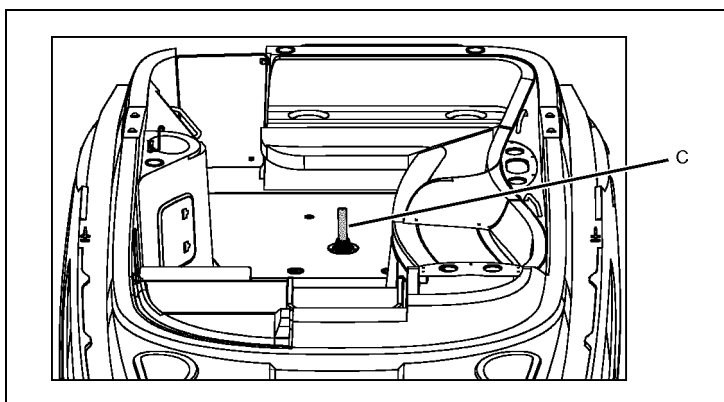
1. Remove the table (A) and the table leg (B).



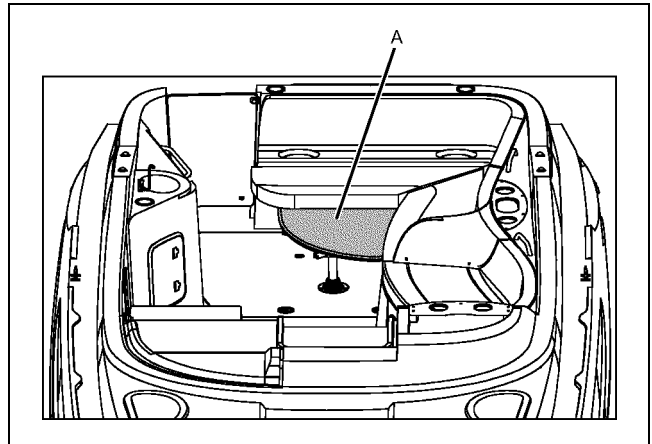
2. Securely store the table leg (B) on the underside of the engine room hatch.



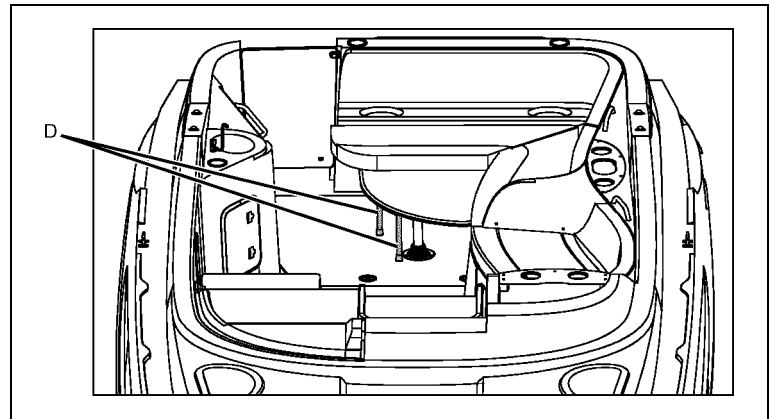
3. Place the shorter table leg (C) into the floor base.



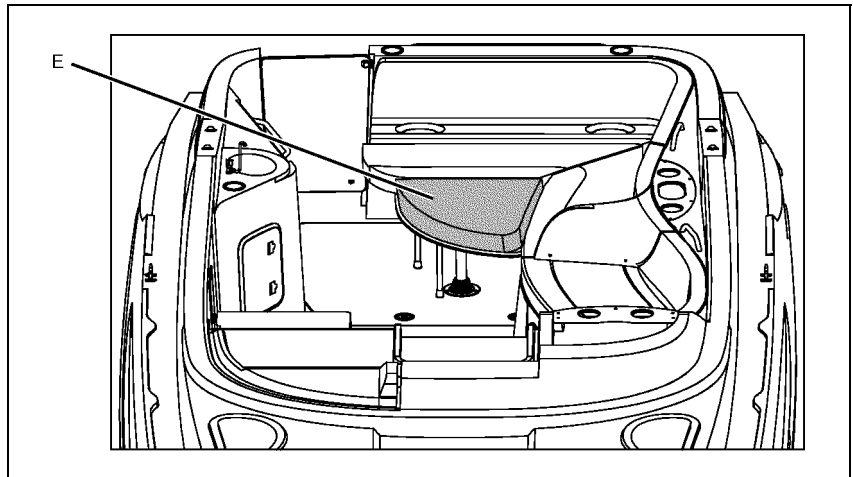
4. Place the table (A) so that it fits securely on the short table leg, and on the edge lips at the front of the aft cockpit seat cushion.



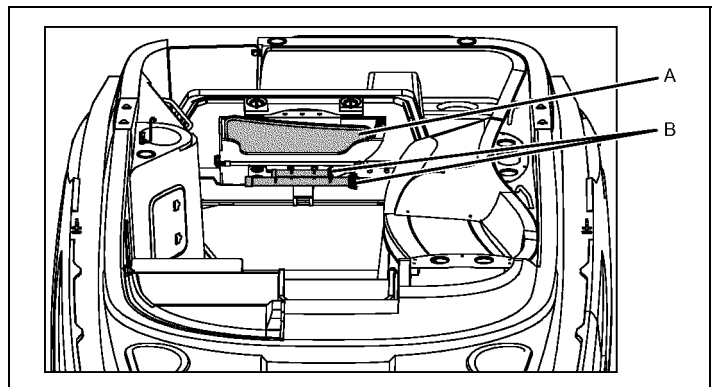
5. Pull the table support legs (D) down.



6. Place the filler cushion (E) on top of the table.



7. When not in use, store the table (A) and both table legs (B) on the underside of the engine room hatch.



Helm Seat Adjustments

NOTICE

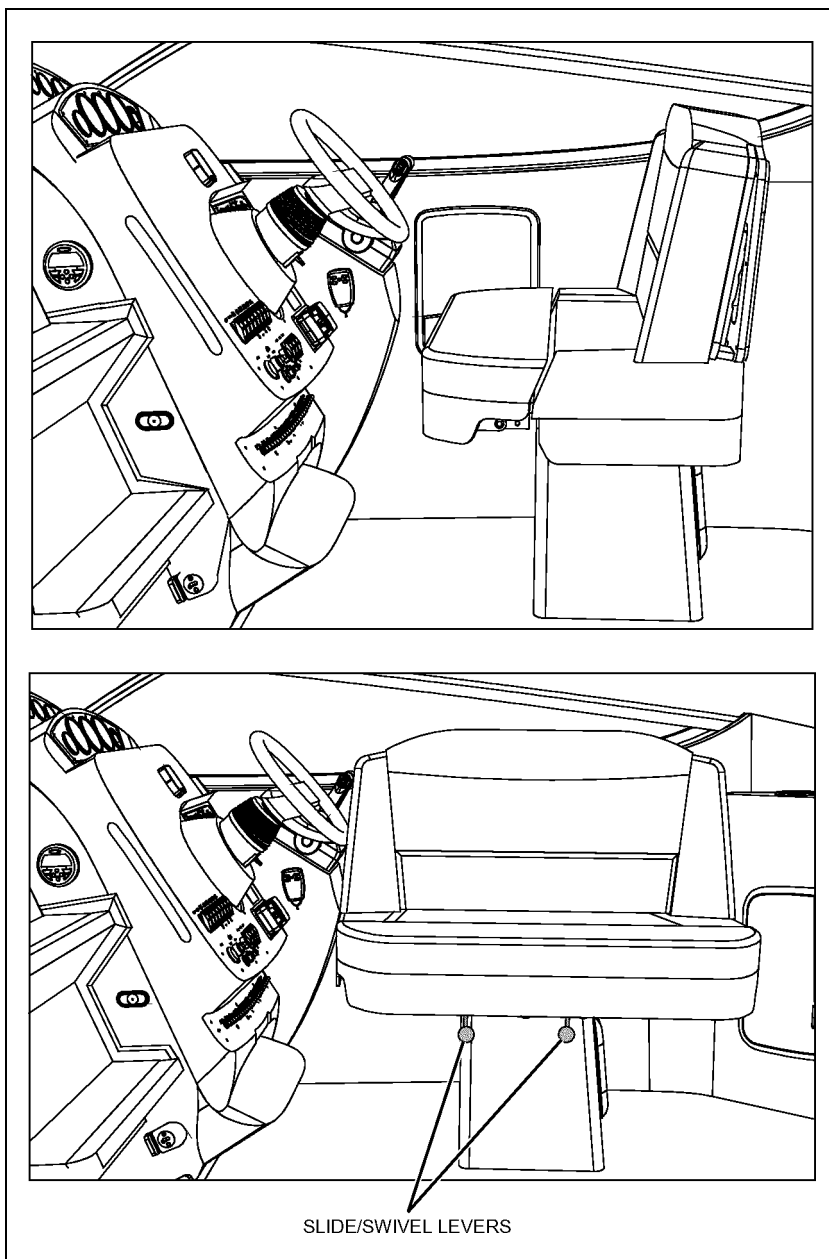
To rotate the helm seat, it ***MUST*** be in the forward or center position.

To Slide the Helm Seat Forward or Aft:

1. While seated, reach under the helm seat and pull the left-hand lever to the right.
2. Slide the helm seat forward or aft.
3. Release the lever to lock the seat in place.

To Swivel the Helm Seat:

1. As described as above, slide the helm seat forward.
2. Reach under the helm seat and pull the right-hand lever to the right.
3. Swivel the seat.
4. Release the lever to lock the seat into the desired position.
5. To return the helm seat to the forward facing position, repeat steps 1 through 4 in reverse order.




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

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

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

Navigation Lights


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

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




Spotlight

Read the spotlight operating instructions *before* using the spotlight.


Chapter 11: Electrical System


DANGER!







EXTREME FIRE, SHOCK and EXPLOSION HAZARD!

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



WARNING!

FIRE and EXPLOSION HAZARD!









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

1. Check the bilge areas for fuel vapors or leaking fuel. If you see leaking fuel or smell fuel vapors:
 - a. Do **NOT** start the engines or generator, 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 engines are running, **NEVER** turn *Off* the battery switches or disconnect the battery cables. Doing either could cause damage to your boat's engines and/or electrical system.

NOTICE

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

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

12-Volt DC System

Batteries

- The batteries supply electricity for lights, 12-volt accessories, engine starting and, if equipped, generator starting.
- The *Electrical* section in *Chapter 8* of the *Cruiser & Yacht Owner's Manual* provides battery care and maintenance instructions.

Battery Switches

⚠ CAUTION

⚡ SHOCK and ELECTRICAL SYSTEM DAMAGE HAZARD!

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

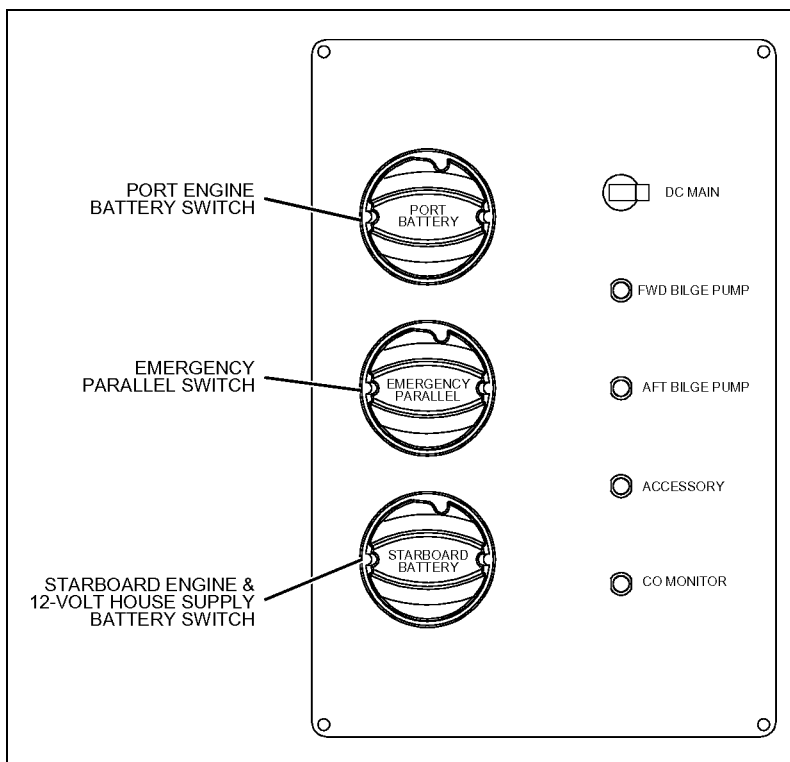
NOTICE

Make sure your selling dealer fully explains how to use the battery switches.

- Standby-loads, such as the automatic bilge pumps and the stereo memory, are not affected by the battery switches since they are wired directly to the batteries.
- Turn the battery switches to the *Off* position whenever your boat will be unoccupied for long periods of time.
- If either engine will not start because of a dead battery, the emergency battery parallel switch allows you to use the other batteries for engine starting.

Emergency Battery Parallel Switch

- If an engine will not start because its battery is dead, turn on the battery parallel switch to use the other batteries for engine starting.
- Turn *Off* the parallel switch as soon as the engine starts.



Fuses & Circuit Breakers

- Circuit breakers for engines and main accessory power are on the 12-volt DC push-to-reset circuit breaker panel and on the battery switch panel.
- For the locations of the battery switch panel and the 12-volt DC push-to-reset circuit breakers, see the *Component Locations* section in *Chapter 2* of this *supplement*.

NOTE: Some equipment may have secondary fuse protection at the unit, behind the battery switch panel, or at the batteries.

12-Volt DC Accessory Outlets



CAUTION

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

- The outlets can be used with any 12-volt device which draws 15-amps or less.
- Each 12-volt DC accessory outlet is protected by a 15-amp breaker on the 12-volt DC push-to-reset circuit breaker panel.
- For the locations of the 12-volt DC accessory outlets, see the *Component Locations* section in *Chapter 2* of this *supplement*.

Alternators

The alternators will keep the batteries properly charged when the engines are running at, or above, cruising speeds.

Battery Charger (If Equipped)



CAUTION

ENGINE and ELECTRICAL SYSTEM DAMAGE HAZARD!

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



CAUTION

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

- **Before** using the battery charger, read **all** instructions and warnings: (1) on the battery charger, (2) on the batteries, and (3) in the battery charger manual.
- The battery charger will automatically charge your boat's batteries when 110-volt AC power is being provided by shore power or generator power (if equipped), **and** the battery charger circuit breaker on the 110-volt AC master panel is **On**.
- The battery switches can be in any position during charging.
- During battery charging you may use 12-volt accessories, such as the lights and stereo, but battery charging will take longer.

110-Volt AC System

⚠ WARNING!

FIRE and ELECTRICAL SYSTEM DAMAGE HAZARD!

If equipped with a generator, *NEVER* bypass the power source lockouts. Using both shore power and generator power at the same time *WILL* cause major electrical system damage and could start a fire!

- The power source lockouts on the 110-volt AC master panel prevent the use of shore power and generator power at the same time.

⚠ CAUTION

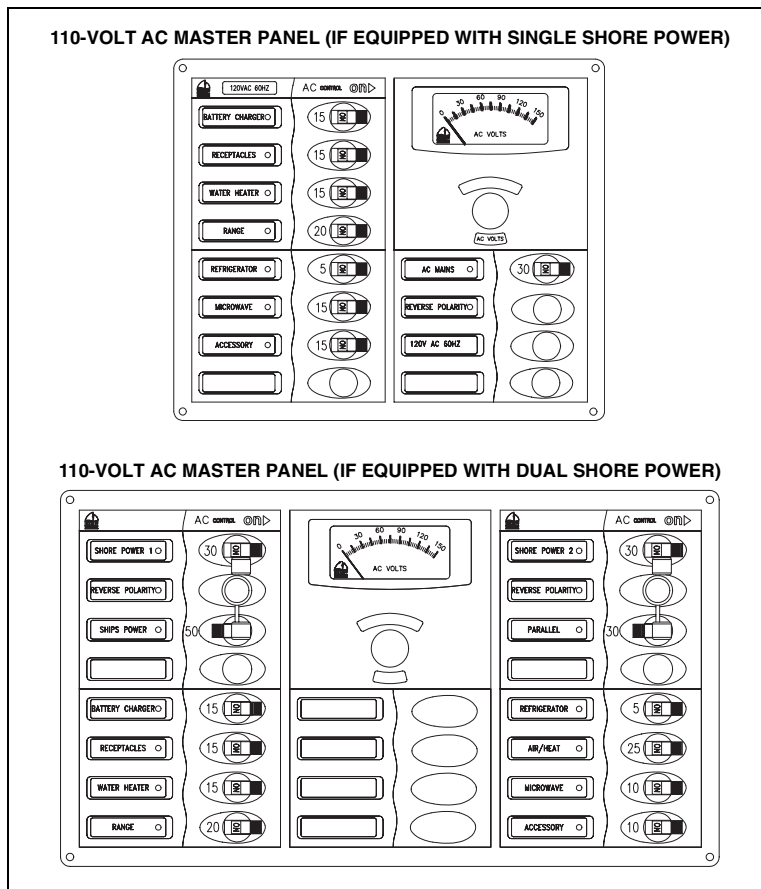
WATER HEATER DAMAGE HAZARD!

- Do *NOT* turn *On* the water heater circuit breaker on the 110-volt AC master panel until the water heater tank is *COMPLETELY* filled with water.
- The tank is full if water flows from the tap when the hot water is turned *On* in the galley.
- Even brief water heater operation with a dry tank *WILL* damage the heating elements.
- Warranty replacements will *NOT* be made on elements damaged in this manner.


NOTICE


- Whether using shore power or generator power, the use of several 110-volt AC accessories at the same time can result in an overloaded circuit.
- You may have to turn *Off* one or more accessories to use another accessory.

- To gain a basic understanding of your boat's 110-volt AC system, read the handbook, *A Boater's Guide To AC Electrical Systems*. If this handbook is not in your owner's packet, call 360-435-8957 and the handbook will be mailed to you.
- The 110-volt AC system can be energized by shore power, or generator power (if equipped).
- Individual breakers on the 110-volt AC master panel *must* be turned *On* to supply power to the accessories you wish to use.
- The 110-volt AC master panel may contain circuit breakers for accessories that are *not* available for your boat.





Shore Power


DANGER!



FIRE, EXPLOSION and SHOCK HAZARD!


- Use **ONLY** compatible shore power connectors and **NEVER** alter the connectors.
- Turn **Off ALL** breakers and switches on the 110-volt AC master panel **BEFORE** plugging in or unplugging the shore power cord.
- To prevent shock or injury from dropping a "hot" cord into the water:
 - a. **ALWAYS** plug the shore power cord into the boat inlet first, and then into the dockside outlet.
 - b. When unplugging from shore power, **ALWAYS** unplug the shore power cord from the dockside outlet first.
- **NEVER** leave the shore power cord plugged into the dockside outlet **ONLY**.
- **ONLY** use shore power cords approved for marine use. **NEVER** use ordinary indoor or outdoor extension cords.


WARNING!



SHOCK and ELECTRICAL SYSTEM DAMAGE HAZARD!


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


WARNING!


SHOCK and ELECTRICAL SYSTEM DAMAGE HAZARD!

- **BEFORE** each use, check the shore power cord for defects or damage.
- **NEVER** use a damaged or faulty cord since the danger of fire and electrical shock exists.
- Do **NOT** pinch the shore power cord in doors or hatches, or coil the shore power cord too tightly, since these situations can generate enough heat to result in a fire.
- If a shore power cord is dropped into the water, **COMPLETELY** dry the blades and contact slots **BEFORE** using.


CAUTION


ELECTRICAL SYSTEM DAMAGE HAZARD!

- **NEVER** connect to dockside power outside of North America unless you have the international electrical conversion option.
- Using several 110-volt AC accessories at the same time can result in an overloaded circuit. You may have to turn **Off** one or more accessories to use another accessory.
- Use double insulated or three-wire protected electrical appliances whenever possible.

- Single shore power 110-volt/60-hertz AC systems feature one 110-volt/30-amp shore power inlet.
- If your boat has an air conditioning system, a second (dual) 110-volt/30-amp inlet has been installed.
- Dual shore power inlets are labeled LINE 1 and LINE 2, which corresponds to the SHORE POWER 1 and SHORE POWER 2 master breakers on the 110-volt AC master panel.
- LINE 1 and LINE 2 are independent of each other except when the parallel switch is used.

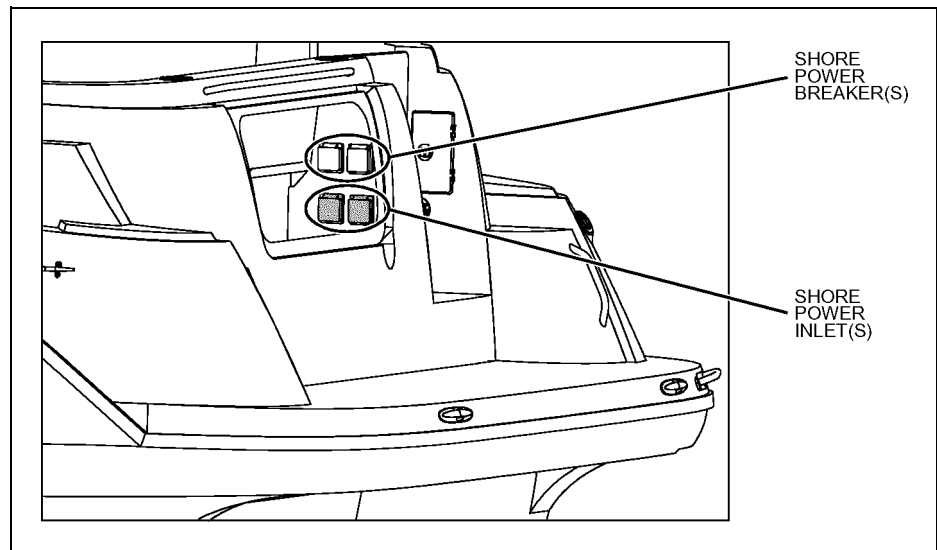
Connecting to Shore Power

WARNING!

SHOCK and ELECTRICAL SYSTEM DAMAGE HAZARD!

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

1. Review *all* hazard information at the beginning of this section, *Shore Power*.
2. Turn *Off* the shore power master circuit breaker(s) and *all* switches and breakers on the 110-volt AC master panel.
3. Attach the shore power cord(s) to the boat inlet(s) first, then to the dockside outlet(s).
4. Turn *On* the SHORE POWER 1 and SHORE POWER 2 (if equipped) master breaker(s) on the 110-volt AC master panel.
5. As needed, turn *On* the individual component breakers on the 110-volt AC master panel.



Parallel Switch (Only if Equipped with Dual Shore Power)


NOTICE

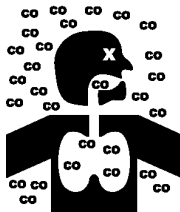
- When using the parallel switch do *NOT* exceed 30 total amps.
- The amperage of each component breaker is shown on the breaker itself.
- The voltage on each line can be read on the voltmeter on the 110-volt AC master panel.

When only one dockside outlet is available, you can use the parallel switch to provide power to both lines.

1. Connect to shore power as described in the *Connecting to Shore Power* section above.
2. Switch the parallel switch (transfers power from line 1 to line 2) *On* instead of the SHORE POWER 2 master breaker.
3. Turn *On* the individual component breakers as required.


Generator (If Equipped)



DANGER!



CARBON MONOXIDE POISONING HAZARD!

- Generators are a source of dangerous carbon monoxide gas (CO). Check the generator exhaust system for leaks *BEFORE* each use.
- Read the *Carbon Monoxide (CO)* section in *Chapter 1* of this supplement.



WARNING!



FIRE and EXPLOSION HAZARD!


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

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 generator or the engines, do *NOT* turn *On* any electrical devices, and 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* generator or engine starting, electrical system work, or turning on electrical devices.
 - If you smell fuel vapors and the generator is already running:
 - a. Shut *Off* the generator 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.


WARNING!

FLOODING and SWAMPING HAZARD!

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

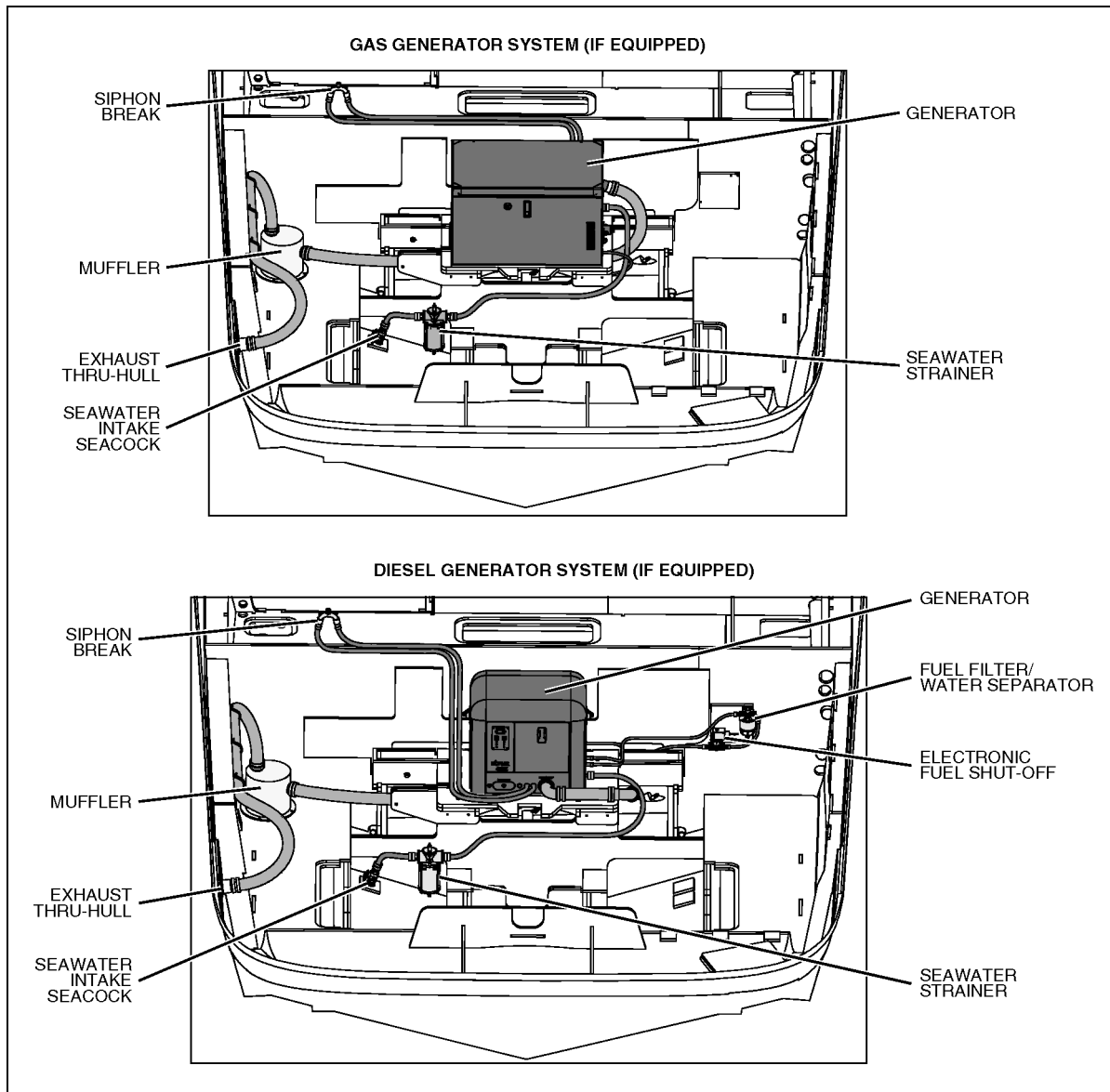

CAUTION

SYSTEM DAMAGE HAZARD!

- *ALWAYS* make sure the generator's seawater intake seacock is *Open* *BEFORE* starting, and during running of the generator.
- *NEVER* run the generator starter for more than 30 seconds. If the generator does not start, wait at least 30 seconds *BEFORE* trying again.
- After the generator starts, let the generator stabilize *BEFORE* turning *On* the component breakers on the 110-volt AC master panel.

NOTICE

Follow the starting and stopping instructions in the generator's operation manual.



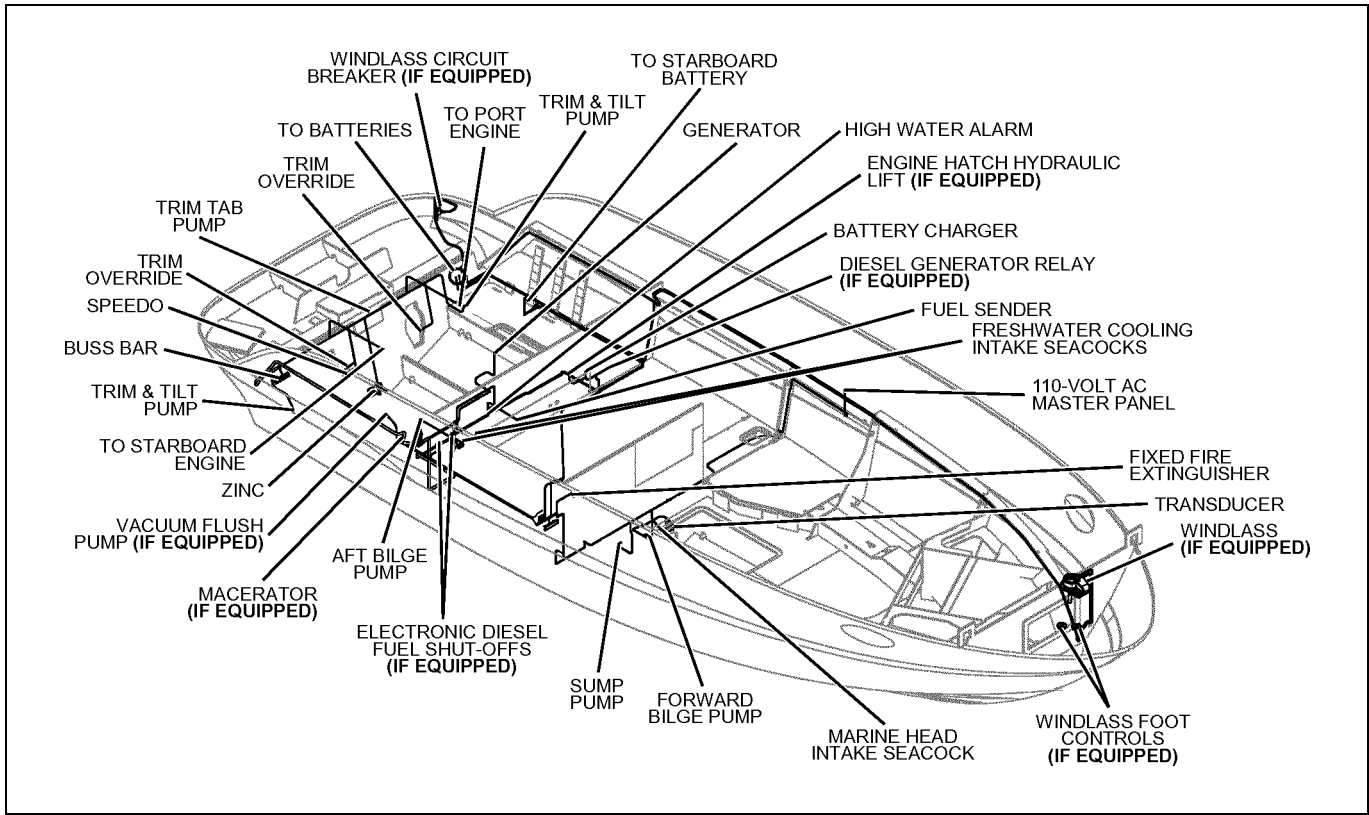
- When your boat is *not* connected to shore power, the generator can supply 110-volt/60-hertz power.
- **Before** using the generator, read the generator operation manual for pre-start checks and break-in procedures.
- **Refer to the generator manual for starting/stopping instructions.**

Important generator notes:

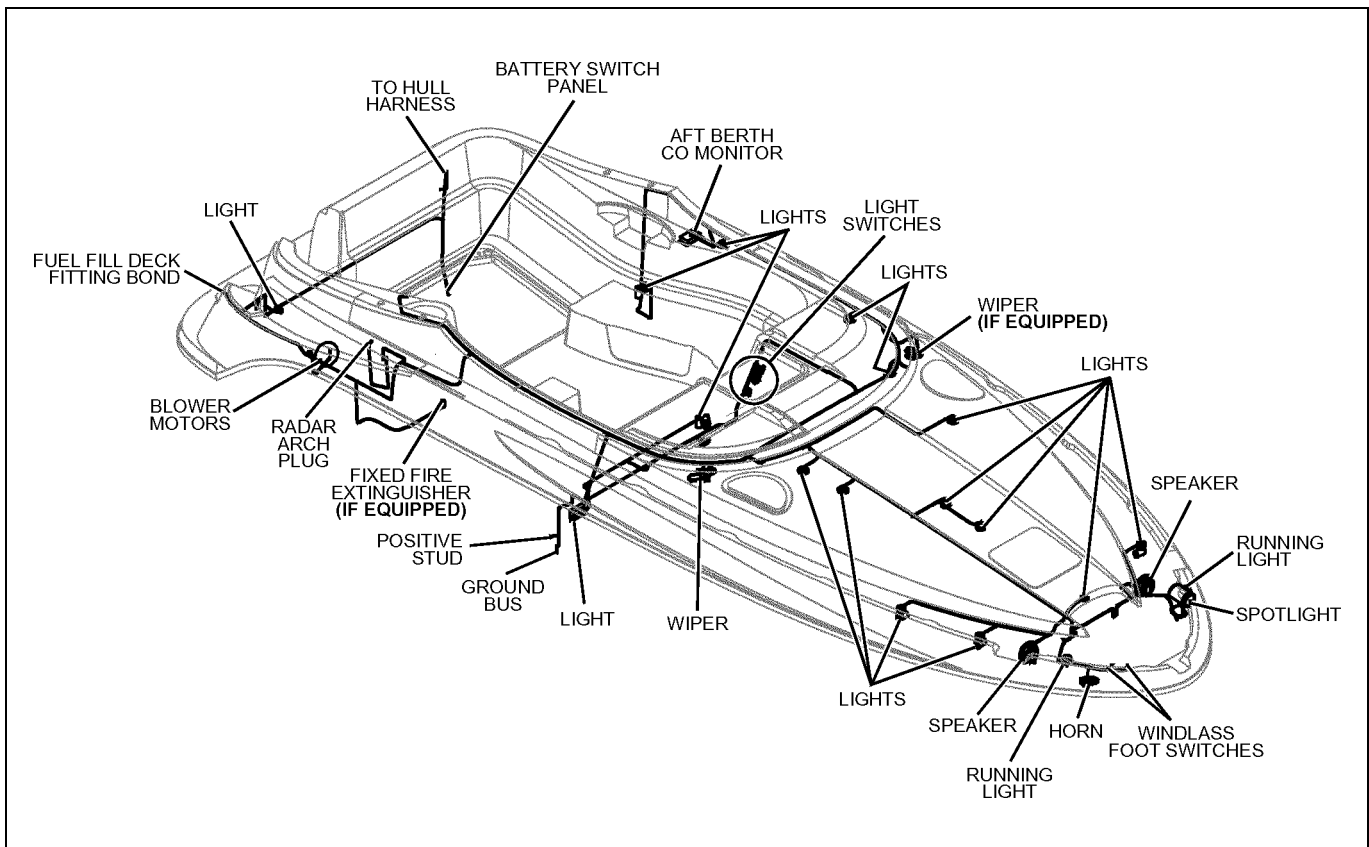
- Polarity has been established in the installation of the generator. Therefore the polarity lights will *not* function in this mode.
- Fuel to run the generator is supplied from the fuel tank.
- Periodically replace the fuel filter on the generator to make sure it remains clean and free of debris.
- Diesel generators also have a fuel filter/water separator. Service instructions are provided on the fuel filter/water separator.
- The coolant mixture installed at the factory consists of equal parts of water and antifreeze (Ethylene Glycol).
- Check the generator's seawater strainer for leaks and/or debris *before* each use.

Electrical Routings

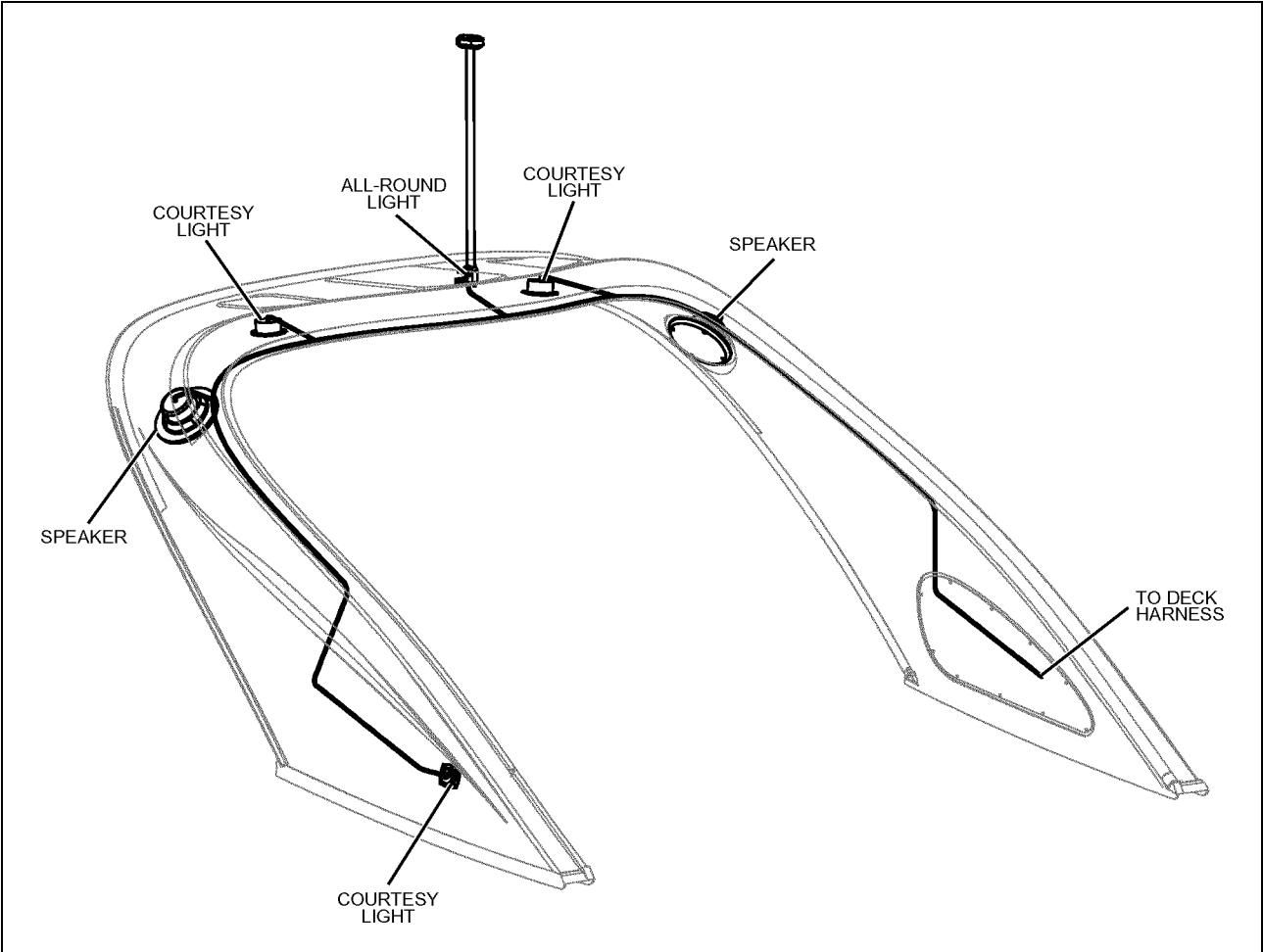
12-Volt DC Hull Harness



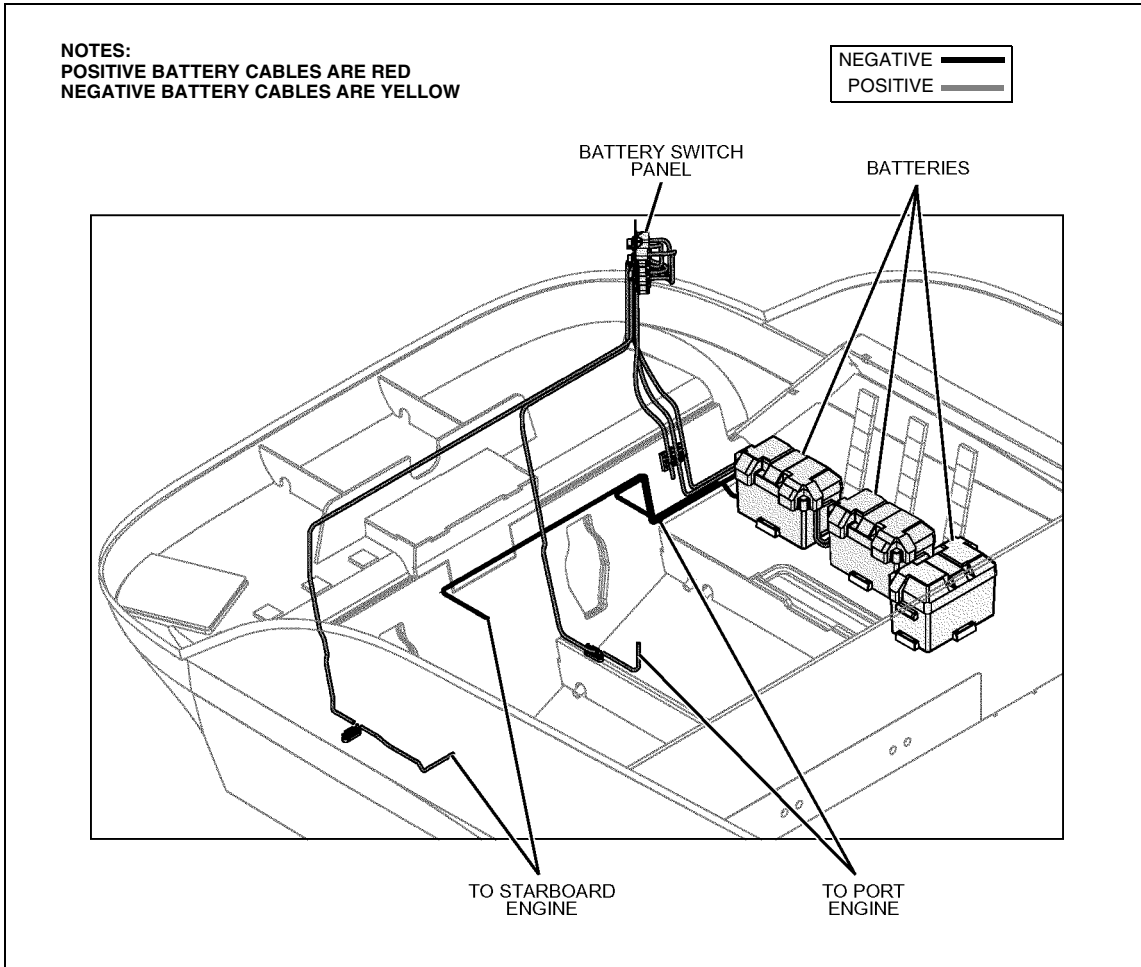
12-Volt DC Deck Harnesses



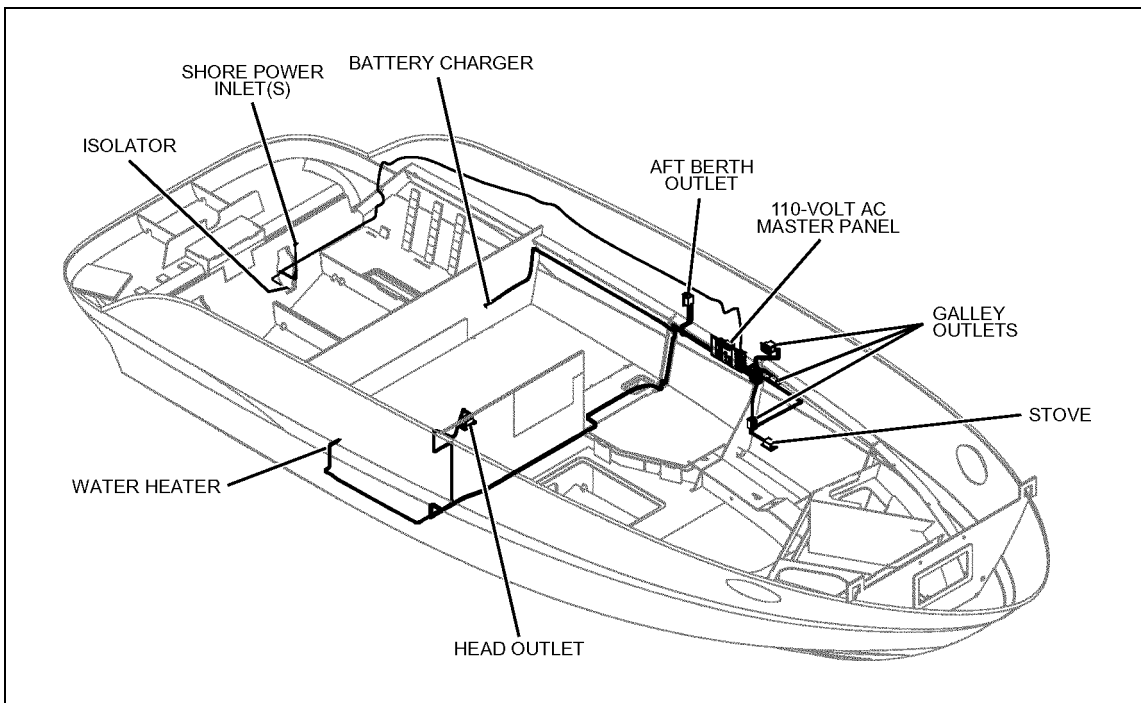
12-Volt DC Radar Arch Harness



Battery Cable Routings



110-Volt AC Hull Harness



Important Records

Selling Dealer

Name Of Dealership

Address

Phone/FAX/E-mail

Sales Manager

Service Manager

Key Numbers

Ignition

Other

Electronics

Manufacturer

Model Name/Number

Serial Number

Manufacturer

Model Name/Number

Serial Number

Manufacturer

Model Name/Number

Serial Number

Manufacturer

Model Name/Number

Serial Number

Manufacturer

Model Name/Number

Serial Number

Manufacturer

Model Name/Number

Serial Number

Manufacturer

Model Name/Number

Serial Number

Engine

Manufacturer

Model Name/Number

Engine Serial Number

Oil Type/SAE

Quarts per Engine

Filter Type

Propeller

Manufacturer

Pitch

Model Number

Float Plan

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

Description of Boat

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

Full Name		
Age	Health	Phone Number
Full Name		
Age	Health	Phone Number
Full Name		
Age	Health	Phone Number

Operator of Boat

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

Full Name		
Age	Health	Phone Number
Full Name		
Age	Health	Phone Number
Full Name		
Age	Health	Phone Number

Persons Onboard

Full Name		
Age	Health	Phone Number
Full Name		
Age	Health	Phone Number

Full Name		
Age	Health	Phone Number
Full Name		
Age	Health	Phone Number

Survival Equipment

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

Vehicle Description

Make	Model
Color	License Number
Where is the Vehicle Parked?	

Trip Expectations

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

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

Coast Guard Phone Number
Local Authority Phone Number

Part Number 1940046

Bayliner • P.O. Box 9029 • Everett, WA 98206 • 360-435-5571