

2900 SE Sport Express Cruiser Owner's Manual Supplement

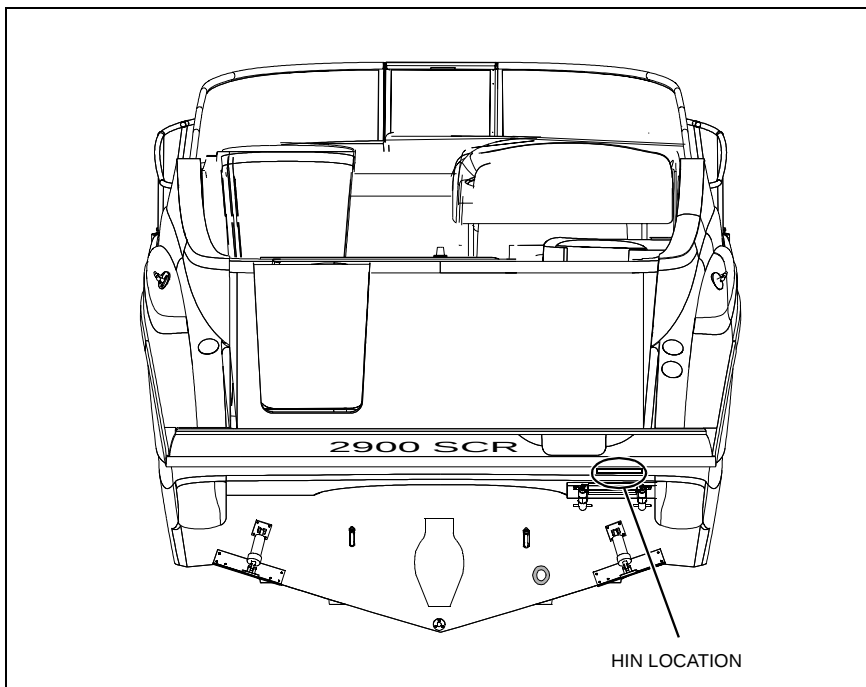
MAXUM®

Engine Serial Number: _____

Hull Identification Number: _____

Hull Identification Number

- The Hull Identification Number (HIN) is located on the starboard side of the transom.
- Record the HIN (and the engine serial number) in the space provided above.
- Please refer to the HIN for any correspondence or orders.



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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!**

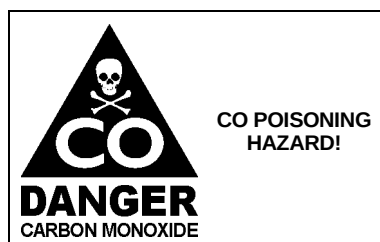
This box alerts you to hazards or unsafe practices which *COULD* result in severe personal injury or death if the warning is ignored.

 **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.



Chapter 1: Welcome Aboard!

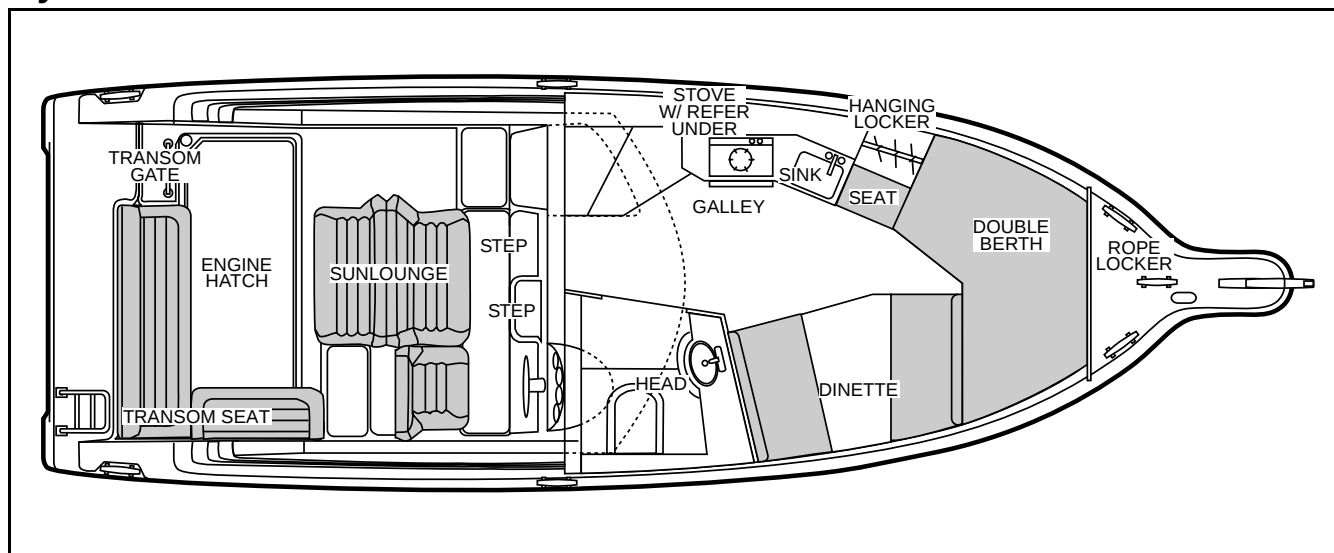
This *Owner's Manual Supplement* provides specific information about your boat that is not covered in the owner's manual. Study the *Cruiser & Yacht Owner's Manual* and this *Supplement* carefully. Keep the *Cruiser & Yacht Owner's Manual* and this *Supplement* on your boat in a secure, yet readily available place.

Dimensions & Tank Capacities

Overall Length	Max. Bridge Clearance*	Beam	Draft	Fuel Tank Capacity (gal)	Water Tank Capacity (gal)	Holding Tank Capacity (gal)
29' 10"	9' 7"	9' 9"	3' 3"	102	30	16

* Includes radar arch and mast head with optional electronics package.

Layout View



Dealer Service

- Ask your dealer to explain all systems before taking delivery of your boat.
- Your dealer is your key to service.
- 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 Maxum dealer.

Warranty Information

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

Boating Experience



WARNING!

CONTROL HAZARD!

A qualified operator *must* be in control of the boat at *all* times. *Do not* operate your boat while under the influence of alcohol or drugs.

If this is your first boat or if you are changing to a type of boat you are not familiar with, make sure that you obtain handling and operating experience before assuming command of the 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>
- 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 yacht club can advise you of local sea schools or competent instructors.

Safety Standards



DANGER!



FALLING and ROTATING PROPELLER HAZARD!

NEVER allow anyone to ride on parts of the boat *not* designed for such use.

- Sitting on seat backs, lounging on the forward deck, bow riding, gunwale riding or occupying the transom platform while underway is especially hazardous and *will* cause personal injury or death.



DANGER!



ROTATING PROPELLER and CARBON MONOXIDE POISONING HAZARD!

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



DANGER!

PERSONAL SAFETY HAZARD!

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

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, all of them were designed to insure your safety, and the safety of other people, vessels and property.

In addition to this Owner's Manual Supplement, please read the Cruiser & Yacht Owner's Manual and all accessory instructions for important safety standards and hazard information.

Engine & Accessory Guidelines

NOTICE

When storing your boat please refer to your engine's operation and maintenance manuals.

- Your boat's engines and accessories were selected to provide optimum performance and service.
- Installing different engines or other accessories may cause unwanted handling characteristics.
- Should you choose to install different engines or to add accessories that will affect the boat's running trim, have an experienced marine technician perform a safety inspection and handling test before operating your boat again.
- **Certain modifications to your boat will result in the cancellation of your warranty protection. Always** check with your dealer **before** making any modifications to your boat.

Engine & Accessory Literature

- The engines and accessories installed on your boat come with their own operation and maintenance manuals.
- Read and understand these manuals **before** using the engines and accessories.
- Unless noted otherwise, **all** engine and accessory literature referred to in this *Owner's Manual Supplement* is included in your owner's packet.

Qualified Maintenance



WARNING!

To maintain the integrity and safety of your boat, only qualified personnel should perform maintenance on, or in any way modify: The steering system, propulsion system, engine control system, fuel system, environmental control system, electrical system or navigational system.

Failure to maintain your boat's systems as designed could violate the laws in your jurisdiction and could expose you and other people to the danger of bodily injury or accidental death. Follow the instructions provided in the *Cruiser & Yacht Owner's Manual* this owner's manual supplement, the engine owner's manual and **all** accessory instruction sheets/manuals included in your boat's owner's packet.

Structural Limitations

The transom platform and bow platform are designed to be lightweight for proper boat balance. The load limit for these platforms and the command bridge is 30 pounds per square foot, evenly distributed.

Special Care For Moored Boats

NOTICE

- To help seal the hull bottom and reduce the possibility of gelcoat blistering on moored boats, 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 the boat's beauty, greatly affect its performance and may damage the gelcoat.
- There are two methods of slowing marine growth:
 1. Periodically haul the boat out of the water and scrub the hull bottom with a bristle brush and a solution of soap and water.
 2. Occasionally re-paint the hull below the waterline with a good grade of anti-fouling paint.

Sacrificial Anodes (Zincs)

Your boat is equipped with sacrificial anodes (zincs) to protect underwater metal parts from excessive deterioration. Check the zincs regularly and replace them if they have deteriorated more than 70%.

There are many factors that affect the rate at which the zincs deteriorate, including:

- Water temperature
- Salinity
- Water pollution

Stray current from the boat or dock may cause complete deterioration in just a few weeks. If there is rapid zinc deterioration, measure the electrolytic corrosion around your boat with a Corrosion Test Meter. If the zincs are **not** bonded correctly, they will **not** provide protection.

NOTICE

Do not paint between the zinc and the metal surface it contacts and do not paint over the zincs.

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 <i>will</i> cause BRAIN DAMAGE or DEATH. • Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal.

Facts about CO

- 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.

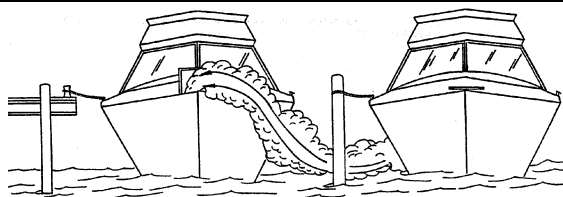
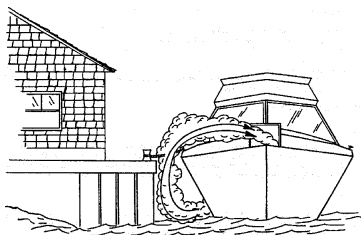
Factors That Increase the Effects of CO Poisoning

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

Where and 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.

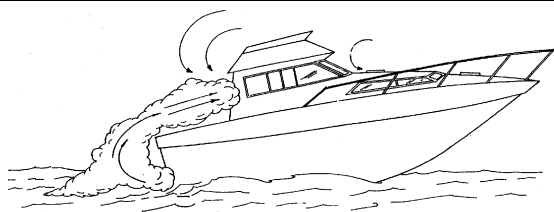


- B. Mooring too close to another boat that is using its engine, generator, or other fuel burning device.

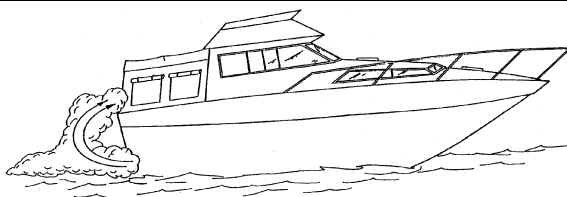
To correct stationary situations A and/or B:

- **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 and Others From CO

- Know where and how CO may accumulate in and around your boat (see above).
- Maintain fresh air circulation throughout the boat at **all** times.
- 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 swim platform while the engine(s) are running.
- **Never** enter the areas under swim platforms where exhaust outlets are located. Although CO can be present without the smell of exhaust fumes, if exhaust fumes are detected on the boat, take **immediate** action to dissipate these fumes.
- Treat symptoms of seasickness as possible CO poisoning. Get the person into fresh air **immediately**. Seek medical attention—unless you're sure it's **not** CO.
- Install and maintain CO alarms inside your boat. **Do not** ignore any alarm. Replace alarms as recommended by the alarm 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>

Trip Checklist

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

Monthly Checklist

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

Annual Checklist

Have a Qualified Marine Technician:

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

Carbon Monoxide Alarm System

 DANGER!	
	CARBON MONOXIDE POISONING HAZARD! - The house battery switch <i>must</i> be in the On position for the CO Monitors to work. - If your boat will be unattended for an extended period of time, turn Off the house battery or the CO Monitors <i>will</i> drain the house battery.

NOTICE
The stereo memory and CO monitor(s) 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, or disconnect the battery if shore power is <i>not</i> an option.

- Do not** disconnect the alarm system.
- Read and understand the manufacturer's instructions for your CO alarm system. If you did **not** receive an instruction manual, call (800) 383-0269 and one will be mailed to you.

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

More Information

For more information about how you can prevent carbon monoxide poisoning on recreational boats and other ways to boat more safely, 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)

3069 Solomon's Island Road
Edgewater, MD 21037-1416
www.abycinc.org
410-956-1050

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>

Boat Lifting



WARNING!

PERSONAL INJURY and /or PRODUCT OR PROPERTY DAMAGE HAZARD!

- Lifting slings may slip on the hull. Avoid serious injury or death by securing the slings together *before* lifting.



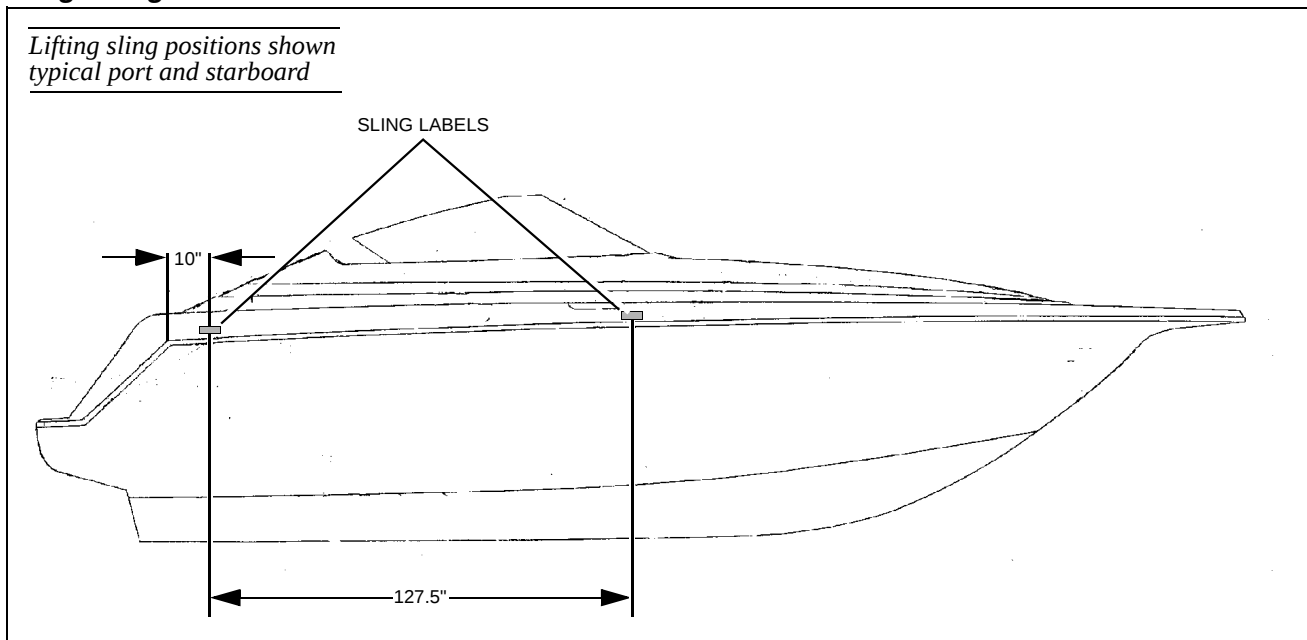
CAUTION!

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 the lifting point.

- *Always* follow the lift equipment's instructions and requirements.
- If there is water in the bilge, pump or drain the water out of the bilge *before* lifting your boat. Water in the bilge can shift and change the balance of the load.

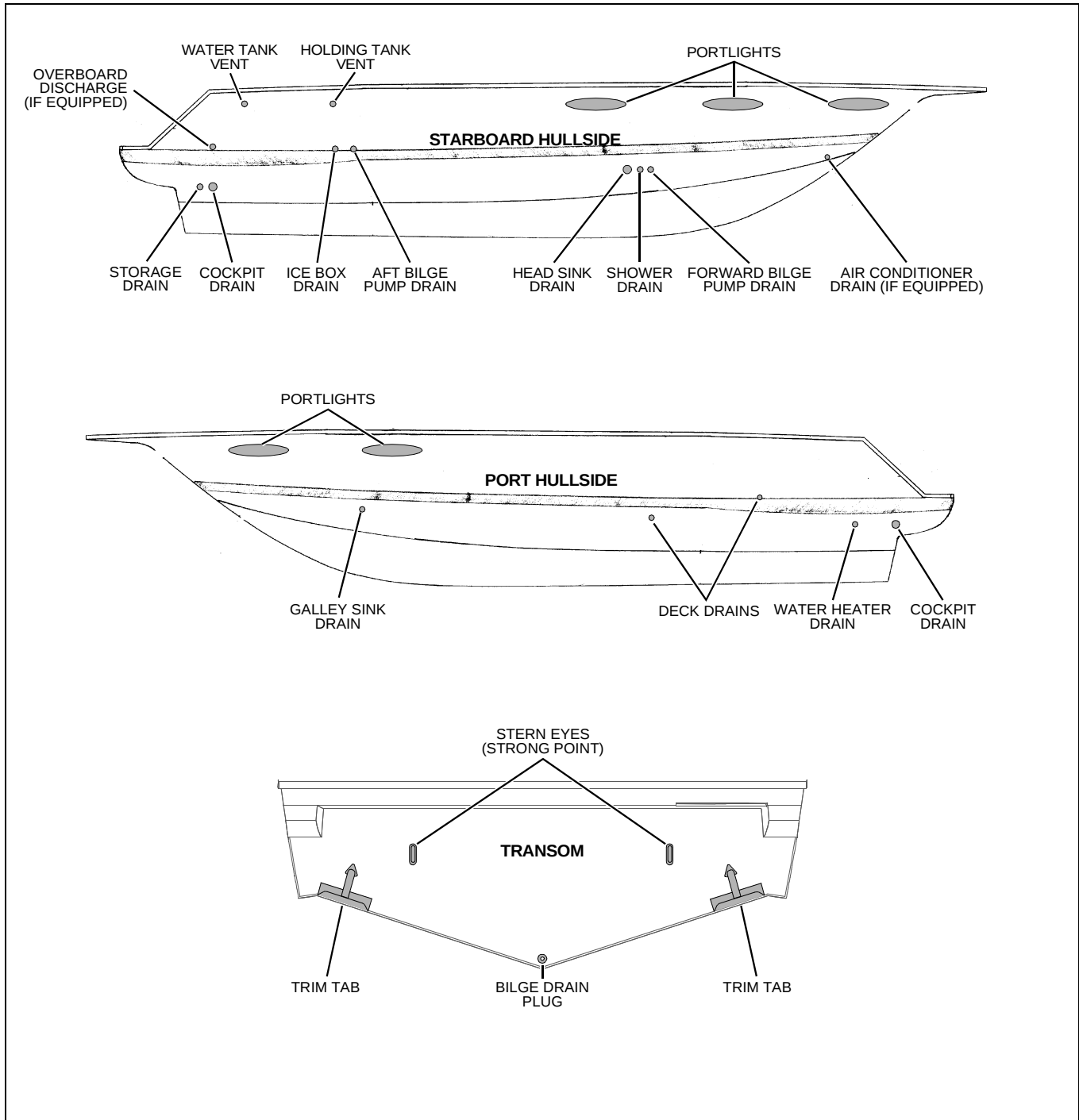
Lifting Sling Positions



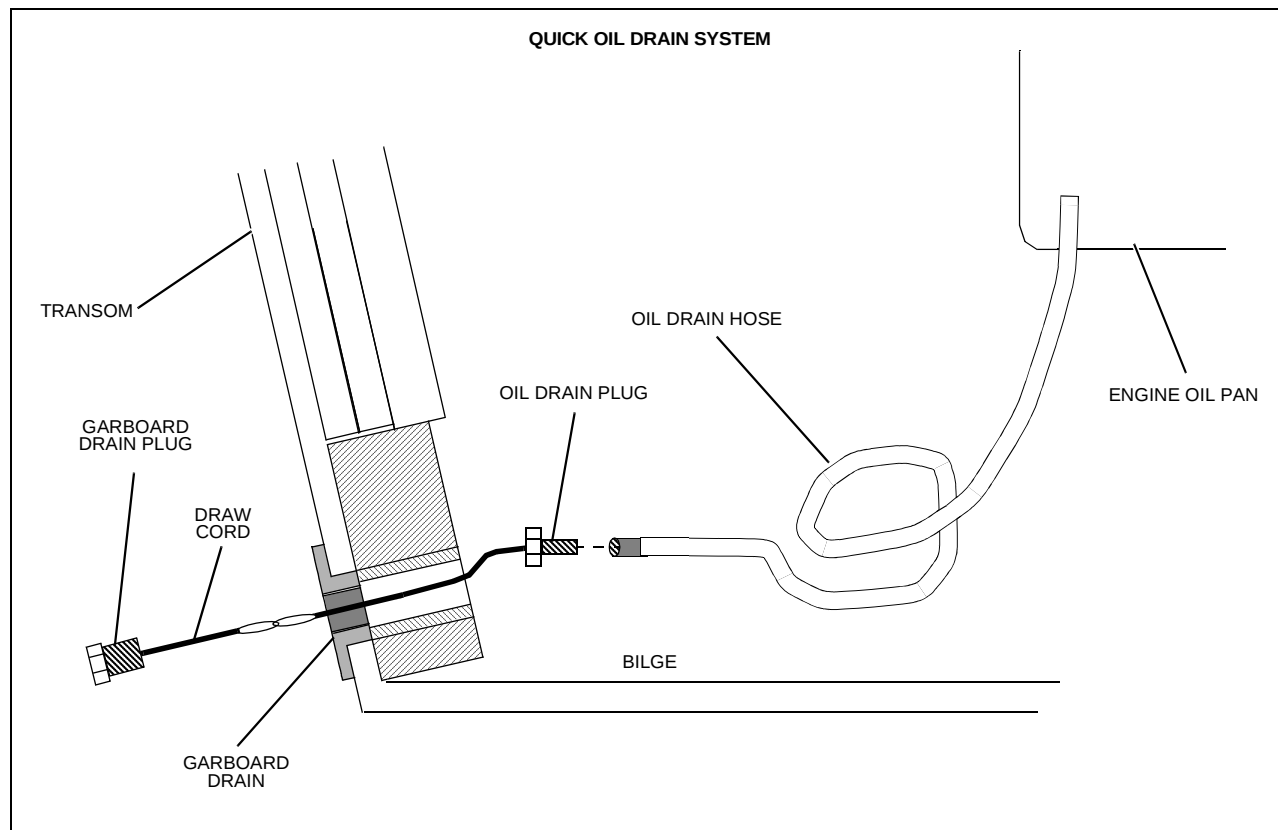
When lifting your boat, always position the lifting slings at the port and starboard sling label positions as shown in the illustration above.

Chapter 2: Components/Systems

Hullside Exterior Hardware & Drains



Quick Oil Drain System



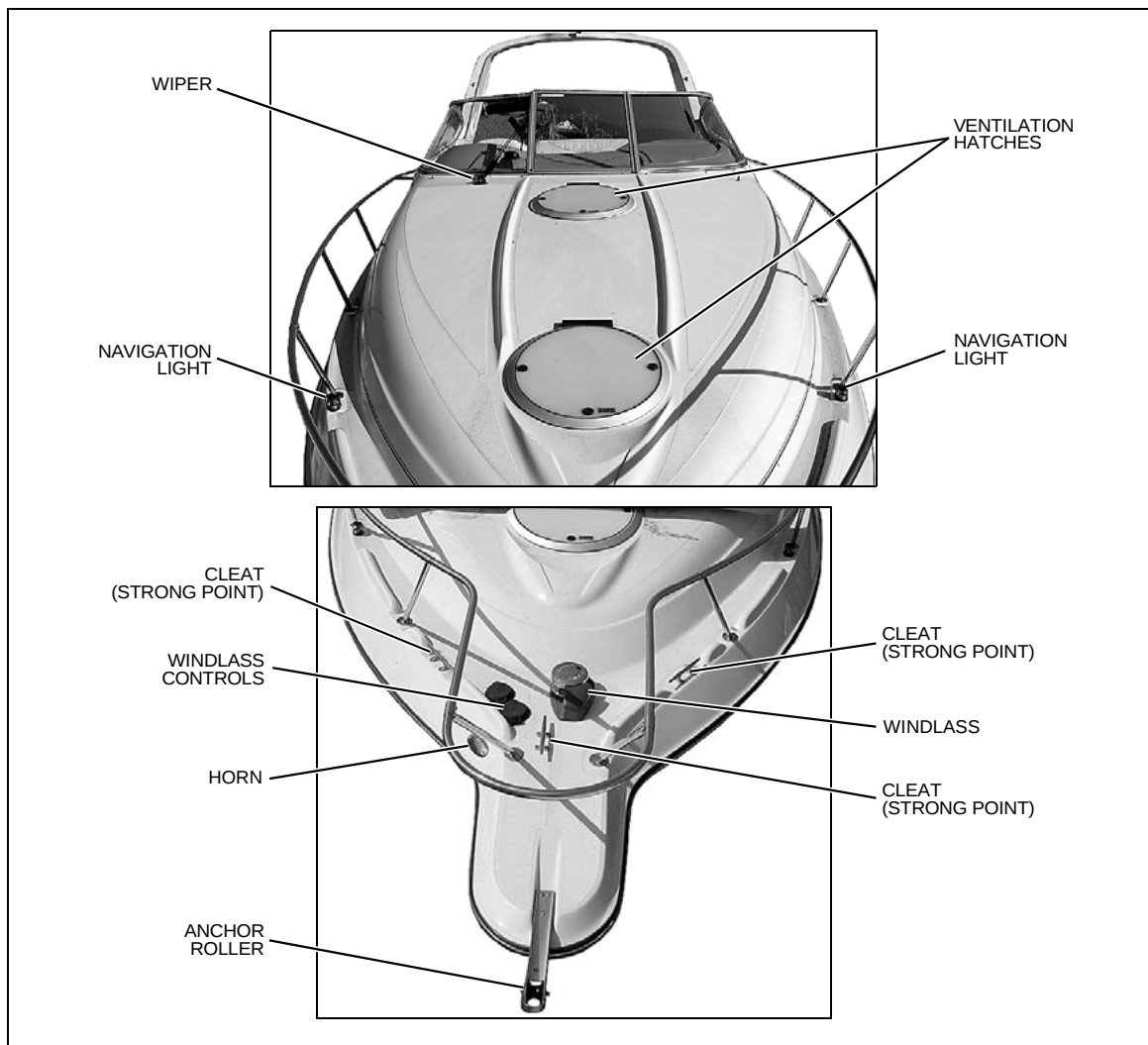
To drain the engine oil:

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

Always dispose of waste oil in accordance with local regulations.

Deck Exterior Hardware

Forward Deck Hardware



Anchor Windlass (If Equipped)

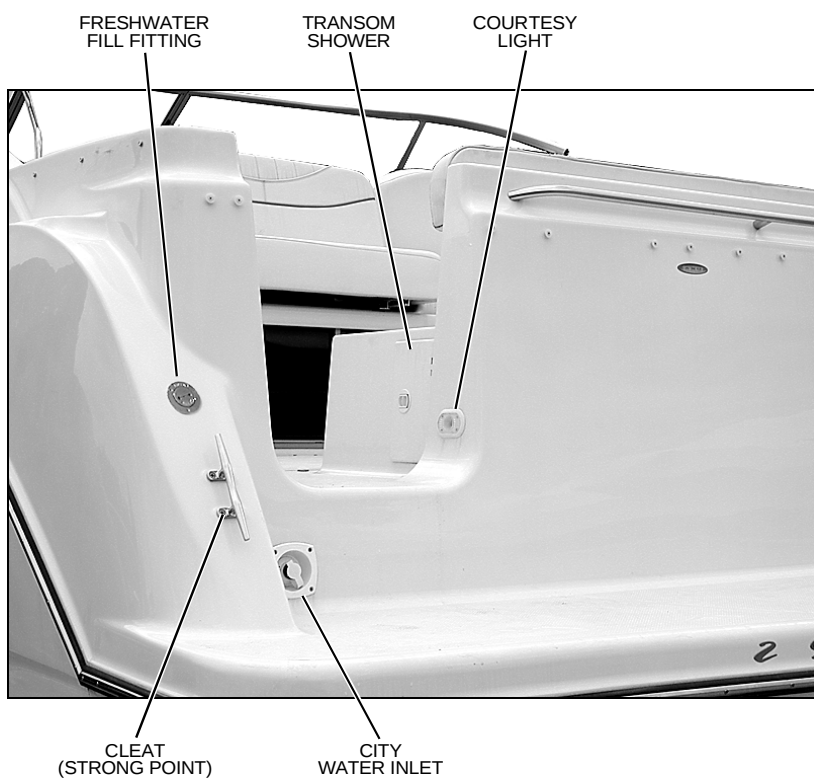
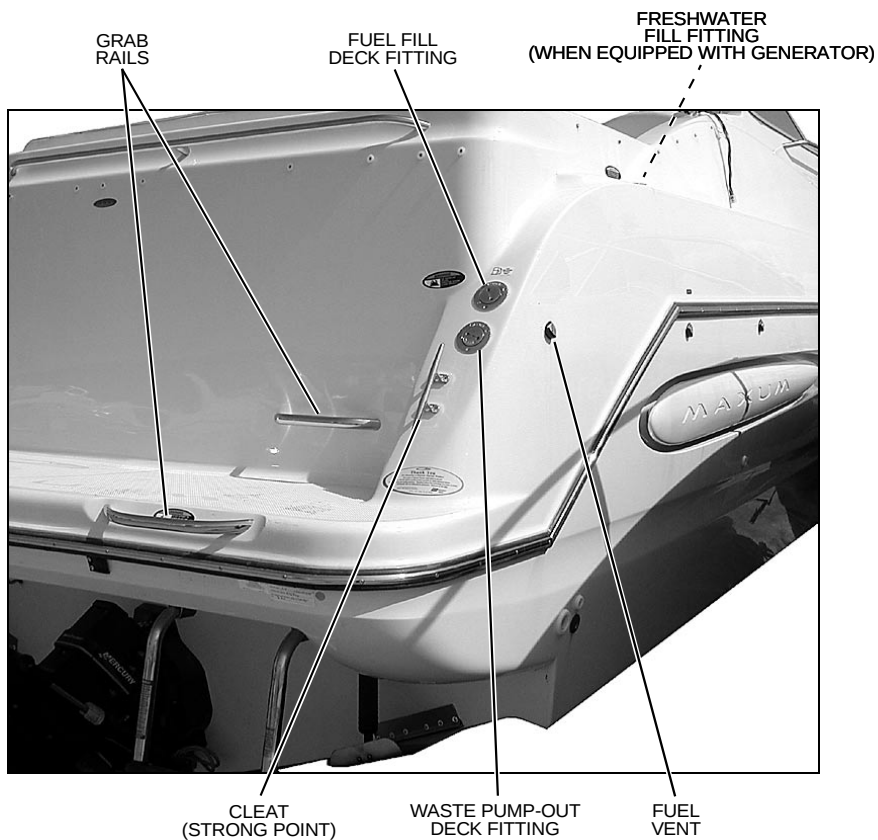
Please read the manufacturer's instructions in your boat's owner's packet.

To haul the anchor:

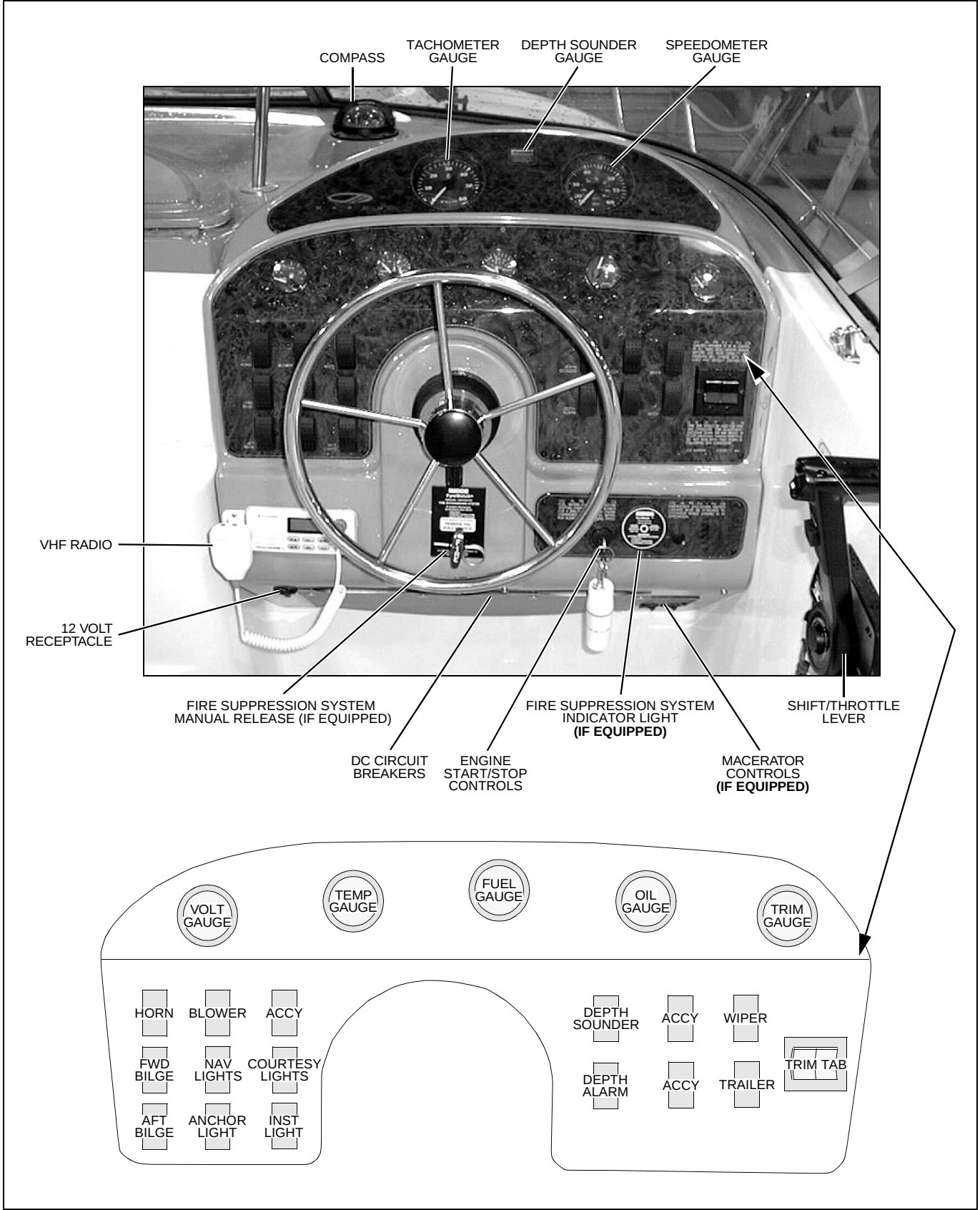
1. Use engine power (*not* the windlass) to move the boat to, and directly over, the anchor.
2. Turn **On** the windlass to disengage the anchor from the bottom by pulling it straight up.

DO NOT pull the boat to the anchor using the windlass or continue to use the windlass if it stalls or is overloaded.

Aft Deck Hardware



Helm Layout



Navigation & Communication Equipment

The owner's packet contains manuals for **all** navigation & communication equipment installed on your boat. Thoroughly read and understand these manuals **before** using these systems for the first time and observe the following:

VHF Radio

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

Depth Finder

Your boat may be equipped with a depth finder (depth sounder) at the helm station. The depth finder provides you with measurements of water depth beneath the boat.



WARNING!

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

Compass

Your boat is equipped with a compass at the helm station. Carefully read and follow the manufacturer's calibration and usage instructions provided in the boat's owner's packet.

NOTICE

Compass accuracy can be affected by many factors. Have a qualified 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 each helm.

Global Positioning System (GPS) (If Equipped)

Your yacht may feature a GPS system at the lower helm. GPS receivers provide reliable and accurate position data, anywhere in the world.



WARNING!

The GPS system should *not* be relied upon as the only aid to navigation. A qualified operator *must* monitor the GPS system at *all* times and keep 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 many factors, including equipment failure or defects, environmental conditions & improper handling or use.

Lighting

Navigation and Interior Lights



CAUTION!

- **Avoid the storage of gear where it would block navigation lights from view.**
- **Be conservative in the use of battery power. Prolonged usage of cabin interior lights (overnight) will result in a drained battery.**

Read and understand the navigation light section of the *Cruiser & Yacht Owner's Manual*. The navigation and interior lights installed on your boat are of top quality, but they may fail occasionally for various reasons:

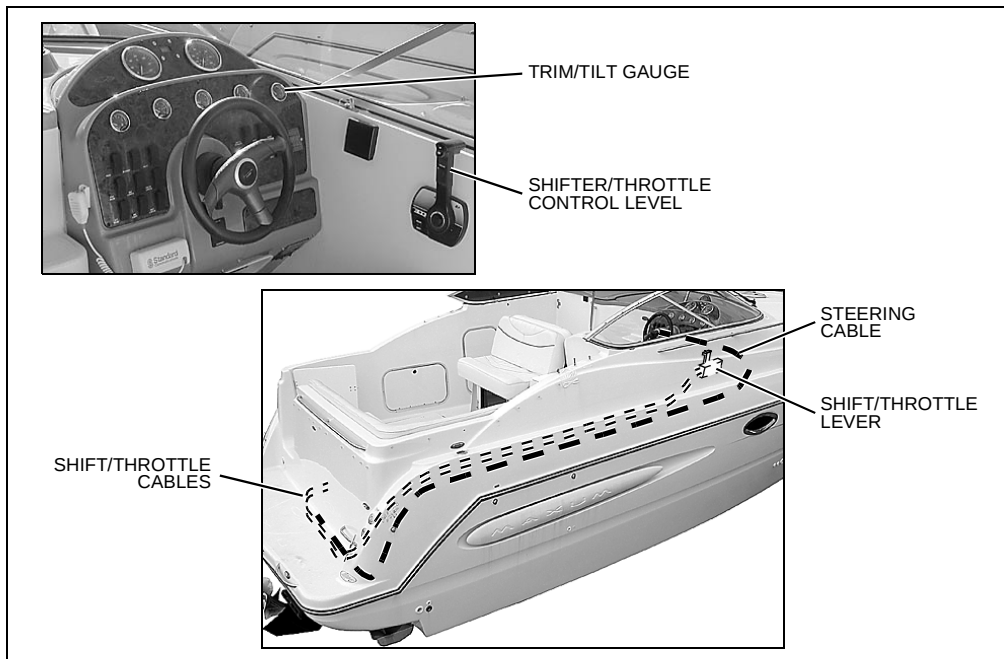
1. There may be a blown fuse - *replace the fuse.*
2. The bulb may be burned out - *carry spare bulbs for replacement.*
3. A wire may be damaged or may have come loose - *repair as required.*
4. The bulb base may be corroded - *clean the base and coat it with non-conductive electrical lubricant.*

Controls

Power Trim and Tilt

The stern drive on your boat is equipped with power trim and tilt.

Trim and tilt instructions are provided in the engine operation manual, included in your owner's packet.



Trim Tabs



WARNING!

LOSS OF CONTROL HAZARD!

Improper use of trim tabs *will* cause loss of control!

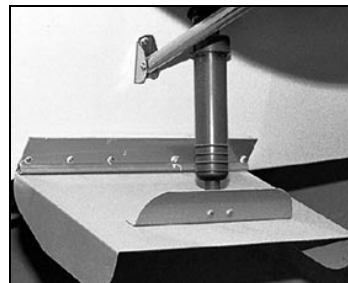
- **Do not** allow anyone unfamiliar with trim tabs to use them.
- **Do not** use trim tabs in a following sea as they will cause broaching or other unsafe handling characteristics.
- **Do not** use trim tabs to compensate for excessive unequal weight distribution.

The trim tabs may be used to help keep your boat level at cruising speeds. The trim tabs are controlled by two rocker switches at the helm. **Before** using the trim tabs read and understand the trim tab instructions manual included in your boat's owner's packet.

Observe the following:

- Once cruising speed is reached, the port or starboard trim switch may be used (one at a time) to level the boat.
- Perform trim tab adjustment with several short touches to the switch rather than one long one.
- After each short touch allow several seconds for the hull to react.
- The trim tab hydraulic fluid reservoir is located in the engine compartment. The fluid level must be checked periodically (at least once a year) and refilled as necessary.

TYPICAL TRIM TAB
(TRANSOM VIEW)



TYPICAL TRIM TAB
ROCKER SWITCHES
(LOCATED AT HELM)



Propulsion

Engine

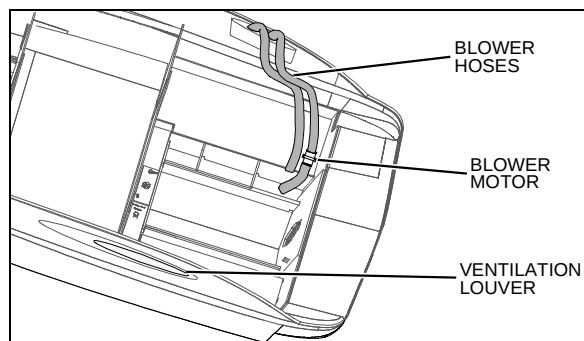
The owner's packet contains detailed engine operation and maintenance manuals. Be sure to read and understand these manuals **before** using or performing maintenance to the engine.

Engine Access

The engine compartment can be accessed through the aft cockpit engine hatch.

Engine Room Ventilation System

The bilge blower removes fumes from the engine compartment and draws fresh air into the compartment through the deck vents. To ensure fresh air circulation, use the bilge blowers for at least four minutes **before** starting the engines or generator, during starting, and while running the boat below cruising speed.



! **WARNING!**

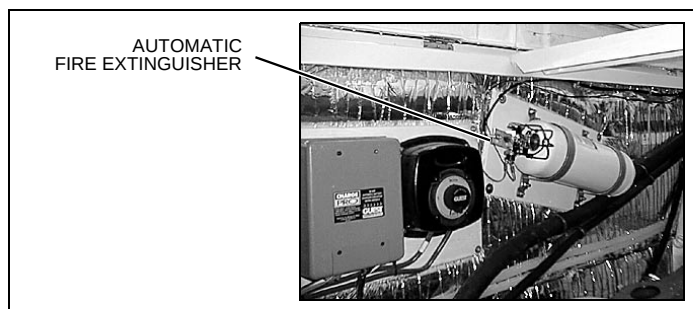
Using of the blower system is **NOT A GUARANTEE** that explosive fumes have been removed. If you smell any fuel, **DO NOT** start the engine. If the engine is already running, immediately shut Off the engine and **all** electrical accessories. Investigate immediately. **DO NOT** obstruct or modify the ventilation system.

Automatic Fire Extinguishing System (If Equipped)

Your boat may be equipped with an automatic fire extinguishing system in the engine compartment.

Read and understand the fire extinguishing system's owner's manual, included in your owner's packet.

Make sure that anyone running your boat thoroughly understands this system.



PERSONAL INJURY & PROPERTY DAMAGE HAZARD!

- Read and understand the automatic fire extinguishing system's owner's manual **before** using your boat. Failure to follow the manufacturer's instructions may result in personal injury and property damage.
- Always carry a properly maintained portable fire extinguisher as part of your boat's emergency equipment.

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.

The fuel fill is located on the starboard aft deck. The fuel fill fitting is marked "GAS". The fuel tank vent is located in the hull below and in the same general area as the fill.

If you experience difficulty filling either fuel tank, see if the fuel fill hose or fuel tank vent hose is kinked or collapsed. If there are no visible signs of a problem, contact your local dealer.

Fuel Filters

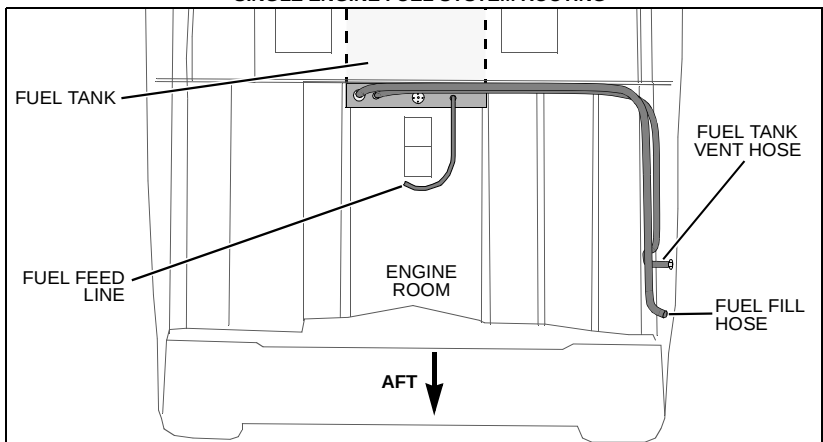
All tanks are equipped with a fine mesh screen filter on the fuel pickup tube (located inside the tank). In addition, when supplied by the engine manufacturer, a filter is installed on the engine.

Replace the fuel filter periodically to ensure it remains clean and free of debris. Consult your selling dealer or local marina concerning fuel additives that help to prevent fungus or buildup in your fuel tank.

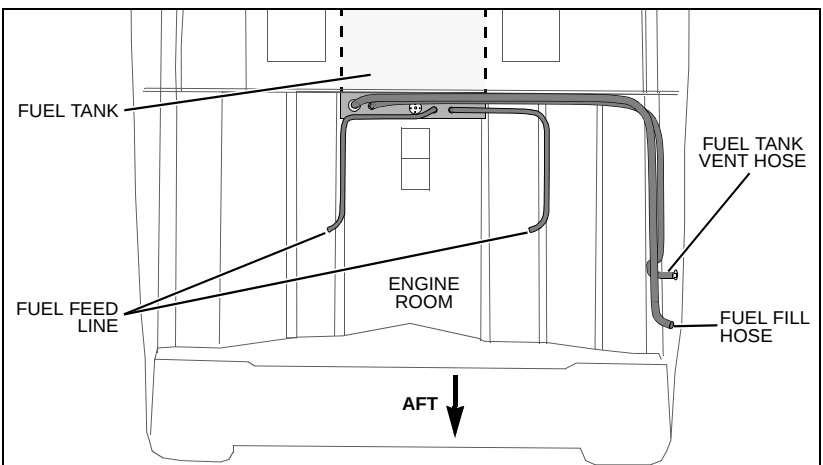
Anti-siphon Valve

Your boat is equipped with an anti-siphon valve, which is an integral part of fuel system. The valve is located at the point where the fuel feed line attaches to the fuel tank. The valve is spring loaded and is opened by fuel pump vacuum. This valve will prevent fuel from siphoning from the tank in the event of a fuel line rupture.

SINGLE ENGINE FUEL SYSTEM ROUTING



TWIN ENGINE FUEL SYSTEM ROUTING



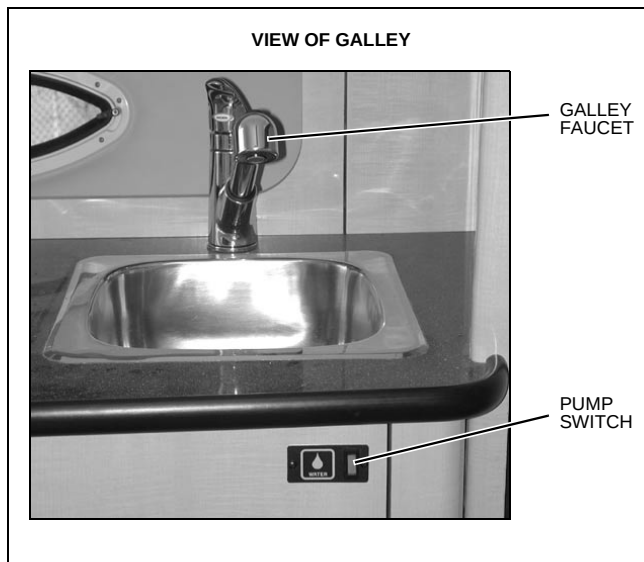
NOTICE

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

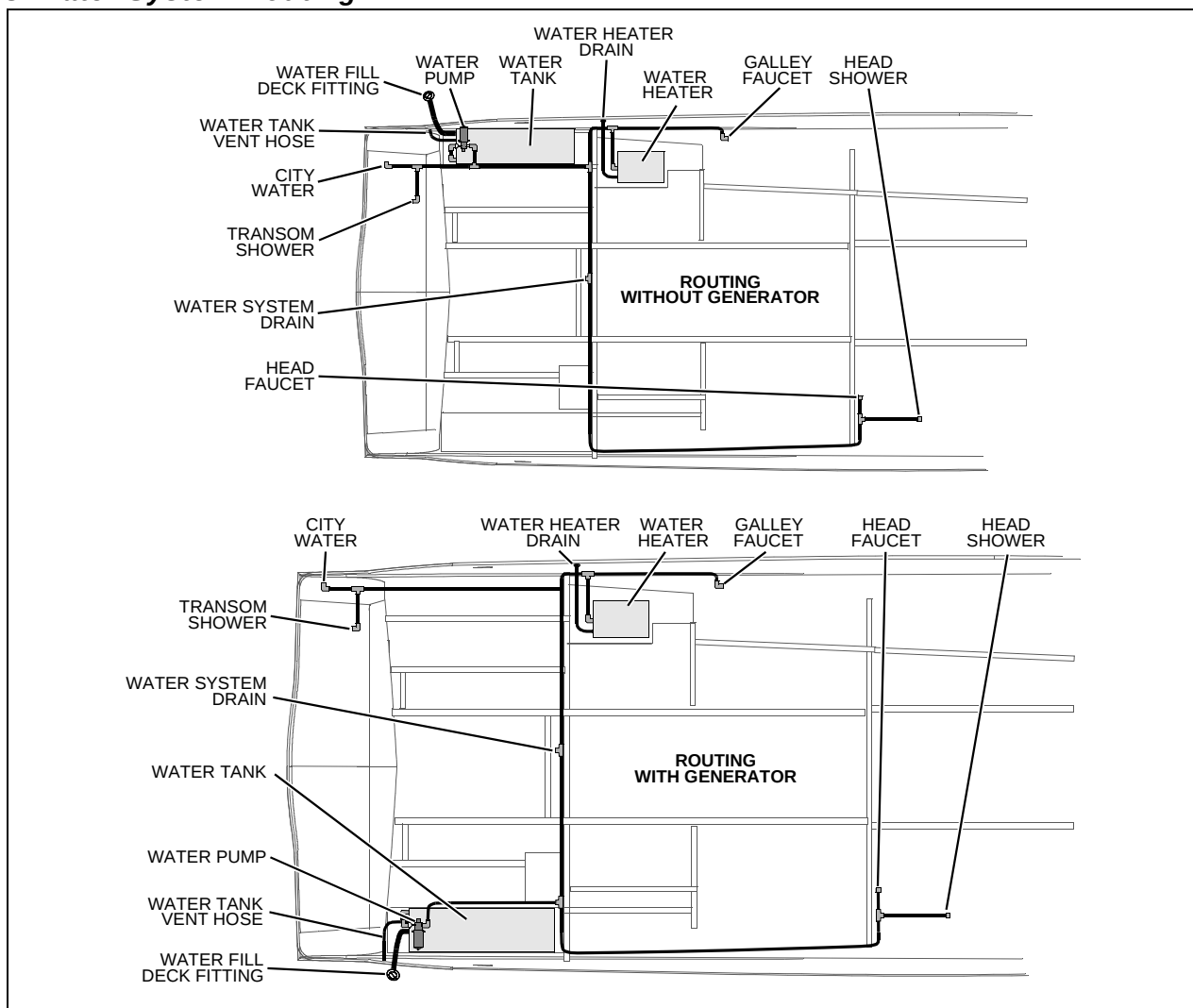
Freshwater System

Your boat features a pressure-demand freshwater (potable) system. This system works when the water pump switch in the galley is in the **On** position (see photo at right).

- The water pump's DC breaker must be turned **On** for the freshwater system to work.
- Inspect and clean the water filter often, located on the water pump, in the engine room.
- The water tank is located in the engine room.
- The water tank fill fitting is located on the aft port deck unless your boat features a generator then the water tank fill fitting is located on the starboard aft deck trail.
- Drain the freshwater system in winter months and when **not** in use to prevent damage and to keep 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.



Freshwater System Routing



Freshwater System Winterization



CAUTION!

WATER SYSTEM DAMAGE HAZARD!

Never blow compressed air through the water system when *all* of the faucets are *Closed*.

1. Turn **On** the water system switch.
2. **Open all** of the faucets and showers and let the water system drain completely.
3. Turn **Off** the water system switch.

Any 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

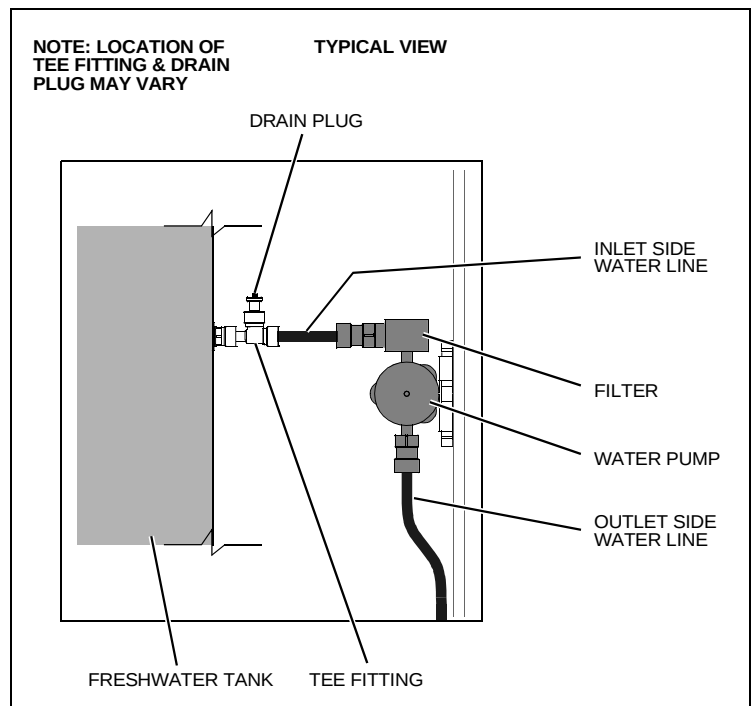
Compressed Air

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 water pump (opposite side from filter).
2. **Open** the faucet that is furthest away from the water 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 **Open** faucet, stop the air and **Close** the faucet.
5. One at a time, repeat this process on **all** faucets and showers.

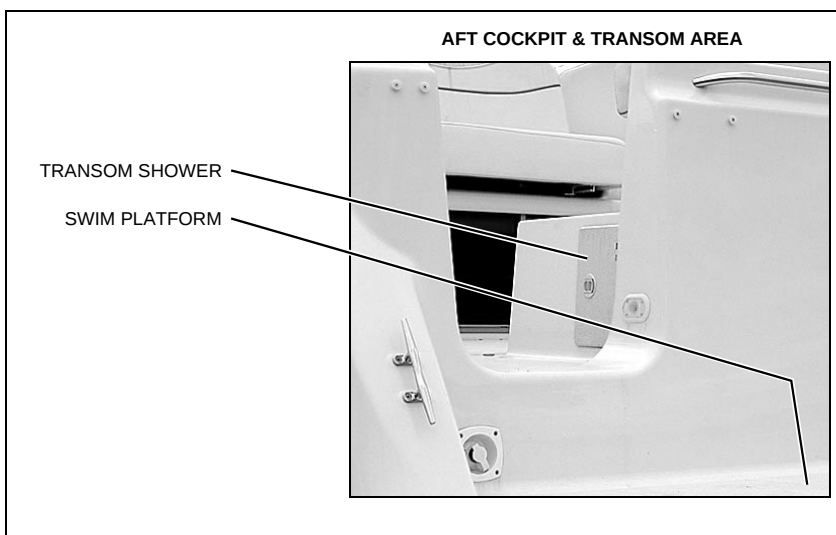
Gravity Draining

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, replace the drain plug.



Transom Shower

Your boat is equipped with a freshwater transom shower. It is located in the aft cockpit, just inside the transom entry door (see photo on right). The water pump switch ***MUST*** be turned ***On before*** using the transom shower. Read the manufacturer's instructions, provided in your boat's owner's packet.



110-Volt Water Heater

! WARNING!

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

! CAUTION!

WATER HEATER DAMAGE HAZARD!

- **DO NOT** turn *On* the AC water heater electrical circuit until the heater is *completely* filled with water. Even momentary operation in a dry tank will damage the heating elements. Warranty replacements *will not* be made on elements or tank damaged in this manner. The tank is full if water flows from the tap when the hot water is turned *On* in the galley.
- When the possibility of freezing exists, drain the water heater (power turned *Off*).

NOTICE

If your boat is connected to shore power or generator power, but the water heater is *not* working:

- Make sure the water heater circuit breaker on the AC panel is switched *On*.

If the circuit breaker on the AC panel is *On*, but the water heater is still *not* working:

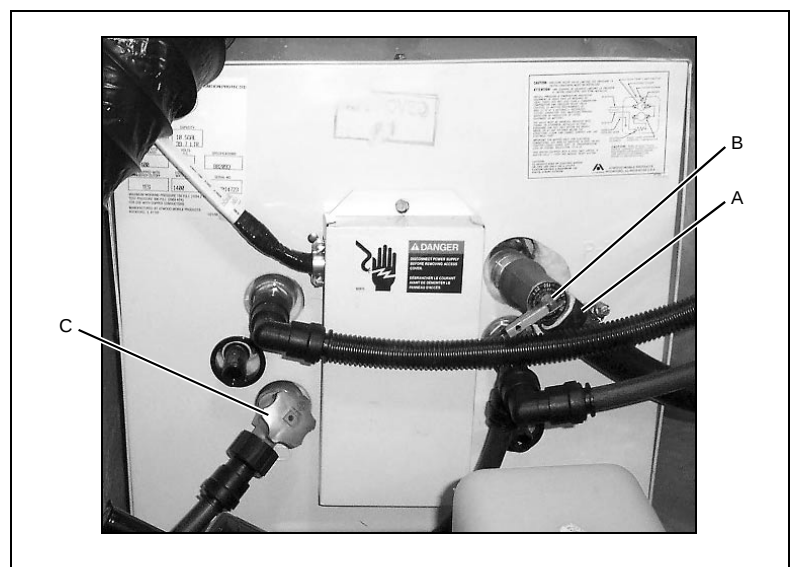
- Consult with your dealer about checking the "push to reset" circuit breaker located on the water heater.

The water heater is located on the port side of boat in the accessory room, forward of the engine. Access is gained through the mid-ship state room.

Read the manufacturer's instruction manual, supplied in your boat's owner's packet, **before** using the water heater.

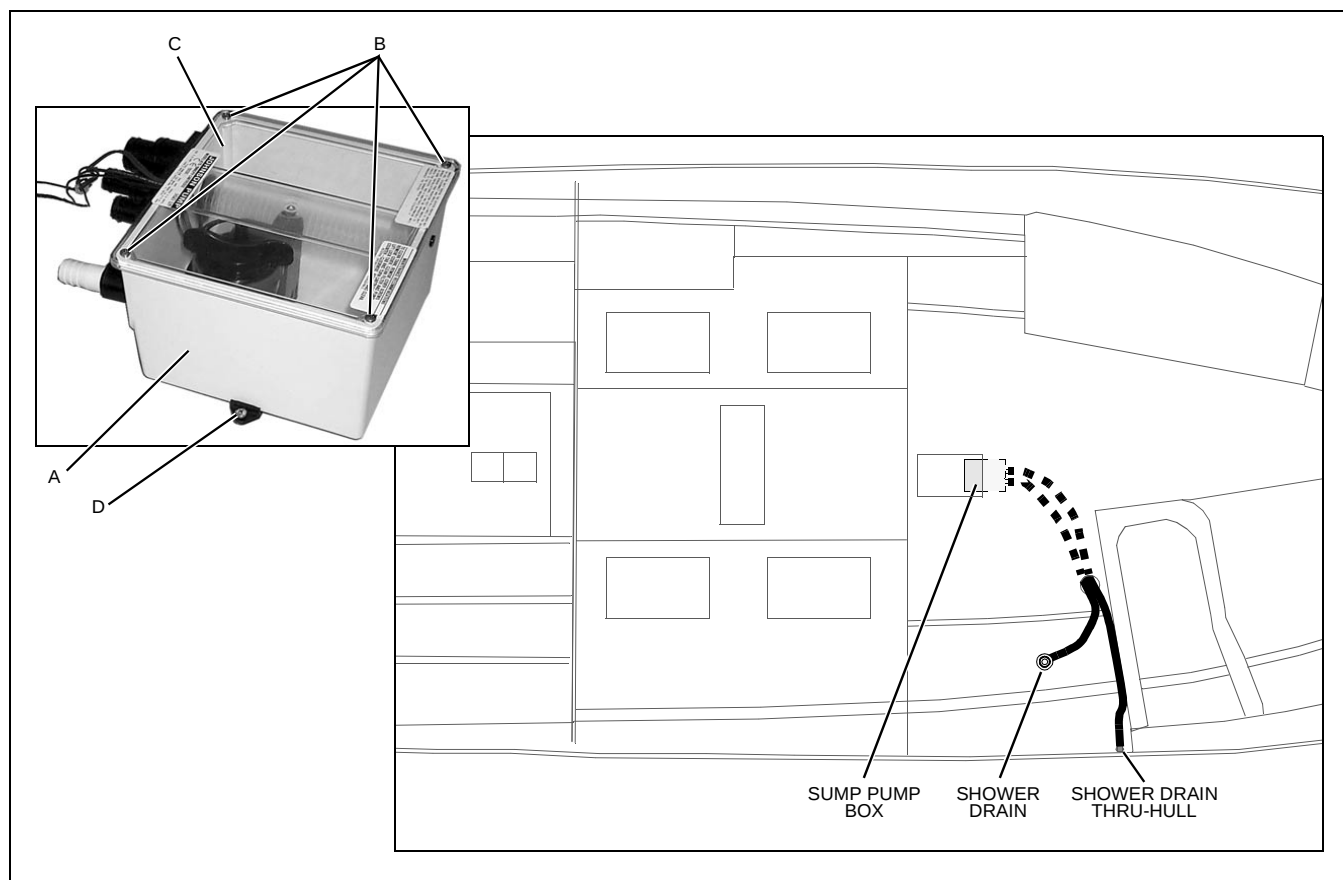
Winterizing the Water Heater

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).
- Leave the pressure relief and drain valves **Open** until you fit out the boat after storage.



Gray Water Drain Systems

Gray water (water from sinks and showers) above the waterline is gravity drained overboard, while gray water below the waterline is pumped overboard using a sump pump.



The sump box (A, above), containing the shower sump pump, float switch, and filter is located under the galley floor hatch.

Sump Box Cleaning

Periodically clean the sump box, 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 *Supplement*.

Sump System Winterization

Drain the sump pump system in the winter 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 with Holding Tank

Your boat comes equipped with a marine head (toilet) and waste holding tank system. Read the manufacturer's instructions and maintenance manual (included in your boat's owner's packet).

- The marine head installed on your boat uses seawater to flush waste from the toilet. The seawater intake valve (seacock) is located below the middle entry step.
- Waste is routed directly from the head to the holding tank.
- The holding tank is plumbed to a fitting on the deck for dockside pump-out.
- You can determine the content level of the holding tank by looking at the tank located in the engine compartment. Empty the holding tank at every opportunity.
- If you are unable to pump water into the bowl, the probable cause is debris in the pump diaphragm. To remedy this, shut **Off** the seawater intake valve (seacock) and dismantle the pump. The pump is generally held together with six screws (the design is simple and the problem will be obvious when the pump body is split open).

Using the manual flush marine head:

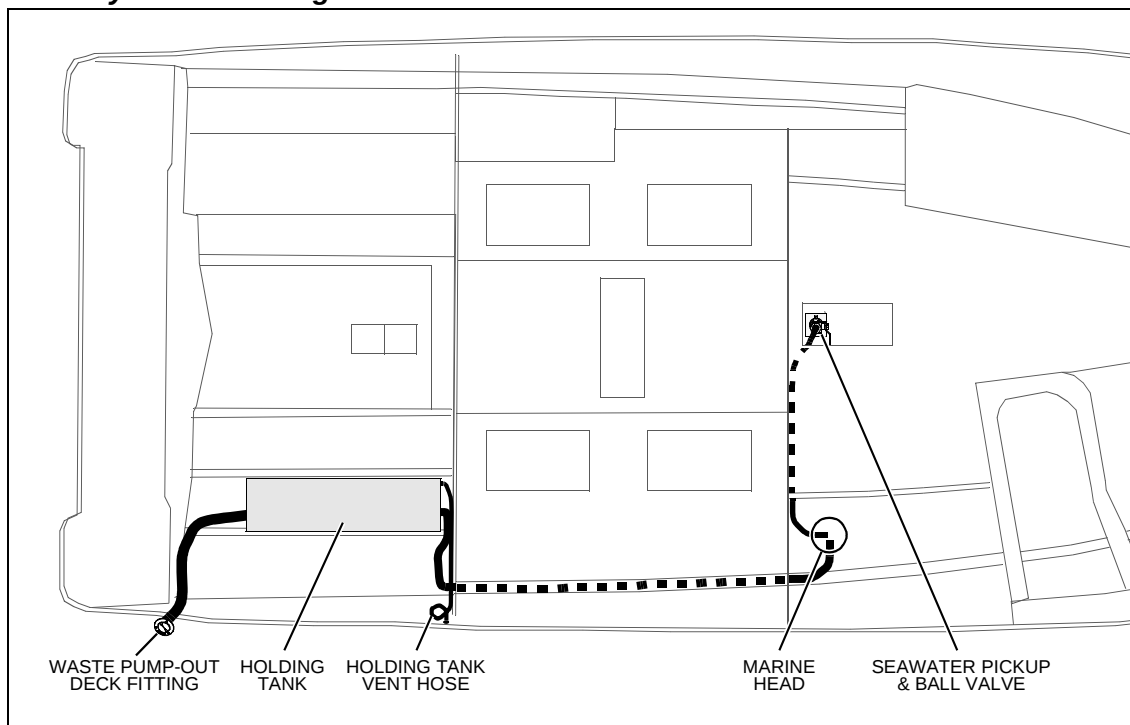
1. **Open** the head's seawater intake valve (seacock).
2. **Before** using the head, pump enough water into the bowl to wet the sides.

After use, pump until the bowl is thoroughly cleaned. Continue pumping a few more times to clean the lines. If excess waste causes the water to rise in the bowl, stop pumping until the water recedes.

NOTICE

Check with local authorities for regulations regarding the legal use of marine head systems.

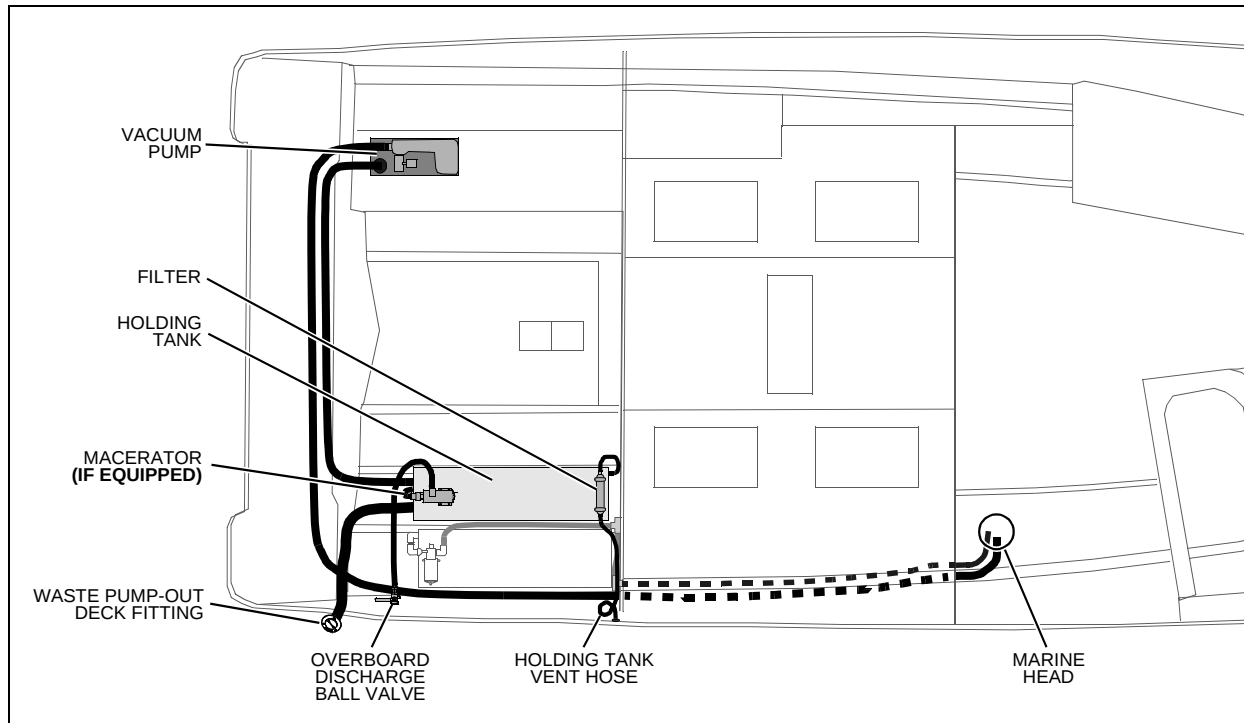
Marine Head System Routing



Vacuflush Head System (If Equipped)

The vacuflush head system uses freshwater and a vacuum generator to flush waste from the toilet into the holding tank. The holding tank is plumbed to a waste fitting on the deck for dockside pump-out.

Vacuflush System Routing



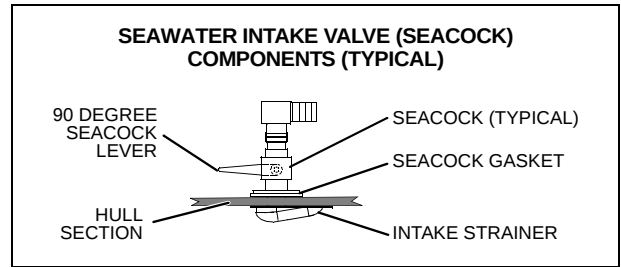
Seawater Systems

Seacocks

A seacock is a valve, controlled by a 90° lever, used to manage the intake of seawater through the hull and below the water line. Seacocks are typically used on your boat in the following seawater intake systems:

- Generator
- Marine head (toilet)
- Air conditioning system

Before using any of these systems, make sure that the system's seacock is **Open** and remains **Open** until the system is shut **Off**.



CAUTION!

SYSTEM DAMAGE HAZARD!

- **Before** using a seawater intake system, make sure that the system's seacock is in the **Open** position **before** the system is started and keep the seacock **Open** until the system is shut **Off**.
- **Close** seacocks whenever the systems will **not** be used for long periods of time

Seawater Strainers

- Seawater strainers are used in water pickup systems to filter incoming seawater.
- A seawater strainer is located near each system's seacock.
- Check the strainers for leaks and/or debris *every time you use your boat*.
- If debris is found, clean the seawater strainer as follows:



CAUTION!

FLOODING HAZARD!

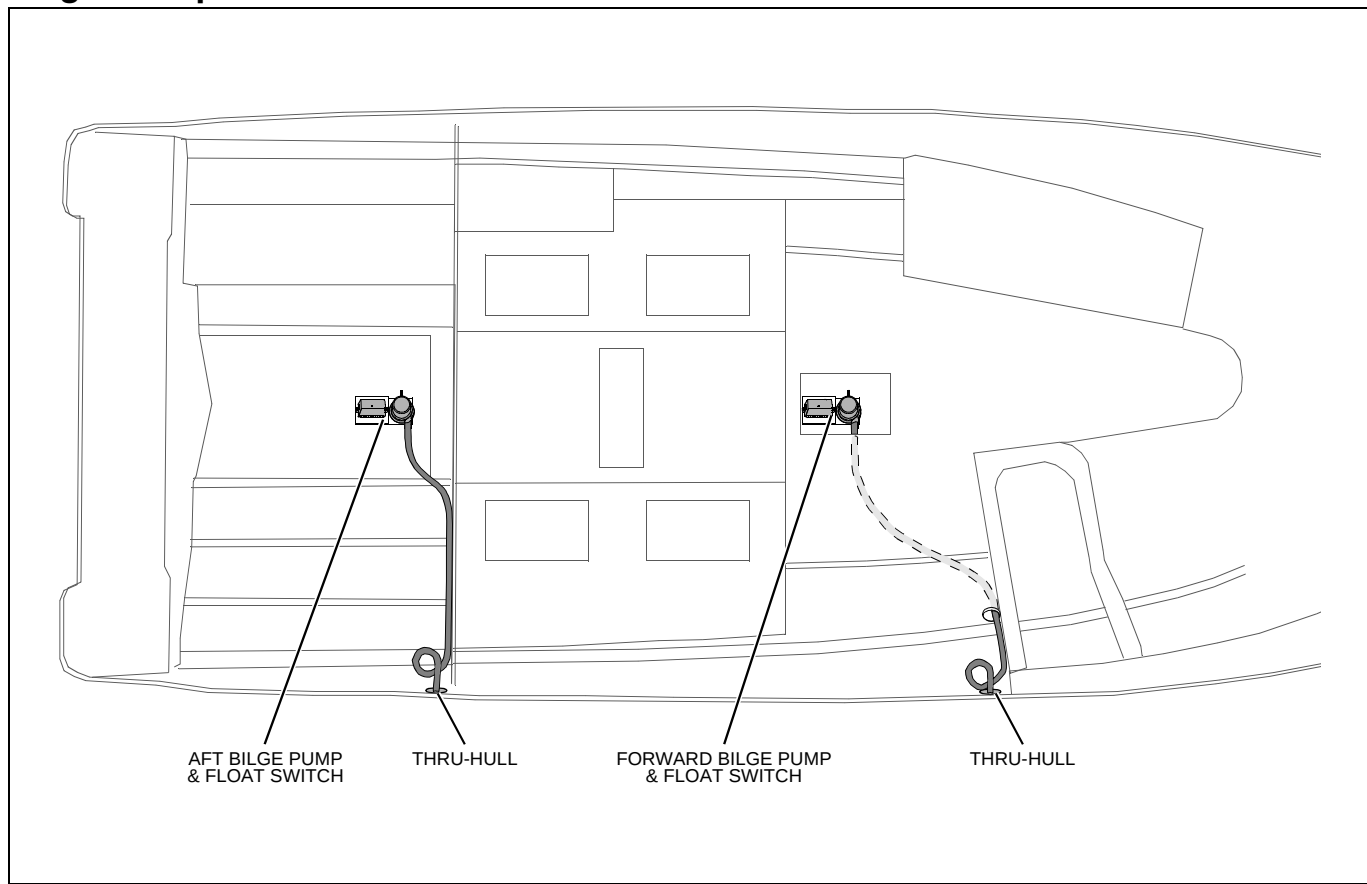
- The seacock that sends seawater to the strainer must be **CLOSED** **before** disassembling the seawater strainer to prevent the boat from taking on water through the seawater strainer assembly. Keep the seacock **CLOSED** until the seawater strainer is completely reassembled.

SYSTEM DAMAGE HAZARD!

- **After** reassembling the seawater strainer, make sure that the seacock valve is **OPEN** **before** energizing the component/system.

1. Make sure the component/system (air conditioning system, etc.) that the strainer is connected to is turned **Off**.
2. **Close** the seacock that sends seawater to the strainer you are about to clean. The seacock **must** remain closed until the strainer is completely reassembled.
3. Take apart the seawater strainer.
4. Remove debris.
5. Flush strainer with water.
6. Reassemble the seawater strainer.
7. **Open** the seacock and check for leaks around the strainer. If no leaks are found, you may use the component or system.

Bilge Pumps



- Your boat features two automatic impeller-type bilge pumps which are used to pump water out of the bilge.
- The bilge pumps are controlled by automatic float switches (autofloat switches) and/or switches at the helm.
- The bilge pumps are wired directly to the battery and will normally function even when the boat is completely shut down and left unattended.

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.

Bilge Pump Testing

Bilge pumps are critical to the safety of your boat. Check the bilge pumps often to make sure they are working.

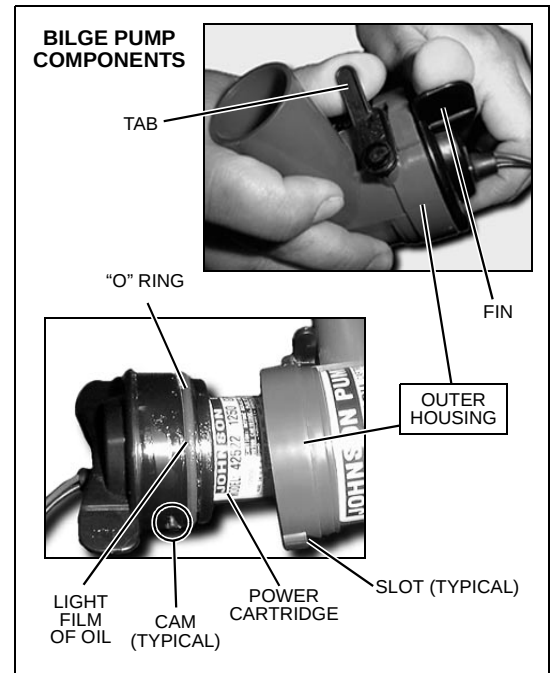
Individually test each pump as follows:

1. Turn **On** bilge pump switch at helm.
2. Make sure water in bilge is pumped overboard.

If there is water in the bilge and the pump motor is running but **not** pumping inspect the discharge hose for a kink or collapsed area.

If no problems are found, check the bilge pump housing for clogging debris as follows:

1. Remove power cartridge:
 - a. Lift tab while rotating fins counter-clockwise.
 - b. Lift out power cartridge.
 - c. Clear outer housing of debris.
2. Reinstall power cartridge:
 - a. Make sure "O" ring is properly seated.
 - b. Coat "O" ring with a light film of vegetable or mineral oil.
 - c. Align two cams on either side of power cartridge with two slots on outer housing and press power cartridge into housing while twisting clockwise.
3. Check reinstallation by trying to twist fins counter-clockwise without lifting tab; cartridge should stay in place.



Autofloat Switches

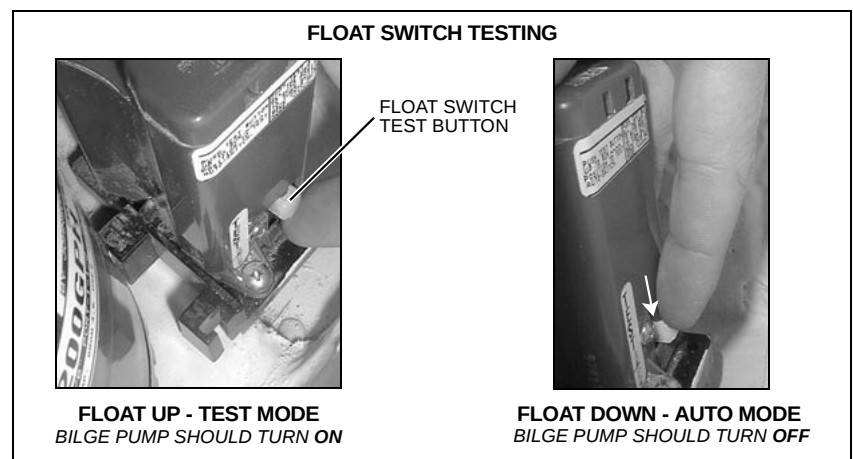
Automatic bilge pumps use electromagnetic float (autofloat) switches to turn **On** the pump whenever water rises above a preset level in the bilge. One autofloat switch is mounted next to each automatic bilge pump. Autofloat switches are wired directly to the battery and will normally function even when the boat is completely shut down and left unattended.

Test the autofloat switches often as follows:

1. Push float switch test button *up* to turn **On** bilge pump.

If the pump does **not** turn **On**, check the inline fuse. If the fuse is good but the switch doesn't work, it may indicate a bad switch or possibly a low battery.

2. Push test button all the way *down* to return the float switch to auto mode.



CAUTION!

When test is completed on each float switch, you **MUST** push the test button *all the way down* to the auto position to return the switch to auto mode!

Air Conditioner & Heater (If Equipped)

 **DANGER!**



CARBON MONOXIDE POISONING HAZARD!

Dangerous carbon monoxide gas (CO) can be brought into the boat through the air conditioning system.

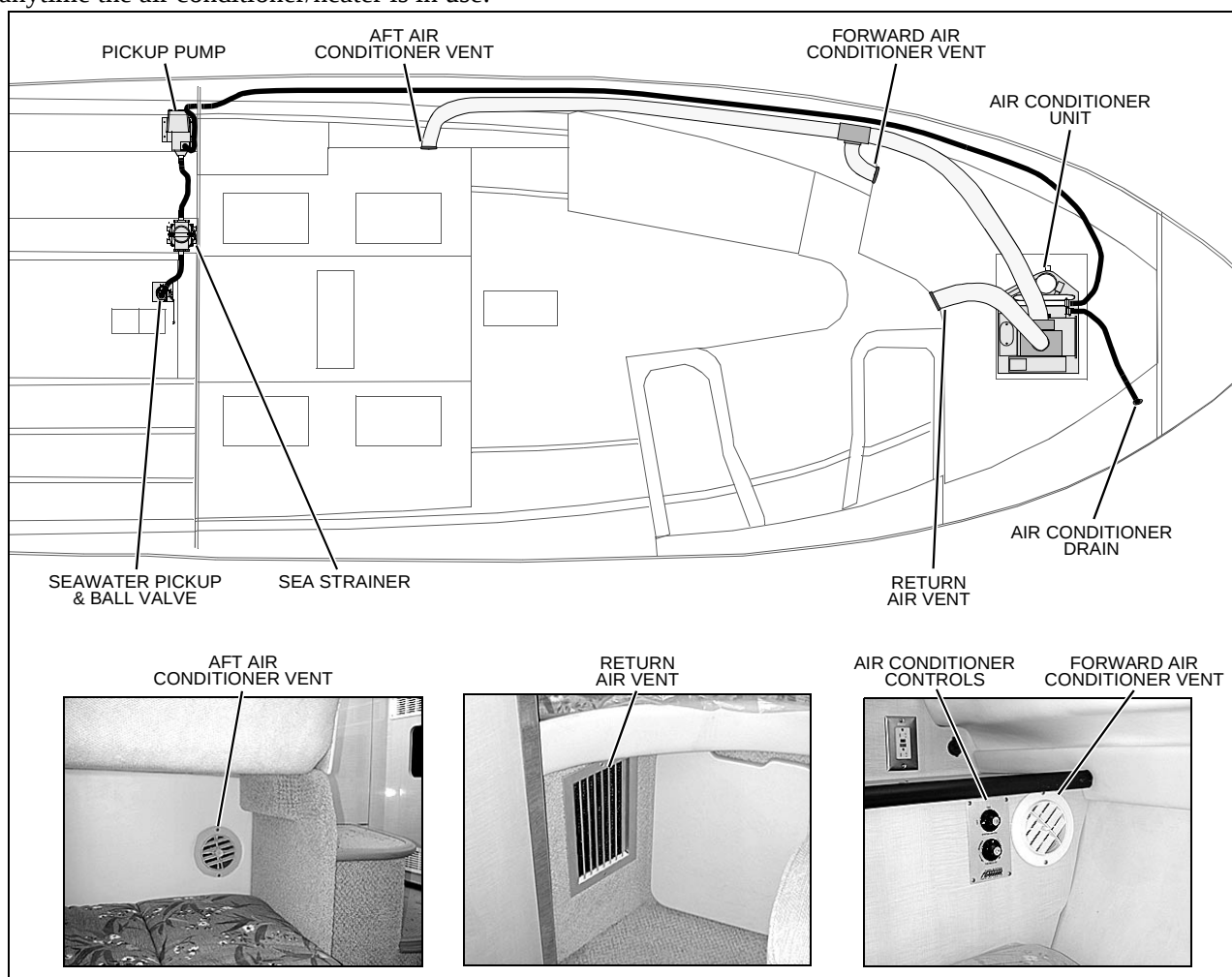
 **CAUTION!**

SYSTEM DAMAGE HAZARD!

The air conditioning system's seacock *must* be **OPENED** before turning **On** the air conditioner and *must* remain **Open** during the running of this system.

Your boat may be equipped with an air conditioning and heating system. Read the air conditioner and heater manual included in your boat's owner's packet.

- Both heating and cooling are controlled from the same panel.
- **Before** using the air conditioning and heating unit, make sure the breakers on the AC panel are turned **On**.
- Make sure the seacock is **Open before** using the air conditioning/heating system. The seacock **must** remain open anytime the air conditioner/heater is in use.



Appliances

All appliances installed on your boat come with their own manuals. These manuals contain detailed instructions and important safeguards. Thoroughly read and understand these manuals **before** using your boat's appliances.

- Make sure the AC breaker is turned **On** for the appliance you wish to use.

NOTICE

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

120-Volt AC/12-Volt DC Refrigerator

Your boat features a 120-volt AC/12-volt DC refrigerator. The refrigerator runs on 12-volt DC power unless 120-volt AC power is being supplied by the generator or shore power *and* the AC refrigerator breaker is **On**.

NOTICE

The refrigerator control circuit requires 12 volt power to function.

- Even when the refrigerator is used with 120 volt shore power or generator power, the battery switch **MUST** be in the **On** position for the refrigerator to work.

NOTICE

In less than 24 hours, the refrigerator can render a 100-amp battery useless for engine starting. When running the refrigerator on 12-volts:

- **Do not** set the cold setting higher than two (2).
- Turn **Off** your refrigerator at night or when *not* in use.
- If you are going out for more than a day and cannot connect to dockside power, plan to run the engine or generator each day to maintain a charged battery.

Range/Oven (If Equipped)

Your boat may be equipped with an electric range/oven. **Before** attempting to use the range/oven, make sure the breaker switch, on the AC master panel, is **On**.



WARNING!



BURN/SCALDING & FIRE HAZARD!

- Read the range/oven's instruction manual **before** using.
- **Always** keep an approved ABC-type fire extinguisher in the galley area.
- **Do not** use the range/oven while underway.
- Any non-cooking devices on or near your range/oven 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.

Alcohol/Electric Stove (If Equipped)

Your boat may be equipped with an alcohol/electric stove.

**DANGER!**

**DANGER**
CARBON MONOXIDE

CARBON MONOXIDE POISONING HAZARD!

- The alcohol stove is a source of dangerous carbon monoxide gas (CO).
- **BEFORE** using the alcohol stove, open doors and windows to make sure there is enough fresh air for ventilation.

**WARNING!**



SCALDING & 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.

**WARNING!**

Open flame cooking appliances consume oxygen, this can cause asphyxiation or death. Maintain open ventilation.

**CAUTION!**

To prevent overheating which can destroy the electric burner elements, *never* attempt to use both alcohol and electric burners simultaneously.

DC Electrical System

Your boat is equipped with a 12 volt DC (direct current) system. The DC breaker panel is located at the helm just below the ignition panel.

Circuit Breakers and Fuses

Circuit breakers and fuses for engines, main accessory power and windlass power are at the helm station. Some equipment, such as depth finders and shower pumps, may have secondary fuse protection at the unit.

Batteries

The batteries supply electricity for lights and accessories, as well as engine and generator starting (if equipped).

Battery Maintenance

- Remove the battery caps and check the electrolyte level every 30 days or more often in hot weather. Add distilled water to the cells if necessary.
- Corroded battery terminals can be cleaned with baking soda and water. After cleaning the terminals, coat them with a light film of battery terminal lubricant and tighten all battery connections.

Battery Condition

The port and starboard engine battery voltage is shown on the helm's instrument panel. The voltage of the accessory battery can be read on the starboard engine voltmeter when the accessory battery switch is turned **On**.

Alternators

When the engines are running, the alternators installed on your boat maintain proper charge levels in the engine and accessory batteries.

Battery Charger

- Your boat is equipped with a battery charger. It is located next to the battery switches in the engine room.
- The battery charger's circuit breaker is located on the AC panel and must be turned **On** for charging to occur.
- The battery charger will charge the boat's batteries when the boat is plugged into 120 volt shore power or when the generator (If Equipped) is running.
- Thoroughly read and understand the battery charger manual (provided in your boat's owner's packet) **before** using the charger.

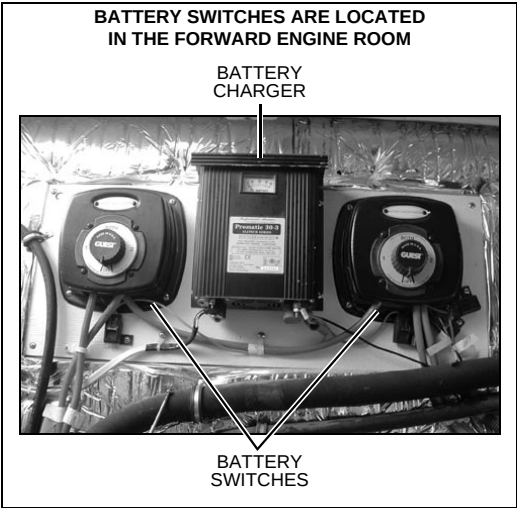


CAUTION!

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

Battery Switches

- A separate rotary battery switch is provided for each battery installed on your boat. Battery switches are located in the forward engine room.
- An emergency crossover (parallel) switch at the helm enables you to start an engine using both engine batteries if the designated engine battery is low.



Battery Switch Positions

Battery Switch Position	Engine Starting	Accessories and Lights	Engine Alternator	Battery Charger
POSITION 1	Battery <u>1</u> Provides Start- ing Power	Battery <u>1</u> Provides Power for Accessories and Lights	Charges Battery <u>1</u>	Charges BOTH Batteries
POSITION 2	Battery <u>2</u> Provides Start- ing Power	Battery <u>2</u> Provides Power for Accessories and Lights	Charges Battery <u>2</u>	Charges BOTH Batteries
BOTH POSITION	<u>BOTH</u> Batter- ies Provide Starting Power	<u>BOTH</u> Batteries Provide Power for Accessories and Lights (not advised unless engine is running)	Charges <u>BOTH</u> Batteries	Batteries will NOT Charge Properly

NOTICE

Since the batteries on your boat were dealer-installed, the battery switch positions listed above may vary. Make sure you get a full explanation of battery switch use from your selling dealer.

120 Volt AC System

DANGER!



FIRE, EXPLOSION & SHOCK HAZARD!

- **DO NOT** alter shore power connectors and use only compatible connectors.
- **Before** connecting or disconnecting the shore power cord to your boat, make sure *all* breakers and switches on the AC master panel are turned *Off*.
- To prevent shock or injury from an accidental dropping of the “hot” cord into the water, **ALWAYS** attach the shore power cord to the boat inlet first; then to the dockside connection. When disconnecting from shore power, disconnect the shore power cord from the dockside connection first.
- **NEVER** leave a shore power cord connected to the dockside connection only.
- Only use shore power cords approved for marine use. **NEVER** use ordinary indoor or outdoor extension cords that are *not* rated for marine use.

WARNING!



SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

- Monitor the polarity indicator lights **EVERY TIME** you connect to shore power.

When connecting to shore power and you encounter a reversed polarity light (RED colored):

- **DO NOT** energize the main breaker switches.
- **IMMEDIATELY** disconnect the shore power cord (**ALWAYS** from the dockside receptacle first).
- Notify the marina's management.

WARNING!



SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

- Periodically check the shore power cord(s) for deterioration or damage. **NEVER** use damaged or faulty cords since the danger of fire and electrical shock exists.
- **DO NOT** pinch shore power cords 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 accidentally becomes immersed in water, **THOROUGHLY** dry the blades and contact slots *before* reusing.

CAUTION!



ELECTRICAL SYSTEM DAMAGE HAZARD!

- **NEVER** connect dockside power to your boat outside North America unless you have purchased the international electrical conversion.
- The simultaneous use of several AC components can result in an overloaded circuit. It may be necessary to turn *Off* one or more accessories in order to use another accessory.
- Use double insulated or three-wire protected electrical appliances whenever possible.

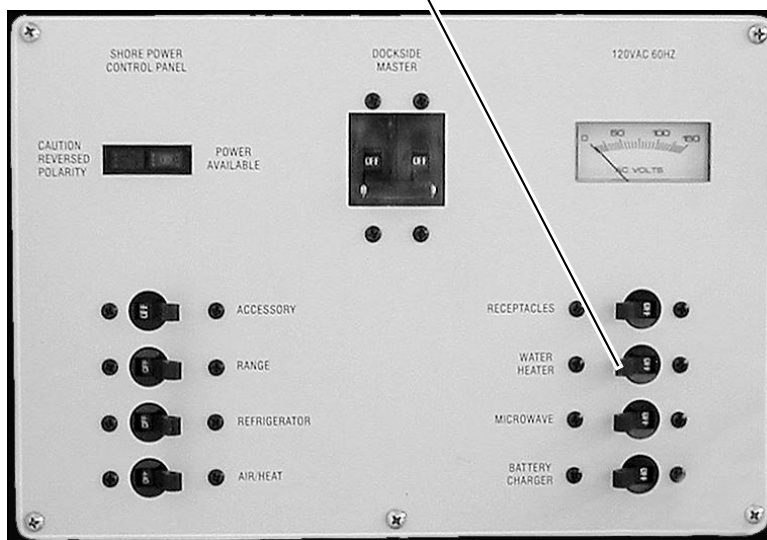


CAUTION!

WATER HEATER DAMAGE HAZARD!

Do not turn On the water heater circuit breaker until the 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.
- When the tank is dry, even momentary power to the water heater will damage the heating elements.
- Warranty replacements **WILL NOT** be made on elements or tanks damaged in this manner.



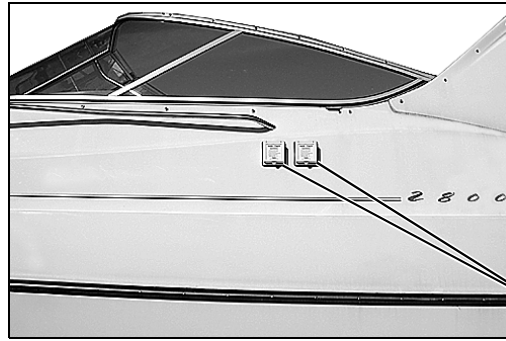
SINGLE SHORE POWER AC PANEL

NOTICE

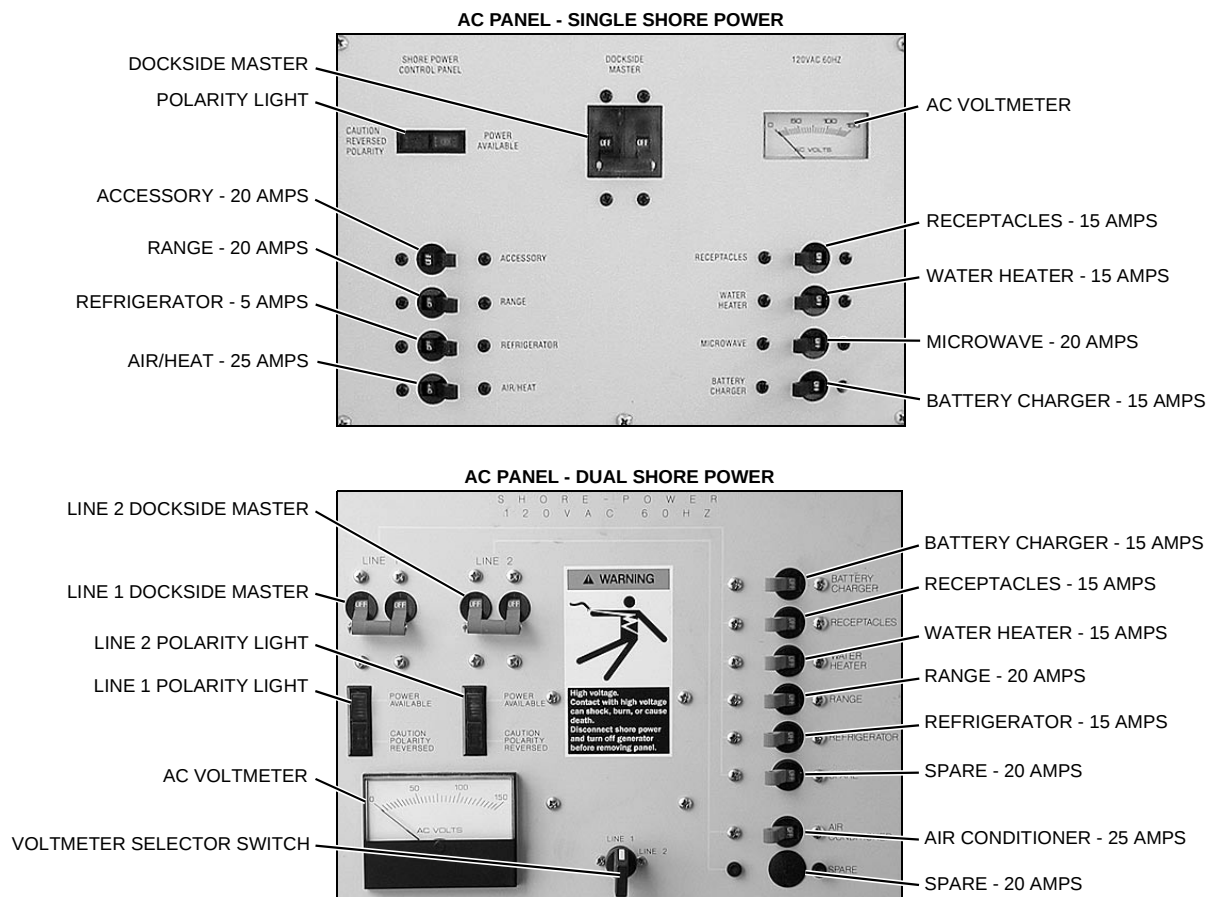
Some dockside installations may be rated less than 30 amps, therefore, you may need to purchase lower amp adapters. Whenever a lower amp adapter is used, however, there will be a corresponding drop in supplied power from the dockside system.

- Standard 120 volt AC systems feature one, 120V/30 amp, shore power receptacle.
- If your boat is equipped with an air conditioning system, a second (dual) 30 amp inlet has been installed. Dual shore power inlets are labeled line 1 and line 2, which corresponds to the line 1 and line 2 master breakers on the AC panel.
- The dual shore power system is designed so that each line is independent of the other except when the AC power transfer switch is used.

Connecting To Shore Power



SHORE POWER INLET(S) (2ND INLET IF EQUIPPED WITH DUAL SHORE POWER)



1. Turn **Off** all breakers and switches on the AC master panel.
2. Attach the shore power cord(s) to the boat inlet(s) first then to the dockside outlet(s).
3. Monitor the AC panel's polarity indicator lights, located below the line master breaker(s), as follows:
 - A **green** light illuminating after the power cord is plugged into the dockside outlet indicates acceptable electrical power. You may turn **On** the master breaker switch.
 - A **red** light, however, indicates reversed polarity, which could cause electrical system damage and possibly electrical shock injuries. In this case, **do not** turn **On** the master breaker switch (see warning on page 28).
4. Switch the "Line 1 Dockside Master" **On**.
5. If equipped with dual shore power, switch the "Line 2 Dockside Master" **On** (dual dockside only).
6. Turn **On** the individual component breakers as required.

Generator Power (If Equipped)

Your boat may come equipped with a generator. **Before** using your generator, read the generator instructions manual for information on pre-start checks, break-in procedures and detailed instructions.

 DANGER!	
	CARBON MONOXIDE POISONING HAZARD! Generators are a source of dangerous carbon monoxide gas (CO). Check the generator exhaust system for leaks <i>before</i> each use.

 WARNING!	
	EXPLOSION HAZARD! - Use the bilge blowers for a minimum of four minutes <i>before</i> starting the generator. Leave the blowers on while the generator is running unless the boat is running at cruising speed. - Use of the blower system is <i>not</i> a guarantee that explosive fumes have been removed. If you smell any fuel, <i>do not</i> start the engines. If the engines are already running, <i>immediately</i> shut Off the engines and <i>all</i> electrical accessories and investigate. <i>Do not</i> obstruct or modify the ventilation system.

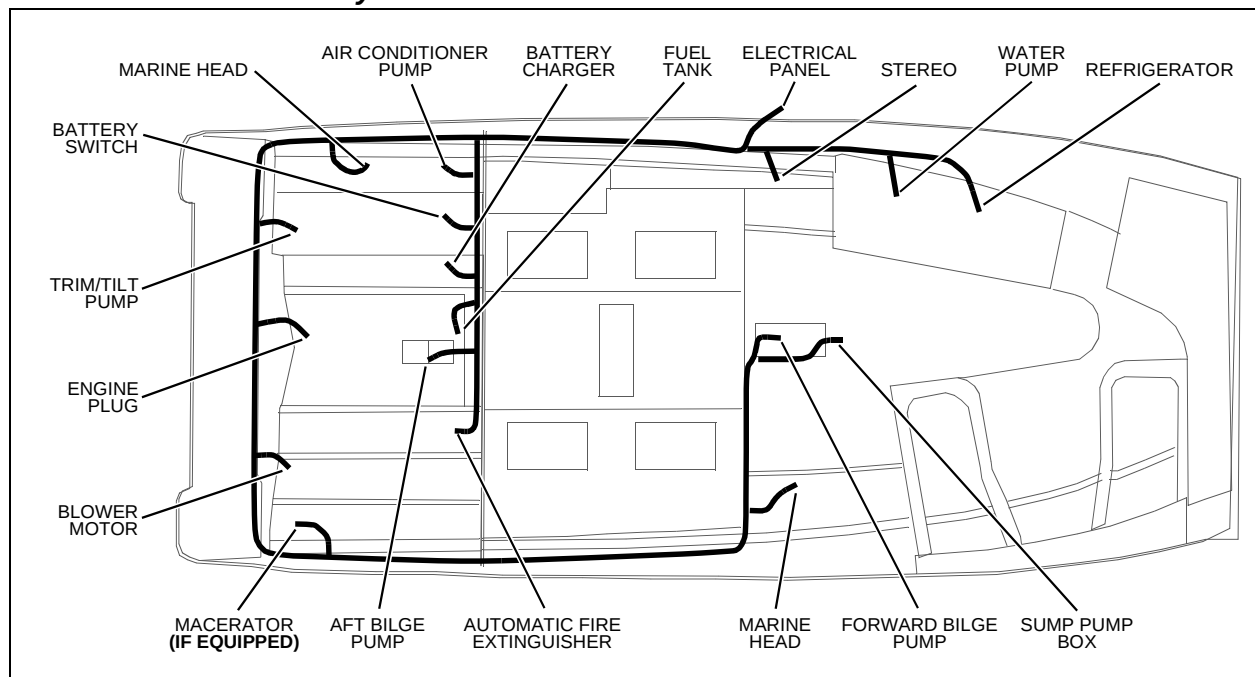
 CAUTION!	
SYSTEM DAMAGE HAZARD! <i>Always</i> make sure the generator's seawater pickup seacock is <i>Open before</i> and during the running of the generator. <i>Never</i> use the generator starter for more than 30 seconds. If the generator does <i>not</i> start, wait at least 30 seconds <i>before</i> another start attempt is made. <i>After</i> starting the generator, wait for the generator to stabilize <i>before</i> turning <i>On</i> component breakers on the AC panel.	

- Run the bilge blower for a minimum of four minutes **before** starting the generator. Leave the blower on while the generator is running unless the boat is running at cruising speed.
- Make sure the generator's seawater pickup seacock is **Open before** starting and during running of the generator.
- The generator's starter switch and breakers are located on the AC electrical panel.
- Gas generator:** Simultaneously press the oil pressure button and turn the starter switch until the generator starts.
- Service the filters attached to the generator as directed in the manufacturer's manual.
- The generator's coolant mixture consists of equal parts of water and antifreeze (Ethylene Glycol). Check coolant (anti-freeze) levels often at the generator-mounted expansion tank and at the coolant recovery bottle, located near the generator.
- Check the generator's seawater strainer for leaks and clean out debris (see the *Seawater Strainer* section of this supplement).

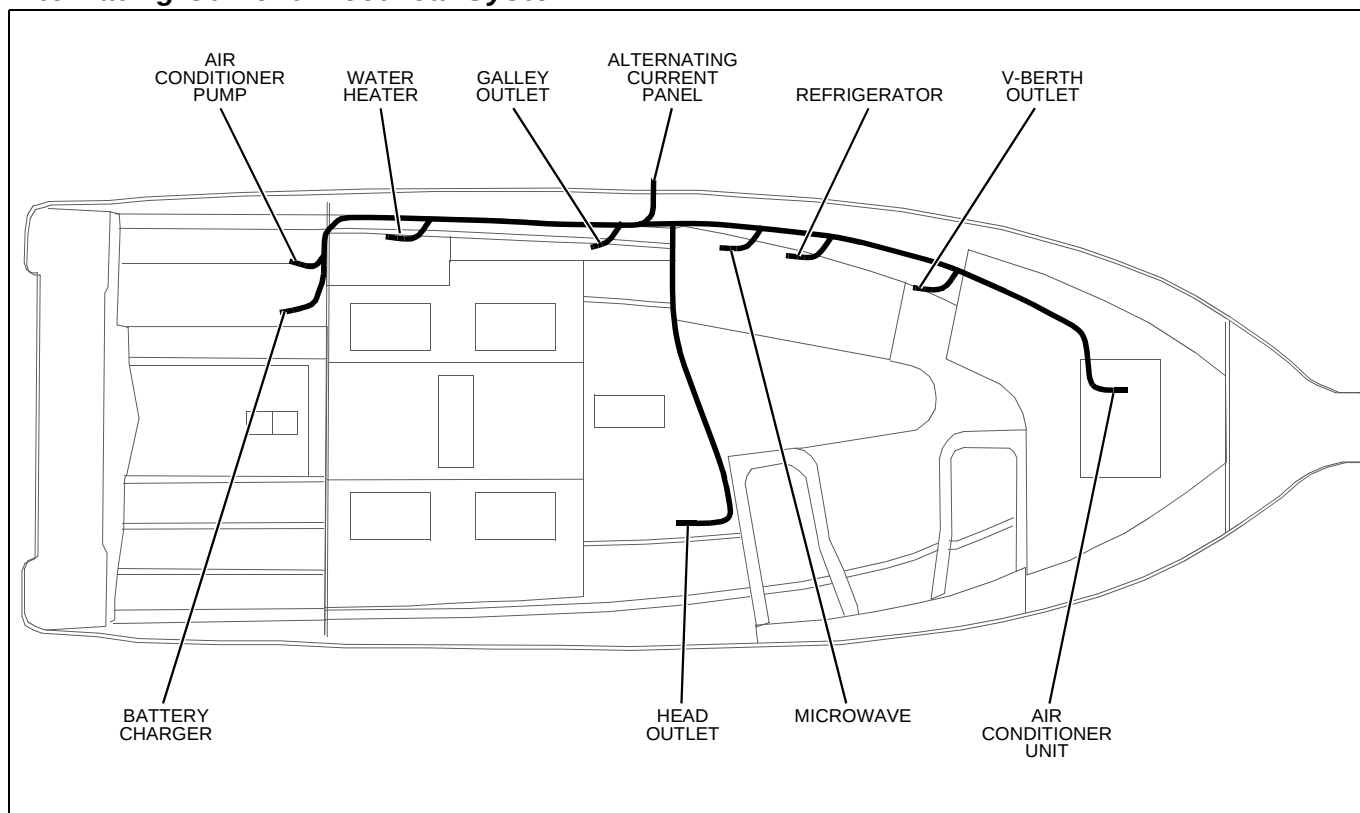
Chapter 3: Electrical Routings

Hull Wire Harness Routings

Direct Current Electrical System

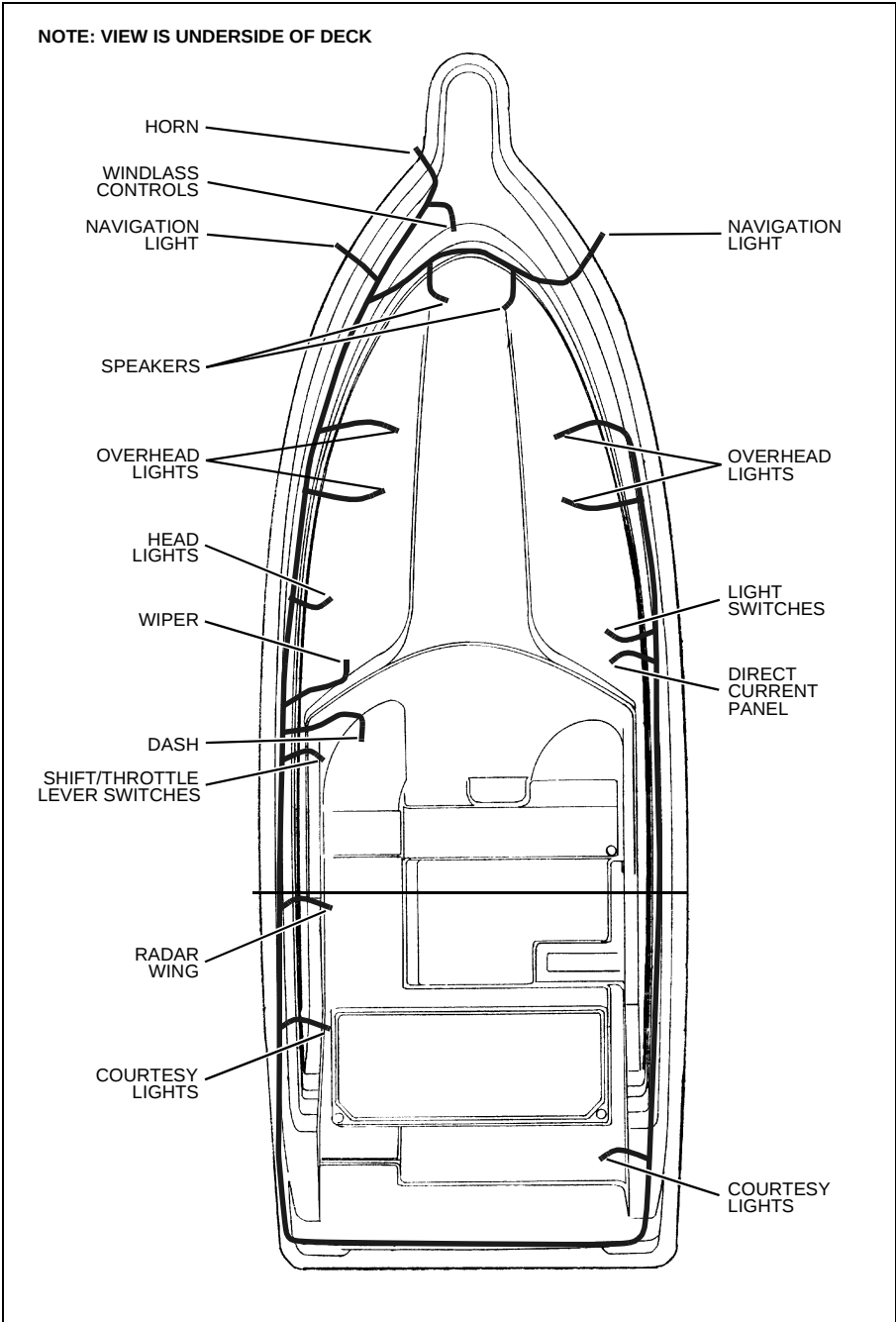


Alternating Current Electrical System



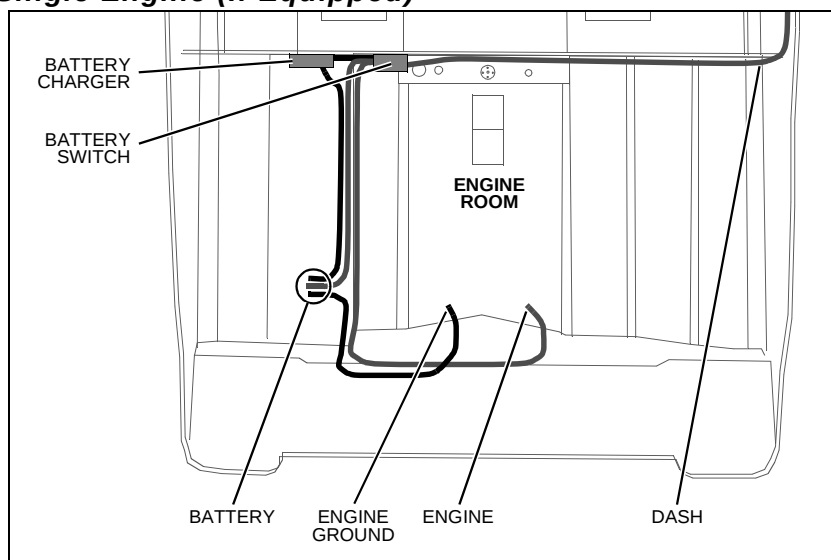
Deck Wire Harness Routings

Direct Current Electrical System

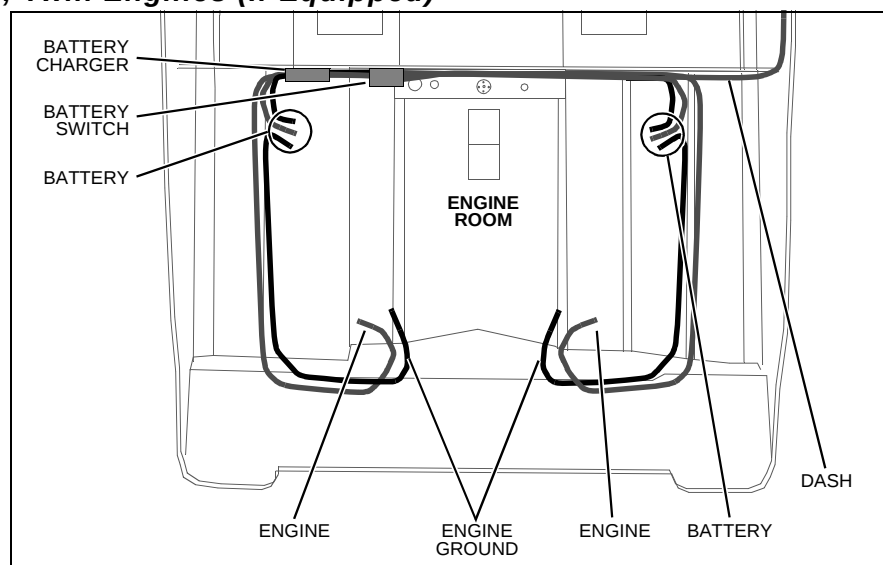


Battery Cable Routings

Battery System, Single Engine (If Equipped)

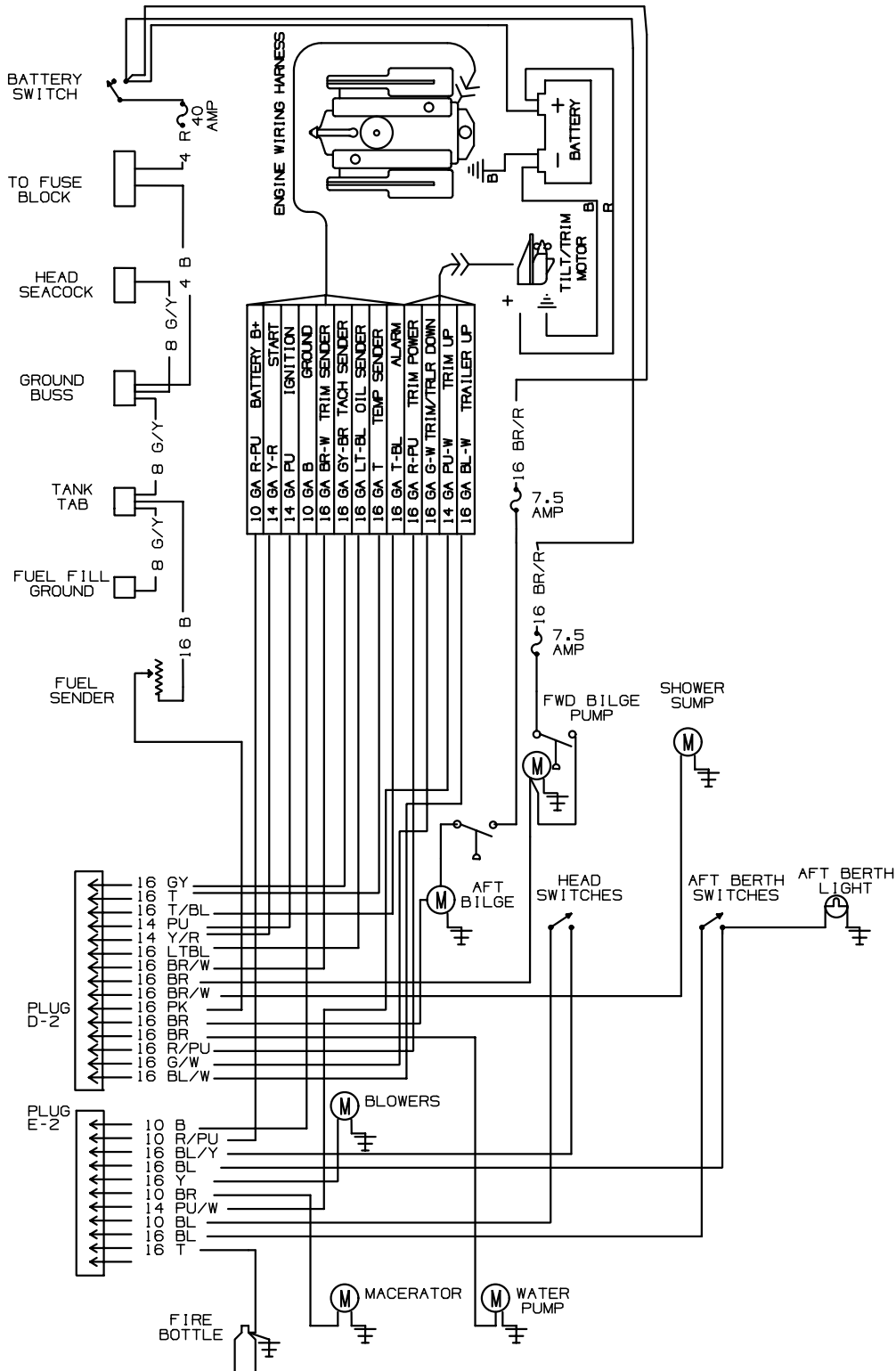


Battery System, Twin Engines (If Equipped)

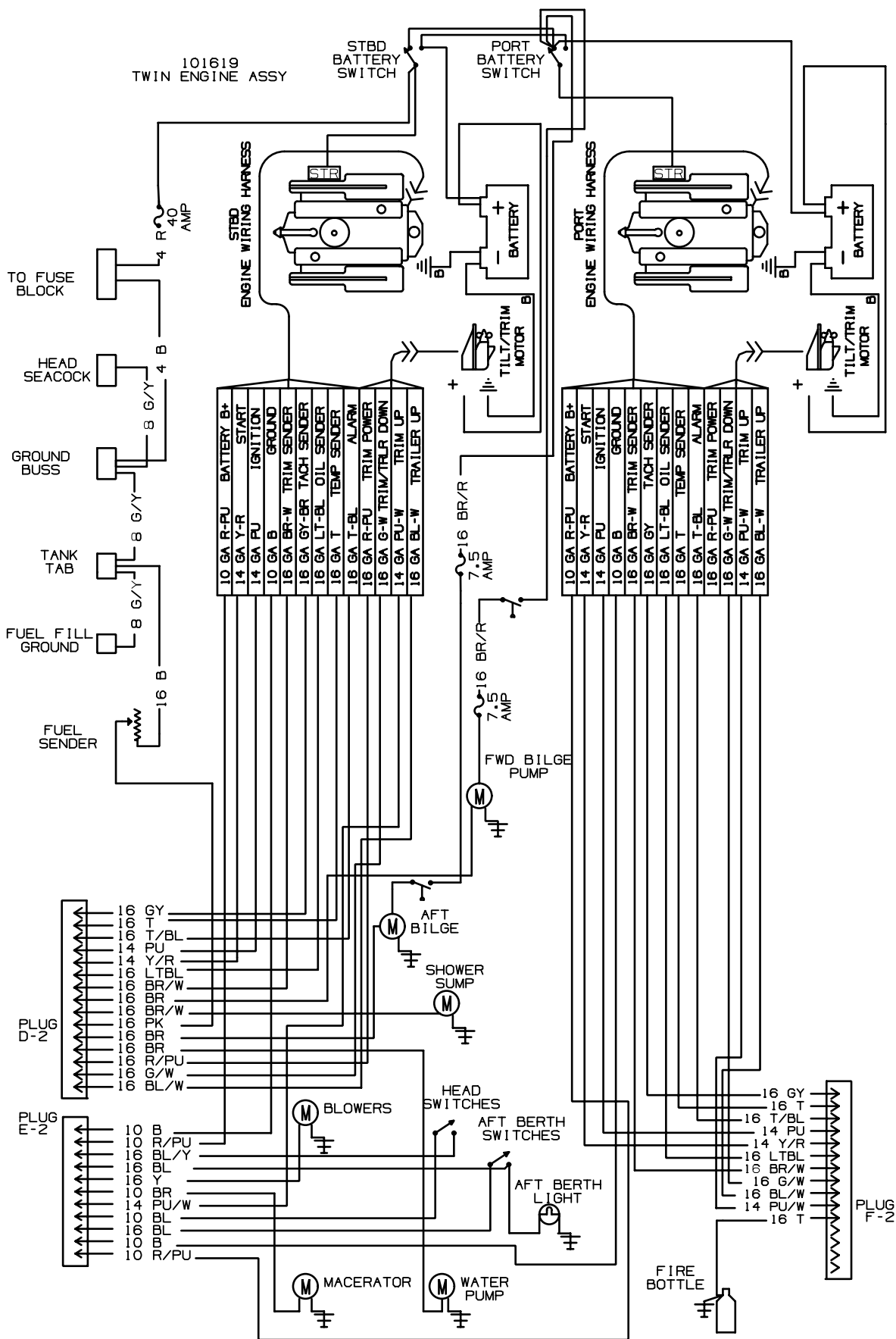


Chapter 4: Wiring Schematics

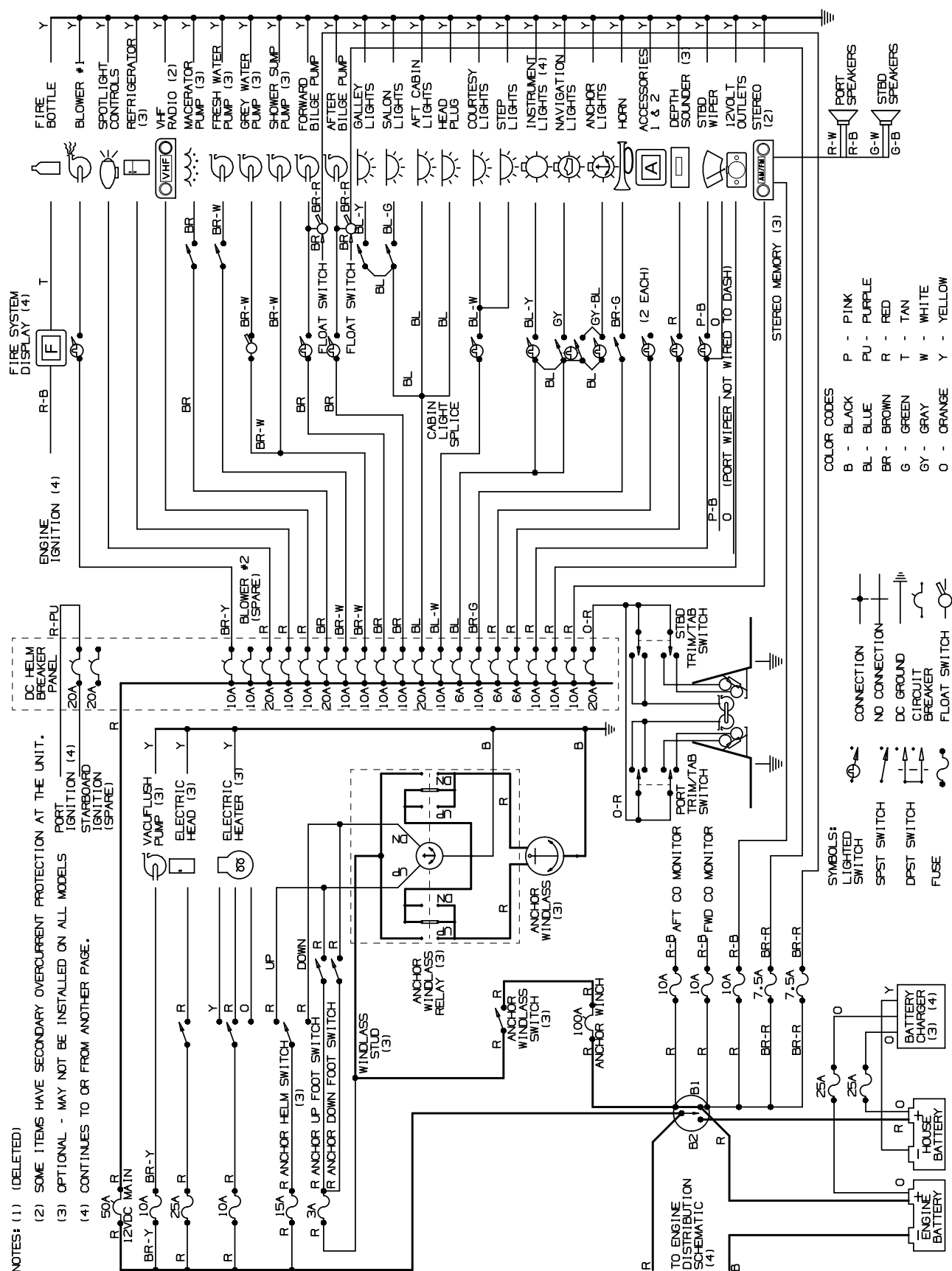
Single Engine Electrical System



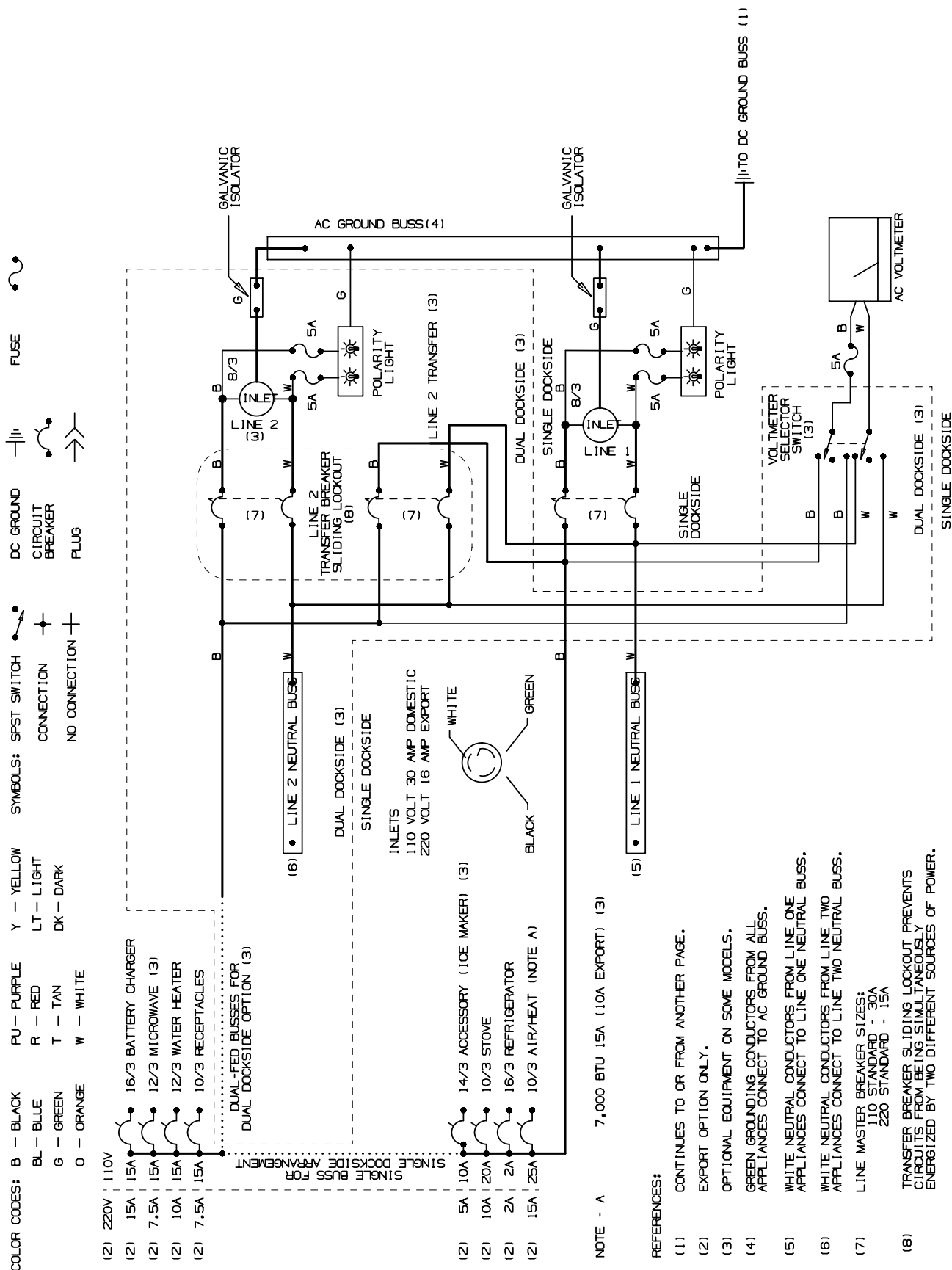
Twin Engine Electrical System (If Equipped)



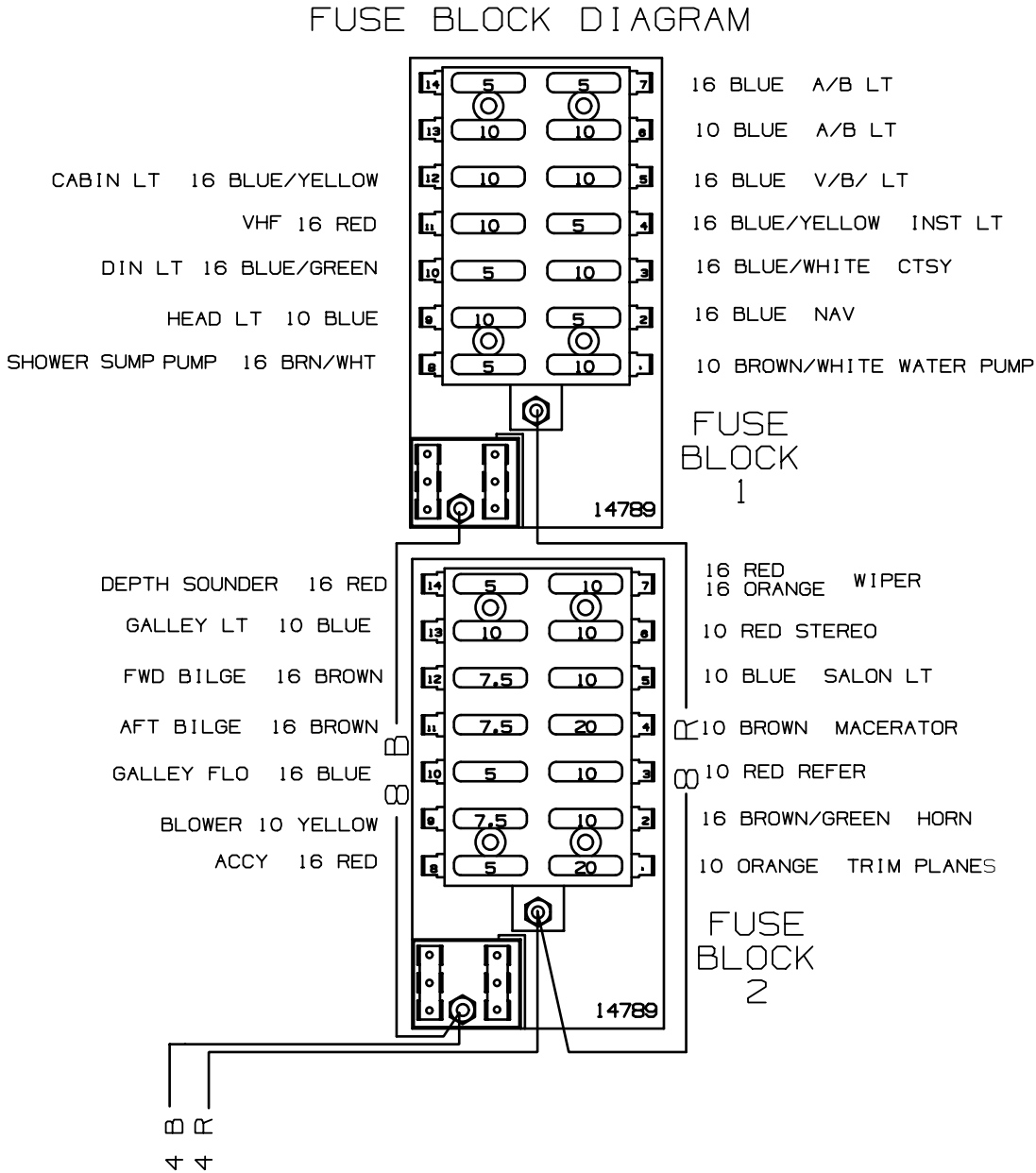
12 Volt DC Electrical System



120 Volt AC Electrical System



Fuse Block



Important Records

Selling Dealer

_____	Name Of Dealership
_____	Address
_____	Phone/FAX/E-mail
_____	Sales Manager
_____	Service Manager

Engines

_____	Manufacturer	_____	Model Name/Number
_____	Port Engine Serial Number	_____	Starboard Engine Serial Number
_____	Oil Type/SAE	_____	Quarts per Engine
_____		_____	Filter Type

Propeller

_____	Manufacturer	_____	Pitch
_____	Model Number		

Generator

_____	Manufacturer	_____	Model Name/Number
_____	Serial Number		
_____	Oil Type/SAE	_____	Quarts
_____		_____	Filter Type

Fuel System

_____	Fuel Capacity	_____	Filter Type
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Plumbing

_____	Fresh Water Tank Capacity	_____	Waste Holding Tank Capacity
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Key Numbers

_____	Cabin	_____	Ignition
_____	Other	_____	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		

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		

Operator of Boat

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

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
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

Number of PFDs	Flares (Yes/No)	Mirror (yes or 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
Marine Radio (Yes/No)	Type	Frequencies

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

[illegible]

[illegible]

[illegible]

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