
WELCOME



44 Sedan Bridge

International • 455 Sedan Bridge

Congratulations on becoming the new owner of the world's most prestigious yacht. We at Sea Ray® Boats, Inc. welcome you into our worldwide and ever-expanding family of boating enthusiasts.

The Owner's Manual Packet, to be kept on board your Sea Ray, gives you important information on all the features of your Sea Ray, for years of trouble-free boating take the time to carefully review the information in your Owner's Manual Packet and really get to know your boat. **Have everyone who will operate your yacht read this manual.**

The Owner's Manual Packet contains the following:

- **Owner's Manual**

The Owner's Manual gives you important operating and safety information, as well as reminding you about your responsibilities as a boat owner/operator.

- **Original Equipment Manufacturer (OEM) Information**

This section of your Owner's Manual Packet contains information from the manufacturers of equipment installed on your boat. Examples include the engine, engine control and steering system. Throughout the Owner's Manual you will be referred to information provided by manufacturers of specific systems.

Because your purchase represents a substantial investment, we know you will want to take the necessary measures to protect its value. We have outlined a program for proper operation, periodic maintenance and safety inspections. We urge you to follow these recommendations. If you have questions which are not fully covered by the Owner's Manual Packet, please consult your authorized dealer for assistance.

Thank You For Selecting A Sea Ray®!

Bon Voyage





INTRODUCTION

1. THIS MANUAL

The material here and in the rest of the Owner's Manual Packet:

- Gives you basic safety information;
- Describes the features of your boat;
- Describes the equipment on your boat;
- Describes the fundamentals of boat use; and
- Contains service and maintenance information.

You must learn to operate this boat as well as read, understand and use this manual.

What this manual does not give you is a course in boating safety, or how to navigate, anchor or dock your boat. Operating a power boat safely requires more skills, knowledge and awareness than is necessary for a car or truck.

2. YOUR RESPONSIBILITIES

For your safety, the safety of your passengers, other boaters and people in the water, you must:

- Take a boating safety course;
- Get instruction in the safe and proper handling of your boat;
- Understand and follow the "rules of the road";
- Learn how to navigate.

3. SOURCE OF INFORMATION

In North America, contact one of the following for boating courses:

- U.S. Coast Guard Auxiliary
- U.S. Power Squadron
- Canadian Power and Sail Squadrons
- Red cross
- State Boating Offices
- Yacht Club

Contact your dealer or the Boat/U.S. Foundation at 1-800-336-2628

Outside of North America, contact your boat dealer and/or your governmental boating agency for assistance.

A book that provides a comprehensive background in boating is Chapman - Piloting, Seamanship and small Boat handling, by Elbert S. Maloney, published by Hearst Marine.

4. DEALER RESPONSIBILITIES

In addition to a pre-delivery check and service of the boat, your dealer is to give you:

- A description and demonstration of the safety systems, features, instruments and controls on your boat;
- An orientation in the general operation of your boat;
- An "In Service Form" completed by you and the dealer after your inspection of the boat;
- A review of all warranty information and how to obtain warranty service;
- The complete Owner's Manual Packet.

If you do not receive all of these materials, or have any questions, contact your dealer or call 1-800-SRBOATS (International 1-314-216-3333).

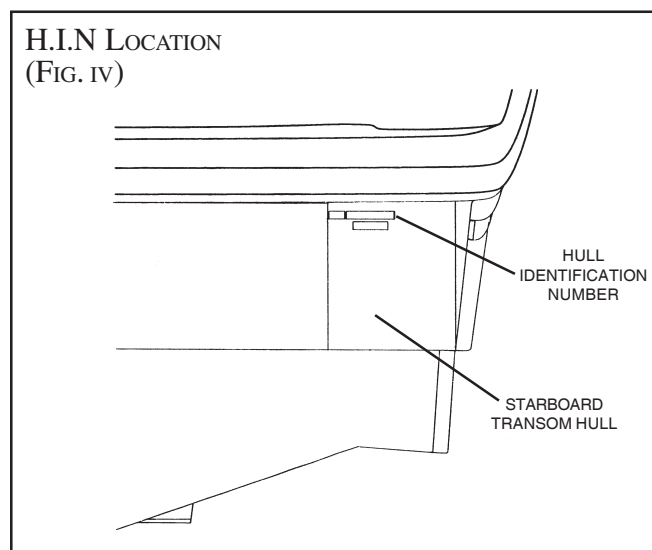
5. WARRANTIES

Your boat comes with several warranties. Each component and/or system on your boat has its own warranty that will be found with the specific information and manual for that component. These are included with your Owner's Manual Packet. Locate and read the individual warranties; then put them together for easy future reference. The Sea Ray® warranty is on the warranty information card in your packet and is repeated on the next page.



6. HULL IDENTIFICATION NUMBER (HIN)

The "Hull Identification Number" located on the starboard side of the transom, is the most important identifying factor and must be included in all correspondence and orders. Failure to include it creates delays. Also of vital importance are the engine serial numbers and part numbers when writing about or ordering parts for your engine. Refer to the Engine Operator's Manual for locations of engine serial numbers and record them for future reference.



7. MANUFACTURER'S CERTIFICATION

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

The NMMA, National Marine Manufacturers Association, provides Sea Ray with a third party certification. The NMMA is an organization that represents the marine industry and assists manufacturers, boat dealers, marinas, repair yards and component suppliers in areas of legislation, environmental concerns, marine business growth and state and federal government agency interaction. The third party certification that Sea Ray participates in, uses the well know Standards and Recommended Practices of the ABYC, American Boat and Yacht Council.

Sea Ray Boats participates extensively in the American Boat and Yacht Council which is a non-profit organization that develops and publishes voluntary standards and recommended practices for boat and equipment design, construction, service and repair. We utilize all applicable ABYC standards in the construction of your Sea Ray boat.

Finally, Sea Ray sells their products world wide and as such must conform to the various rules and regulations required by other countries. Most notably, are the ISO standards in Europe which require the application of the CE (Common European) mark. This mark, much like the NMMA certification here in the US, gives you the boat owner specific information concerning your craft. For more information, turn to Section 1 - *Safety*, subsections 8 and 12 which explains in detail the CE plate and its importance.

8. SERVICE, PARTS AND REPAIR FOR YOUR BOAT

When your boat needs service, parts or repair, take it to an authorized Sea Ray® dealer. To find a dealer in your area call:

1-800-SRBOATS
Fax: 1-314-213-7878
(International 1-314-216-3333)

To find repair and parts facilities for the equipment installed on your boat, refer to the manual for that component.

If a problem is not handled to your satisfaction:

1. Discuss any warranty-related problems directly with the service manager of the dealership or your sales person. Give the dealer an opportunity to help the service department resolve the matter for you.
2. If a problem arises that has not been resolved to your satisfaction by your dealer, contact Sea Ray® Boats at 1-800-SRBOATS and the appropriate customer service department information will be provided to you.



9. CONTACT PHONE NUMBERS & INTERNET ADDRESSES

When your boat needs service, parts or repair, take it to an authorized Sea Ray® dealer. To find a dealer in your area call:

Sea Ray Boats USA

Phone 1-800-SRBOATS
Fax 1-314-213-7878
Internet www.searay.com

Sea Ray Boats International 1-314-216-3333

United States Coast Guard

Phone 1-800-368-5647
Internet www.uscgboating.org

Boat US Foundation

Phone 1-800-336-2628
Internet www.boatus.com/foundation/

Canadian Coast Guard

Phone 1-800-267-6687
Internet www.ccg.gcc.gc.ca/main_e.htm





ABOUT YOUR LIMITED WARRANTY

Sea Ray offers an express Limited Warranty on each new Sea Ray purchased through an authorized Sea Ray dealer. A copy of the Limited Warranty was included in your owner's packet. If for any reason, you did not receive a copy of the Limited Warranty, please contact your local dealer or call 1-800 SR BOATS for a replacement copy.

Under the Limited Warranty, Sea Ray covers structural fiberglass deck or hull defects which occur with five (5) years of the date of delivery and parts found to be defective in factory material or workmanship within one (1) year of the date of delivery. In addition, laminate blisters resulting from defects in factory material or workmanship are covered for five (5) years on a pro-rated basis.

Sea Ray's obligation under the Limited Warranty is limited to repair or replacement of parts that are judged defective by Sea Ray and does not include transportation, haul out, or other expenses. The foregoing is the **sole and exclusive** remedy provided by Sea Ray.

The Limited Warranty does not cover engines, stern drives, controls, propellers, batteries, trailers, or other equipment or accessories carrying their own individual warranties, nor does the Limited Warranty cover engines, parts or accessories not installed by Sea Ray. The Limited Warranty does not cover cosmetic gel coat finish. Boats used for commercial purpose are excluded from coverage. **See the Sea Ray Express Limited Transferable Warranty for other exclusions.**

SEA RAY EXPRESSLY DISCLAIMS THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS. NEITHER SEA RAY NOR THE SELLING DEALER SHALL HAVE ANY RESPONSIBILITY FOR LOSS OF USE OF THE BOAT, LOSS OF TIME, INCONVENIENCE, COMMERCIAL LOSS OR CONSEQUENTIAL DAMAGES.

The unexpired term of the Limited Warranty may be transferred to a subsequent owner upon the new owner's written request to Sea Ray Division of Brunswick Corporation, 2600 Sea Ray Blvd., Knoxville, Tennessee, 37914 and payment to Sea Ray of Fifty Dollars (\$50.00).

Thank you for your decision to buy a Sea Ray.

The Sea Ray Express Limited Transferable Warranty is subject to change at any time at Sea Ray's discretion. The information contained herein is general information about the Limited Warranty for the owner's general knowledge, but does not alter or amend the terms of the Limited Warranty.



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Information in this publication is based upon the latest product specifications available at printing. Sea Ray® Boats, Inc. reserves the right to make changes at any time, without notice, in the colors, equipment, specifications, materials and prices of all models, or to discontinue models. Should changes in production models be made, Sea Ray® is not obligated to make similar changes or modifications to models sold prior to the date of such changes.

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SECTION 1 • SAFETY

Safe Boating Means:

- Knowing the limitations of your boat;
- Following the rules of the road;
- Keeping a sharp lookout for people and objects in the water;
- Not boating in water or weather conditions that are beyond the boat's and the operator's capability;
- Never boating when the operator is under the influence of drugs or alcohol;
- Being aware of your passenger's safety at all times; and
- Reducing speed when there is limited visibility, rough water, nearby people in the water, boats, or structures.

Boating in beautiful weather and calm water conditions can be a wonderful experience. Pleasurable boating, however, requires considerably greater skills than operating a land vehicle. To obtain these skills, you must:

- Take a Coast Guard, U.S. Power Squadron or equivalent boating safety course. **Call the Boat/U.S. Foundation at 1-800-336-2628 for information on available courses.**
- Get hands-on training on how to operate your boat properly.

In addition:

- Maintain your boat and its safety and other systems as recommended in this manual.
- Have the boat inspected by a qualified mechanic or dealer, at least annually.
- Ensure that the Coast Guard required safety equipment is on board and functions. (See page iv).

1. SAFETY LABELS

Safety precautions are given throughout this manual and labels are mounted at key locations throughout the boat. This safety information advises the owner/operator and passengers of imperative safety precautions to follow when operating and/or servicing equipment.

- Figures 1.15.1 thru 1.19.1 show the location of the safety labels on your boat.
- Do not remove or obstruct any safety label.
- Replace any label which becomes illegible. Replacement safety labels can be obtained by calling your dealer or Sea Ray at 1-800-SRBOATS for information on how to contact the manufacturing facility for your boat.

The meaning associated with each of the four basic types of label is:



DANGER

DANGER – Immediate hazards which **WILL** result in severe personal injury or death if the warning is ignored.



WARNING

WARNING – Hazards or unsafe practices which **COULD** result in severe personal injury or death if the warning is ignored.



CAUTION

CAUTION – Hazards or unsafe practices which could result in minor injury or product or property damage if the warning is ignored.

NOTICE

Information which is important to proper operation or maintenance, but is not hazard-related.



SECTION 1 • SAFETY

2. LEGALLY MANDATED MINIMUM REQUIRED EQUIPMENT

Consult your national boating law enforcement agency.

The following equipment is the minimum required by the U.S. Coast Guard for a boat from 40' to less than 65' [12.2 meters to less than 19.8 meters] in length.

Personal Flotation Devices (PFD's): One Coast Guard approved Type I, II or III device is mandatory for each person aboard. One throwable Type IV device is also required to be on board. A Type V device is acceptable if worn for approved use. See Page 1.5 for a description of these PFD classifications. **Always wear a PFD when boating.**

NOTICE

PFD REQUIREMENTS DIFFER

Depending on the state or country of operation the operator of a vessel may be fined for failure to comply with local or national rules regarding PFD usage.

Fire Extinguisher - Portable: With a fixed fire extinguishing system installed in the engine and generator spaces, the American Boat and Yacht Council (ABYC) recommends that you have **two (2) Type B-II ABC** fire extinguishers, one each located at the helm station and outside the engine compartment and **Three (3) Type B-I ABC** extinguishers located in the galley, the crew quarters and the cabin, near the cockpit door.

Whistle, Horn: You must have on board some means of making a loud sound signal, for example, whistle or horn.

Visual Distress Signals: If you operate your boat in coastal waters or on the Great Lakes, you must have visual distress signals for day and night use on board. At least three (3) U.S. Coast Guard approved pyrotechnic devices marked with date showing service life must be carried, be readily

accessible, in serviceable condition and not expired. Store pyrotechnic signals in a well-marked waterproof container in a dry location.

Other: Your Sea Ray is equipped with the required navigation lights, engine exhaust and ventilation systems.

3. FIRE EXTINGUISHING SYSTEM

Your boat is equipped with an automatic fire extinguisher system located in the engine compartment. In the event of a fire, the heat sensitive automatic head in the engine compartment will release a fire-extinguishing vapor, totally flooding the area.

The switch panel contains an indicator light for the automatic fire extinguishing system. The light will be ON when the ignition is on and indicates that the system is ready. If the light goes out while the ignition is on, the system has discharged.

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

Wait at least fifteen (15) minutes before opening the engine compartment. This permits the fire-extinguishing vapor to "soak" the compartment long

! DANGER

Fumes from engine, generators, and other equipment and appliances using burning fuel contain carbon monoxide.

Carbon Monoxide can kill you.

Open all doors, curtains, windows, and hatches to let fresh air circulate, when running engine, generator or burning any fuel when boat is anchored, moored or docked.



SECTION 1 • SAFETY

enough for hot metals and fuels to cool. Have portable extinguishers at hand and ready to use in case the fire reignites. Do not breathe fumes or vapors caused by the fire.

See Section 7 - *Accessories and Options*, Page 7.12 for details on the operation of the fire extinguishing system..

4. CARBON MONOXIDE

Symptoms of carbon monoxide poisoning are dizziness, ears ringing, headaches, nausea and unconsciousness. A poisoning victim's skin often turns cherry red. Because carbon monoxide gas (CO) is odorless, colorless and tasteless, it is unlikely to be noticed until a person is overcome.

Dangerous concentrations of carbon monoxide will be present if:

- the engine and/or generator exhaust systems leak;
- insufficient fresh air is circulating where people are present; and
- fumes move from the rear of the boat into the cockpit and cabin area.

⚠ DANGER

Even in rainy cold weather ventilation must be maintained to avoid Carbon Monoxide poisoning. You will get wet and/or cold.

⚠ DANGER

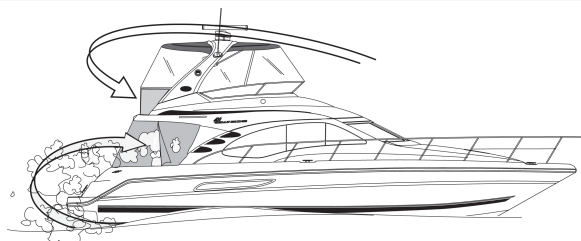
Sleeping on boat requires a operating Carbon Monoxide detection system in each sleeping location.

EXAMPLES OF HOW HIGH LEVELS OF CARBON MONOXIDE MAY ACCUMULATE
(FIG. 1.3.1)



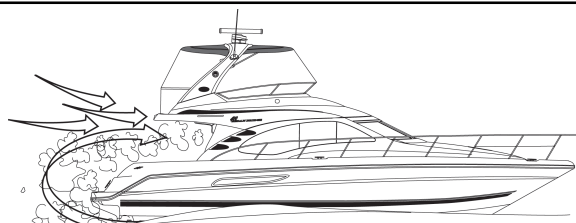
BLOCKING HULL EXHAUSTS. OPERATING AT SLOW SPEED OR DEAD IN THE WATER.

ILLUSTRATION #A



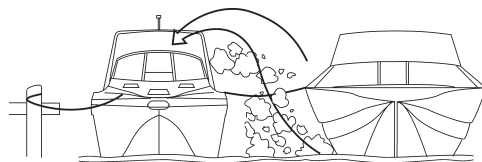
USING CANVAS CURTAINS.

ILLUSTRATION #B



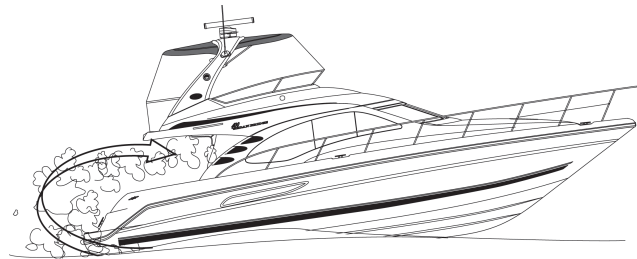
WINDS BLOWING EXHAUST TOWARD BOAT OCCUPANTS.

ILLUSTRATION #C



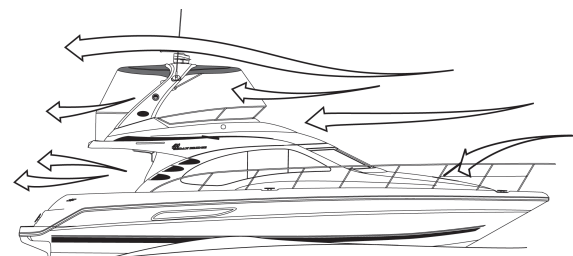
OPERATING ENGINE AND/OR GENERATOR IN CONFINED SPACES.

ILLUSTRATION #D



OPERATING WITH THE BOW HIGH.

ILLUSTRATION #E



GOOD VENTILATION.

ILLUSTRATION #F



SECTION 1 • SAFETY

Figure 1.3.1 gives examples of boat operating conditions that can lead to high concentrations of carbon monoxide gas.

To minimize the danger of CO accumulation when the engine and/or generator are running, or using burning fuel applications.

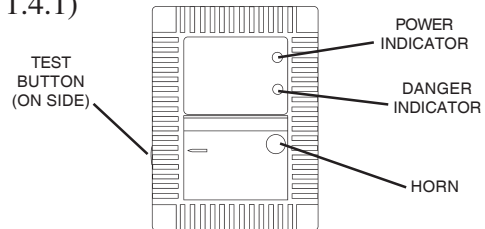
- Be sure to have sufficient ventilation when using canvas or window-type side curtains when underway, anchored, moored or docked.
- If the convertible top is installed, operate with the forward hatch open and leave cabin door open.
- Operate all burning fuel appliances, such as charcoal, propane, LPG, CNG or alcohol cooking devices in areas where fresh air can circulate. Do not use such devices where there is no noticeable air movement, especially in the cabin, when anchored, moored or docked.
- Do not idle engine without moving boat for more than 15 minutes at a time.
- Inspect the exhaust system regularly. (See Section 8, Required Inspection, Service and Maintenance.

If CO poisoning is suspected, have the victim breath fresh air deeply. If breathing stops, resuscitate. A victim often revives, then relapses because organs are damaged by lack of oxygen. Seek immediate medical attention.

A. CARBON MONOXIDE MONITOR

Your boat has carbon monoxide (CO) monitors mounted throughout the boat (See Section 2 - *General Boat Arrangement*, Page 2.26 for locations of monitors) . The CO monitor is an electronic instrument that detects CO. When there is a buildup of CO, the monitor will alert the occupants by a flashing DANGER light and alarm. The CO monitors are wired through a fuse block behind the DC distribution panel.

CARBON MONOXIDE MONITOR
(FIG. 1.4.1)



It is extremely important that you become totally familiar with your CO monitor and its functions.

Read and understand the CO monitor information and operating instructions located in your Owner's Manual Packet.

5. LIFESAVING EQUIPMENT

Even strong swimmers can tire quickly in the water and drown due to exhaustion, hypothermia, or both. The buoyancy provided by a personal flotation device (PFD) will allow the person who has fallen overboard to remain afloat with far less effort and heat loss, extending survival time necessary to find and retrieve them.

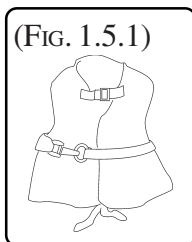
Boat operators are required to carry one wearable personal flotation device (Type I,II,III or V) for every person on board. Boats must also have at least one throwable device (Type IV).

The law requires that PFD's must be readily accessible, if not worn. "Readily accessible" means removed from storage bags and unbuckled. But, children and nonswimmers must wear PFDs at all times when aboard. It is common sense to have everyone on board wearing PFDs. A throwable device must also be right at hand and ready to toss.

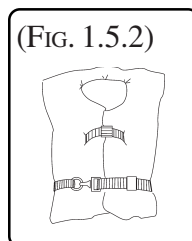
SECTION 1 • SAFETY

A. PFD CLASSIFICATIONS

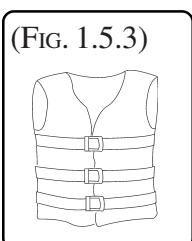
Off-Shore Life Jacket (Type I) most buoyant, it is designed to turn an unconscious person face up; used in all types of waters where rescue may be slow, particularly in cold or rough conditions.



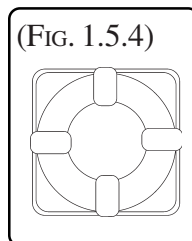
Near-Shore Life Vest (Type II) “keyhole” vest with flotation-filled head and neck support is also designed to turn a person face up, but the turning action is not as pronounced; used in calm, inland waters or where quick rescue is likely.



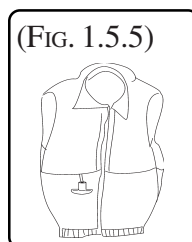
Flotation Aid (Type III) vest is designed so conscious wearers can turn face up; often designed for comfort while engaged in sports such as skiing.



Throwable Devices (Type IV) horseshoe buoys, ring buoys and buoyant cushions are designed to be grasped, not worn.



Special-Use Devices (Type V) sailboat harnesses, white-water vests, float coats, and hybrid vests which have minimum inherent buoyancy and an inflatable chamber.



Before purchasing PFDs, ensure that there is an attached tag indicating they are approved by the U.S. Coast Guard or by your national boating law enforcement agency.

Children and nonswimmers must wear PFDs at all times when aboard. All passengers and crew should wear them. A loose PFD is often useless in an emergency.

The operator is responsible for instructing everyone aboard on the location and use of PFDs.

Size PFDs for the wearer. Children require special attention in the use of PFDs.

Test PFD buoyancy at least once a year.

6. ADDITIONAL RECOMMENDED EQUIPMENT FOR SAFE OPERATION

In addition to legally mandated equipment, the following items are necessary for safe boating, especially if your boat is out of sight of land.

- First aid kit
- Visual distress signals for day and night use (required in some areas; consult local regulations)
- Charts of your intended cruising area
- Compass
- GPS or Loran position locating devices
- Marine VHF radio with weather channels
- Emergency Position-Indicating Radio Beacon (EPIRB)
- Manual bilge pump
- Moisture repellent
- Anchors, chain and line (The anchors must be properly sized for your boat. Ask your dealer or marine supply store for recommendations).
- Mooring lines
- Fenders
- Boat hook
- Waterproof flashlight(s)
- Extra batteries for flashlights and portable electronic devices



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- High power spotlight, if you intend to boat at night
- Spare keys
- Instruction manuals for engine and accessories
- Lubricating oil
- Tool kit:
 - Assorted screwdrivers (Phillips and flat blade)
 - Pliers (regular, vise-grip, and tongue & groove)
 - Wrenches (box, open-end, allen, adjustable)
 - Socket set (metric or U.S. Standard as appropriate)
 - Electrical tape and duct tape
 - Hammer
 - Utility Knife
- Spare parts kit (spark plugs, fuses, hose clamps and ask your dealer to recommend other parts)
- Extra propeller

7. IMPAIRED OPERATION

! WARNING

Drugs and/or alcohol impair the operator's ability to control the boat safely.

Death or serious injury can result from improper boat operation.

Drugs and/or alcohol will prevent you from operating your boat safely. This single factor is involved in more marine accidents and deaths than any other. The detrimental effects of alcohol and drugs are increased by the wind, waves and sun, quickly impairing your ability to react properly and promptly in an emergency.

8. LOAD CAPACITY

A. UNITED STATES

Use common sense and sound judgement when placing equipment and/or passengers in your boat. The number of people on board must be reduced if you go out in poor weather and rough water.

! DANGER

Never carry more weight or passengers than indicated on the certification plate, regardless of weather or water conditions.

The boat can capsize, swamp or sink.

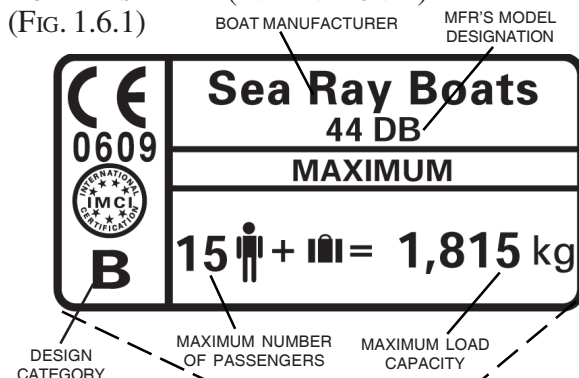
- The number of seats does not indicate how many people a boat can carry in poor weather and rough water.
- Above idle speed, all passengers must be seated on the seats provided.

The United States Coast Guard does not provide specific numbers for passenger capacity or cargo weight for recreational vessels larger than 20 feet (6.09). For safety sake, use the following information provided for the international loading standards for maximum number of passengers plus cargo weight.

B. INTERNATIONAL

The certification plate located near the helm indicates maximum weight and number of persons your boat can handle under calm sea conditions. **Do not exceed the load capacities stated.** The

BUILDER'S PLATE (INTERNATIONAL)
(FIG. 1.6.1)



SECTION 1 • SAFETY

number of people on board must be reduced if you go out in poor weather and rough water.

The information present on the certification plate does not relieve the operator from responsibility. Use common sense and sound judgement when placing equipment and/or passengers in your boat.

- Do not load to capacity in poor weather or rough water.
- The number of seats does not indicate how many people a boat can carry in poor weather and rough water.
- Above idle speed, all passengers must be seated on the seats provided.

WARNING

When engine is running, keep passengers away from areas not designed for riding, such as seat backs, bow, gunwales, transom platform, swim platform, front and rear decks and on sun pads.

Passengers can fall overboard if not seated properly on the seats provided.

9. POWER CAPACITY

The engine options available for your boat have been selected as the best suited for general use for this size boat. Do not install an engine larger than the largest option available. Your boat will be difficult to handle and will be less stable.

Your Sea Ray® has been equipped with a propeller which our tests have shown to be the best suited for general use with our engine under normal conditions and load. Do not change the pitch of your propeller without getting your dealer's recommendations first. If you change to a different propeller pitch, **under no circumstances use a propeller which allows the engine to operate at higher than recommended RPM.** (your engine manual specifies the maximum recommended (RPM).

To maintain rated power, propellers should be free of nicks, excessive pitting and any distortions that alter them from their original design. Badly damaged propellers should be replaced, but those that are chipped, bent or merely out of shape can be reconditioned by your marine dealer.

It is advisable to carry an extra propeller aboard in case you damage the one in use.

10. STABILITY

WARNING

Distribute passengers and gear as uniformly as possible from front to rear and left to right.

The manufacturer's load rating is the maximum allowed under calm conditions.

Reduce boat loading if weather, water or other conditions are adverse.

Your boat was manufactured to specific stability and flotation standards for the capacity shown on the certification plate. Any increase from the recommended load capacities will put your boat in jeopardy of capsizing, swamping and/or sinking.

IN ADDITION:

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

11. MAINTAIN CONTROL

On the water there are no marked traffic lanes, no traffic signs or lights, and boats have no turn signals. The boat operator must keep his or her attention focused not only on what's ahead but what's on the left, right and behind the boat.



SECTION 1 • SAFETY

The operator must always be alert to approaching boats (from the rear, right and left sides, as well as those ahead). There can be people in the water, partially submerged debris, and other navigational hazards such as rocks, sand bars and dangerous currents, to name a few.

Your passengers are relying on you to operate and maneuver the boat safely so that they are not in danger of going overboard. If you turn too quickly, increase or decrease speed abruptly, your passengers are at risk of being thrown overboard or thrown about the boat.

When visibility becomes impaired because of weather, time of day or high bow angle you must slow down so that you have sufficient time to react if an emergency occurs. Nearby boats face similar risks in avoiding a collision with you.



WARNING

Death or serious injury can result if you fail to observe these safety rules:

- **Anyone who controls the boat must have taken a boating safety course and have trained in the proper operation of the boat.**
- **Always operate the boat at speeds that will not put people or property in danger.**
- **Be constantly aware of conditions in all directions when underway and before turning.**
- **Reduce speed, use a lookout to identify possible hazards or difficulties, and turn on navigation lights when:**
 - visibility is impaired;
 - in rough water; and
 - in congested waterways.
- **Watch your wake. It can capsize a small boat or damage moored boats or other property. You are responsible for damage caused by your wake.**

A. GENERAL CONSIDERATIONS

- Know how your boat handles under different conditions. Recognize your limitations and the boat's limitations. Modify speed in keeping with weather, sea and traffic conditions.
- Instruct passengers on location and use of safety equipment and procedures.
- Instruct passengers on the fundamentals of operating your boat in case you are unable to do so.
- You are responsible for passenger's actions. If they place themselves or the boat in danger, immediately correct them.

12. WEATHER



DANGER

**DO NOT ATTEMPT TO BOAT IN
SEVERE WEATHER CONDITIONS**

DEATH OR SERIOUS INJURY CAN OCCUR

**GET TO SHORE BEFORE
THE WEATHER TURNS BAD**

There are four design categories of boats based upon their ability to withstand wind and sea or water conditions. Your boat rating is displayed on the certification plate located near the helm. Do not operate your boat beyond the conditions listed for your boat's rating.

A. Ocean

Wind speed: above 40 knots (46 mph)

Wave height: above 4 meters (13 feet)

Boat may be used for extended ocean voyages.



SECTION 1 • SAFETY

B. Offshore

Maximum wind speed: 40 knots (46 mph)
Maximum wave height: 4 meters (13 feet)
Boat can be used offshore, but not for extended ocean voyages.

C. Inshore

Maximum wind speed: 27 knots (31 mph)
Maximum wave height: 2 meters (6.5 feet)
Boat use is limited to coastal waters, large bays, estuaries, lakes and rivers.

D. Sheltered waters

Maximum wind speed: 15 knots (18 mph)
Maximum wave height: 0.5 meters (1.5 feet)
Boat use is limited to small lakes, rivers and canals.

Your 44 DB is Design Category B.

The wind speed and wave height specified as the upper limit for your category of boat does **not** mean that you or your passengers can survive if your boat is exposed to these conditions. It is only the most experienced operators and crew that may be able to operate a boat safely under these conditions. You must always be aware of weather conditions and head for port or protected waters in sufficient time to avoid being caught in high winds and rough water. **Do not take chances!**

Getting caught in severe weather is hazardous. Bad weather and/or rough sea or water conditions can cause an unsafe situation. Consult local weather information, or listen to the NOAA weather reports for the latest weather conditions or any impending deterioration of the weather before setting out and while underway. Following are a few basic weather-related rules:

- Check the weather forecast and the water conditions before leaving and while underway.
- A sudden change in wind direction or speed or an increase in wave height indicates deteriorating weather.
- Have everyone wear a personal flotation device.

- If a storm approaches, immediately seek a safe harbor.
- If a storm hits, have everyone sit in the cabin or on the cockpit deck in the boat. head the bow into the wind with enough power to maintain slow headway.
- If you encounter fog, determine your position, set a safe course, slow down and alert other boats of your presence with a sound signal.
- If a lightning storm approaches, the safest action is to dock and disembark. If you cannot return to shore, have passengers go **inside** the cabin and remain there until the storm passes.
- Lightning seeks a ground when it strikes. The best protection is a properly grounded lightning rod placed high enough over the deck to provide a protective umbrella over the hull. Depending upon the likelihood of your being in a lightning storm, consult your dealer for installation of a lightning rod. Stay clear of the lightning rod, all attached wiring and all metal parts of the boat.
- Stay out of the water during a lightning storm. If caught swimming during a storm, get back into the boat and remain there until the storm passes.

13. CHART YOUR COURSE

To avoid boating in unsafe areas where there are underwater obstructions, shallow water, unnavigable conditions such as dangerous currents, and others, **you must chart a course.** This means having and using the National Oceanic and Atmospheric Administration (NOAA) charts for coastal waters, observing and understanding all navigational aids, using the knowledge and guidance of experienced boaters, and being aware of the tide times where appropriate.

If you are in an unfamiliar area without knowledge of the hazards, proceed very slowly and have someone watch for hazards.



SECTION 1 • SAFETY

! WARNING

Hitting an object in or under the water or boating in dangerous currents can cause serious injury or death to boat occupants.

You must know where the hazards are and avoid them.

In uncharted waters, boat very slowly and post a lookout.

! WARNING

Shut engine off if an object is struck or if you run aground.

Check for hull leaks and drive line damage, before restarting engines.

Use hand pump if bilge pumps don't remove water.

Boat very slowly, if you must proceed with a damaged drive line.

Let others know where you are going. A float plan describes your intended cruising course and itinerary, boat description, and your expected time and date of return. Give the float plan to a friend or relative, so they can give the information to a national boat agency, like the U.S. Coast Guard, in the event you fail to return.

14. WATER SPORTS

A. SWIMMING

- Do not permit anyone to swim from a moving boat, or a boat with an engine running.
- Many localities prohibit swimming from boats except in designated areas.
- Make sure boat's engines are turned off before allowing people to swim anywhere near your boat. Shut the engine OFF and remove the key from the ignition switch so that nobody will accidentally start the engine while swimmers are nearby.

- Turn off engines when taking swimmers or skiers aboard or when they are entering the water. **Never permit use of the transom or swim platform while engines are running.**
- Slow down and look for swimmers or skiers when cruising in an area where there might be persons in the water.

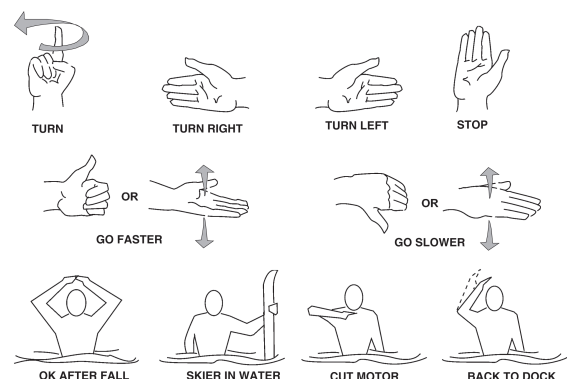
B. SKIING

While it is unlikely that anyone would ski behind your 44 DB, it is advised that you become familiar with water skiing safety and hand signals. You will, on occasion, find yourself in the vicinity of water skiing activity.

- Anyone who water skis must know how to swim.
- Never drive the boat directly behind a water skier. At 22 knots (25 m.p.h.), it takes only 5 seconds to overtake a fallen skier who was 60 meters (200 feet) in front.
- Keep a downed skier in sight and on the operator's side of the boat when approaching the skier. Never back up to anyone in the water.
- Learn the signals to communicate with a skier. The skier is to control the boat through hand signals (Fig. 1.10.1).

Turn – Arm raised, circle with index finger extended.

SKIING SIGNALS
(FIG. 1.10.1)



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Skier in Water – Extend one ski vertically out of water.

Back to Dock – Pat top of head.

Cut Motor – Draw finger across throat.

Slow Down – Thumb pointed down or palm down, move hand up and down.

Faster – Thumb pointed up or palm up, move hand up and down.

OK – Raise arm and form a circle with thumb and index finger.

Stop – Raise arm with palm vertical and facing forward.

Turn Right – Extend arm out from body to the right.

Turn Left – Extend arm out from body to the left.

OK After a Fall – Clasp hands together overhead.

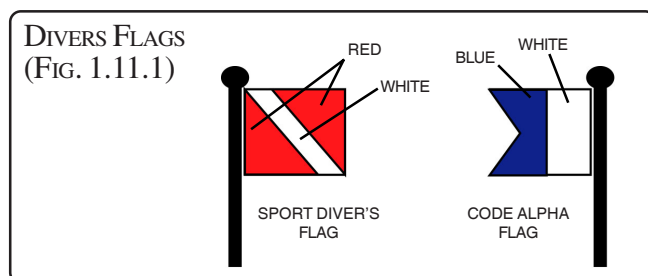
- If the skier suddenly releases the tow rope, it can backlash into cockpit. Spotters who are watching the skier must be aware of this fact and be prepared to deflect the rope by hand to avoid injury.

C. DIVING

- Recognize and respect diving flags (Fig. 1.11.1). Keep at least 30 meters (100 feet) away.

Sport Divers Flag – Red flag with diagonal white stripe marks a diver in the water.

Code Alpha Flag – Blue and white pennant designates boat being used in dive operations.



IN GENERAL

When engaged in water sports, be safe and courteous to others sharing the water:

- Be considerate to fishermen.
- Do not water ski in congested areas.
- Keep the boat and skier away from navigation markers.
- Stay well clear of other boats and skiers.

15. EMERGENCY SITUATIONS

ASSISTING OTHER BOATERS

All boaters have a legal obligation to help other boaters who are in distress, as long as rendering assistance does not endanger you, your passengers or your boat.

Prevention is the safest approach. We hope that you are never involved in an emergency situation.

If you are involved in an emergency situation, it is imperative that you know how to react, in order to protect the lives in your care.

A. MEDICAL EMERGENCY

You may be far from professional medical help when you are boating. At least two people on board your boat should be CPR certified, and should have taken a first aid course. Equip your boat with a first aid kit.

B. WATER RESCUE

A person who has fallen overboard will die from hypothermia in water temperatures below 70°F if not rescued quickly. Water rescue consists of three steps: returning to the victim, making contact with the victim, and getting the victim back on board.



SECTION 1 • SAFETY

RETURNING TO THE VICTIM

- Immediately make everyone aware of the incident and keep the victim in sight.
- Slow the boat and keep pointing toward the person overboard. At night, direct the best available light source at the person.
- Throw a life preserver, even if the person is wearing a PFD. It will serve as another marker.

MAKING CONTACT

- Stop or slow the boat and circle toward the victim.
- Try to approach heading into the wind or into the waves.
- Keep the victim constantly in sight.
- When almost alongside, stop the engine in gear to prevent propeller “windmilling.”

GETTING BACK ABOARD

- Try to reach the victim with a pole, or by throwing a life preserver. Do not swim to rescue the victim, except as a last resort.
- Assist the person in boarding the boat. The person should normally be brought in over the stern.
- If the person is injured or cannot get into the boat, a rescuer should put on a PFD with a safety line attached to the boat and enter the water to assist the victim.
- Handle the victim with care. Spinal injuries may have occurred.

C. FIRE

Fire is a serious boating hazard. Boats will burn quickly. Do not remain on board and fight a fire for more than a few minutes. If the fire cannot be extinguished within a few minutes, abandon the boat.

Have fire extinguishers handy. A small fire can be extinguished quickly with the right size and type of fire extinguisher.

- Extinguish smoking materials, shut off blowers, stoves, engines and generators.
- Throw burning materials overboard, if possible.
- If the fire is accessible, empty the contents of fire extinguishers at the base of the fire.
- If the fire is in the engine compartment and you have an automatic extinguisher for the engine, wait 15 minutes before opening the compartment. Have a portable extinguisher ready in case the fire flares up.
- Signal for help.
- Grab distress signals and survival gear. Put on PFDs. Prepare to abandon ship.

D. FLOODING, SWAMPING AND CAPSIZING

In the event of flooding, swamping or capsizing:

- Try to shut off engines, generators and blowers, before leaving the boat.
- Have everyone put on Personal Flotation Devices (PFD's).
- Account for all who were on board.
- If the boat is floating stay with the boat. Hang on, or climb on the boat and signal for help.
- Only as a last resort should you attempt to swim to shore - it is further away than it looks and you can tire and drown.

E. COLLISIONS AND LEAKING

In the event of collision and leaking:

- Slow down or stop to reduce water intake, unless maintaining speed will keep the hole above water.
- Switch on bilge pumps.



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- Account for everyone on board and check for injuries.
- Have everyone put on PFDs.
- Stay with the boat.
- Signal for help.
- If a leak patch is attempted, it should be done from the outside.
- In the event of a collision, you are required to file an accident report. Contact a state enforcement agency or the nearest Coast Guard office. If you are boating outside of U.S. waters, consult the nation you are visiting for accident reporting requirements.
- Shut off engine.
- Put out the anchor to prevent drifting.
- Determine whether or not you can repair the problem yourself. See the proper manuals for assistance in troubleshooting the engine, steering and engine controls.
- If you are not sure you can fix the problem, or if conditions are adverse, signal for help.

F. GROUNDING

In the event of running aground:

- Check for leaks. If water is coming in, stop the intake of water before attempting to get the boat free.
- Inspect for damage to the hull, propulsion and steering systems.
- Determine if the tide, wind and current will drive the boat harder aground or will help to free it.
- Determine the water depth all around the boat, and the type of bottom (sand, mud, rocks, etc.). If it can be done without exposing persons to risk of injury, the boat should be moved away from hard obstructions and toward open water with soft ground.
- Do not attempt to have your boat towed by other than a trained and competent service, such as the Coast Guard or a salvage company. Recreational craft are not designed to tow other recreational craft.

G. PROPULSION, CONTROL OR STEERING

FAILURE:

If the drive train fails, or controls or steering do not respond properly at all:

16. SAFETY HOTLINES

The safety information in the preceeding pages gives only the general areas of concern for boating safety. It is not intended to be, nor can it be, exhaustive. You must take a boating safety course, and get hands-on instruction in the proper and safe operation of your boat from experienced persons before cruising.

The U.S Coast Guard offers many pamphlets on safety and other information not covered in this book. Contact your local Coast Guard unit or call the toll-free safety hotlines below for information.

- U.S. Coast Guard 1-800-368-5647
- Canadian Coast Guard 1-800-267-6687

In other countries, ask your marine dealer for information on how to contact the national boating law enforcement agency.

17. INTERNATIONAL REQUIREMENTS

This vessel and its systems have been constructed in accordance with standards and specifications in effect at the time of manufacture as published by the various regulatory authorities listed below.

1. Ministere De La Mer - France
2. Registro Italiano Navale - Italy
3. Det Norske Veritas - Norway



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4. Securite des Nauires - Canada
5. J.C.I. (Japan Craft Inspection) - Japan
6. N.K.K. (Nippon Kaiji Kyokai) - Japan
7. B.S.I. (British Standards Institute) - England
8. Ministerio Obras Publicas Y Transportes - Spain
9. EC Recreational Craft Directive - European Community.

Further information concerning these requirements may be obtained from Sea Ray® Customer Service: 1-800-SRBOATS.

18. NAUTICAL TERMS

Abeam – object 90 degrees to center line on either side of boat.

Abaft – a point on a boat that is aft of another.

Aft – toward the rear or stern of the boat.

Beam – the width of a boat.

Bow – the fore part of a boat..

Bow Eye – Bolt with looped head mounted on extreme forward part of bow.

Bulkhead – vertical partition in a boat.

Chine – meeting juncture of side and bottom of boat.

Chock – deck fitting, used as guides for mooring or anchor lines. Also, a wedge to stop wheels from rolling.

Cleat – deck fitting with arms or horns on which lines may be made fast.

Cockpit – an open space from which a boat is operated.

Deck – upper structure which covers the hull between gunwales.

Draft – depth of water required to float boat and its propulsion system.

Fathom – six feet.

Fenders – rope or plastic pieces hung over the side to protect the hull from chafing.

Freeboard – height of exposed hull from water line to deck.

Ground tackle – general term referring to anchors, anchor lines, etc.

Gunwale (pronounced gun'l) – meeting juncture of hull and deck.

Hatch – an opening in deck to provide access below.

Head – toilet or toilet area in a boat.

Headroom – vertical distance between the deck and cabin or canopy top.

Helm – steering console.

Hull – the basic part of a boat that provides buoyancy to float the weight of the craft and its load.

Keel – the major longitudinal member of a hull; the lowest external portion of a boat.

Knot – unit of speed in nautical miles per hour.

Lee – the side that is sheltered from the wind.

PFD – Personal Flotation Device; life preserver.

Port – term designating left side of the boat.

Rudder – Movable fixture at the stern used for steering.

Scupper – hole permitting water to drain overboard from deck or cockpit.

Sheer – curve or sweep of the deck as viewed from the side.

Snub – to check or tighten a line suddenly.

Starboard – term designating right side of the boat

Stern – the aft end of a boat.

Stern drive – outboard unit of an inboard/outboard (I/O) engine installation.

Stringer – longitudinal members fastened inside the hull for additional structural strength.

Transom – transverse part of stern.

Wake – disturbed water that a boat leaves behind as a result of forward motion.

Windward – toward the direction from which the wind is blowing.



SECTION 1 • SAFETY

19. ENVIRONMENTAL CONSIDERATIONS

The following warning is offered for boats sold in the State of California in accordance with California Health & Safety Code §§ 25249.5-.13:

WARNING

A wide variety of components used on this vessel contain or emit chemicals known to the State of California to cause cancer and birth defects and other reproductive harm.

EXAMPLES INCLUDE:

- Engine and generator exhaust
- Engine and generator fuel, and other liquids such as coolants and oil, especially used motor oil
- Cooking fuels
- Cleaners, paints, and substances used for vessel repair
- Waste materials that result from wear of vessel components
- Lead from battery terminals and from other sources such as ballast or fishing sinkers

TO AVOID HARM:

- Keep away from engine, generator, and cooking fuel exhaust fumes.
- Wash areas thoroughly with soap and water after handling the substances above.

A. FUEL & OIL SPILLAGE

Regulations prohibit discharging fuel or oily waste in navigable waters. Discharge is defined as any action which causes a film, sheen or discoloration on the water surface, or causes a sludge or emulsion beneath the water surface. A common violation is bilge discharge. Use rags or sponges to soak up fuel or oily waste, then dispose of it properly ashore. If there is much fuel or oil in the bilge, contact a knowledgeable marine service to remove it. Never pump contaminated bilge overboard. Help protect your waters.

Fill tank(s) less than rated capacity. Allow for fuel expansion.

B. WASTE DISPOSAL

- Many areas prohibit overboard sewer discharge. Close and disable flow-through waste systems to prevent discharge in such areas.
- Bag all refuse until it can be disposed of ashore. Regulations prohibit disposal of plastic anywhere in the marine environment and restrict other garbage disposal within specified distances from shore.

NOTICE

- There is a possibility of being fined for having an operable direct overboard discharge of waste in some waters. Removing seacock handle in closed position, or other means must be used to avoid fine.
- It is illegal for any vessel to dump plastic trash anywhere in the ocean or navigable waters of the United States.

The Coast Guard is requiring any ocean-going boats 40 feet or larger to have a written “waste management” plan on board. While the requirement is aimed at commercial and passenger ships, there is no exception for recreational boats. “Ocean-going” means any boat going beyond the three-mile coastal U.S. boundary. The written plan can be as simple as:

All vessel refuse is placed in trash bags which are stored on board until they can be disposed of in dumpsters on shore. This policy is reviewed by all crew and passengers. The person in charge of carrying out the plan is:

CAUTION

FOR BOATS WITH VACUFLUSH® HEADS ONLY

Do not place facial tissues, paper towels or sanitary napkins in head. Such material can damage the waste disposal system and the environment.



SECTION 1 • SAFETY

C. EXCESSIVE NOISE

Many areas regulate noise limits. Even if there are no laws, courtesy demands that boats operate quietly.

D. WAKE / WASH

Power boat wakes can endanger people and vessels. Each power boat operator is responsible for injury or damage caused by the boat's wake. Be especially careful in confined areas such as channels or marinas. Observe "no wake" warnings.



WARNING

SPEED HAZARD - Watch your wake. It might capsize a small craft. You are responsible for damage caused by your wake.



CAUTION

Reduce speed in congested waterway.

Be alert for No Wake markers.



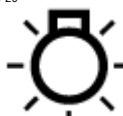
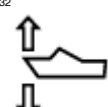
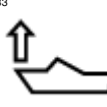
SECTION 1 • SAFETY

20. KEY TO SYMBOLS ON CONTROLS & PRINTS

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

10. KEY TO SYMBOLS ON CONTROLS & PRINTS

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

ISO 04  EMERGENCY START SWITCH (TWIN ENGINE ONLY)	ISO 05  ENGINE EXHAUST CONTROL	ISO 06  ENGINE ROTATIONAL SPEED	ISO 07  ENGINE COOLANT	ISO 08  ENGINE (COOLANT) WATER JACKET TEMPERATURE	ISO 09  ENGINE OIL PRESSURE
ISO 10  FUEL, GENERAL	ISO 11  DIESEL FUEL	ISO 12  FUEL LEVEL	ISO 13  FUEL FILTER	ISO 14  LEADED FUEL	ISO 15  UNLEADED FUEL
ISO 16  BILGE BLOWER	ISO 17  BILGE PUMP	ISO 18  OIL	ISO 19  ELAPSED TIME	ISO 20  LIGHT	ISO 21  INTERIOR LIGHT
ISO 22  RUNNING LIGHTS UNDER POWER	ISO 23  ANCHOR LIGHT	ISO 24  FRESH WATER BASED COOLANT	ISO 25  WASTE WATER/SEWAGE	ISO 26  WINDSHIELD WIPER	ISO 27  WINDSHIELD WASHER
ISO 28  WINDSHIELD WIPER AND WASHER	ISO 29  COMPASS	ISO 30  ANCHOR	ISO 31  HORN	ISO 32  PROPULSION SYSTEM TRIM	ISO 33  PROPULSION SYSTEM TRIM BOW UP
ISO 34  PROPULSION SYSTEM TRIM BOW DOWN	ISO 35  TRIM TAB TRIMMING OPERATION	ISO 36  SINGLE LEVER CONTROL (THROTTLE & SHIFT)	ISO 37  CONTROL LEVER OPERAT- ING DIRECTION	ISO 38  ROTARY CONTROL (QUANTITY INCREASES WITH WIDTH OF SYMBOL)	ISO 39  BATTERY
ISO 40  WARNING ELECTRICAL HAZARD	ISO 41  FIRE RISK	ISO 42  NO OPEN FLAME NO SMOKING	ISO 43  PROPELLER	ISO 44  LIFT POINT OR PROPER LOCATION OF SLING	ISO 45  LIFT POINT



SECTION 1 • SAFETY

21. 44 DB WARNING LABEL LOCATIONS

Save Our Seas

It is *illegal* to dump plastic trash anywhere into the ocean or navigable waters of the United States. Violation of these requirements may result in civil penalty up to \$25,000, a fine of \$50,000 and imprisonment for up to five years.

PLASTIC - Includes but is not limited to: plastic bags, styrofoam cups and lids, sixpack holders, stirrers, straws, milk jugs, egg cartons, synthetic fishing nets, ropes, lines, and bio or photo degradable plastics.

GARBAGE - Means paper, rags, glass, metal, crockery (generated in living spaces aboard the vessel-what we normally call trash), and all kinds of food, maintenance and cargo-associated waste. "Garbage" does not include fresh fish or fish parts, dishwater, and gray water.

INSIDE 3 MILES

(and in U.S. Lakes, Rivers, Bays and Sounds)

PLASTICS
DUNNAGE, LINING AND PACKING MATERIALS THAT FLOAT
ANY GARBAGE EXCEPT DISHWATER/GRAYWATER/FRESH FISH PARTS

3 TO 12 MILES

PLASTICS
DUNNAGE, LINING AND PACKING MATERIALS THAT FLOAT
ANY GARBAGE NOT GROUND TO LESS THAN ONE SQUARE INCH

12 TO 25 MILES

PLASTICS
DUNNAGE, LINING AND PACKING MATERIALS THAT FLOAT

12 TO 25 MILES

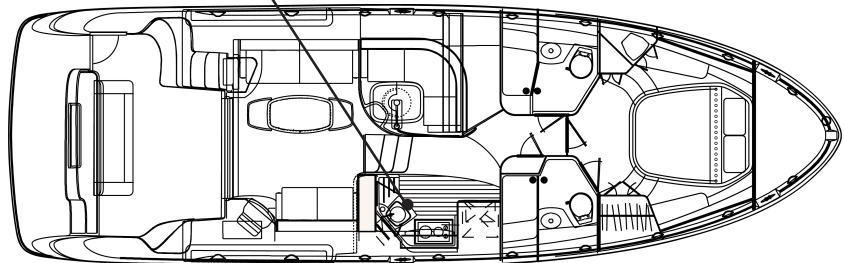
PLASTICS

DUNNAGE- Material used to block and brace cargo, and is considered a cargo associated waste.

DISHWATER- Means the liquid residue from the manual or automatic washing of dishes and cooking utensils which, have been pre-cleaned to the extent that any food particles adhering to them would not normally interfere with the operation of automatic dishwashers.

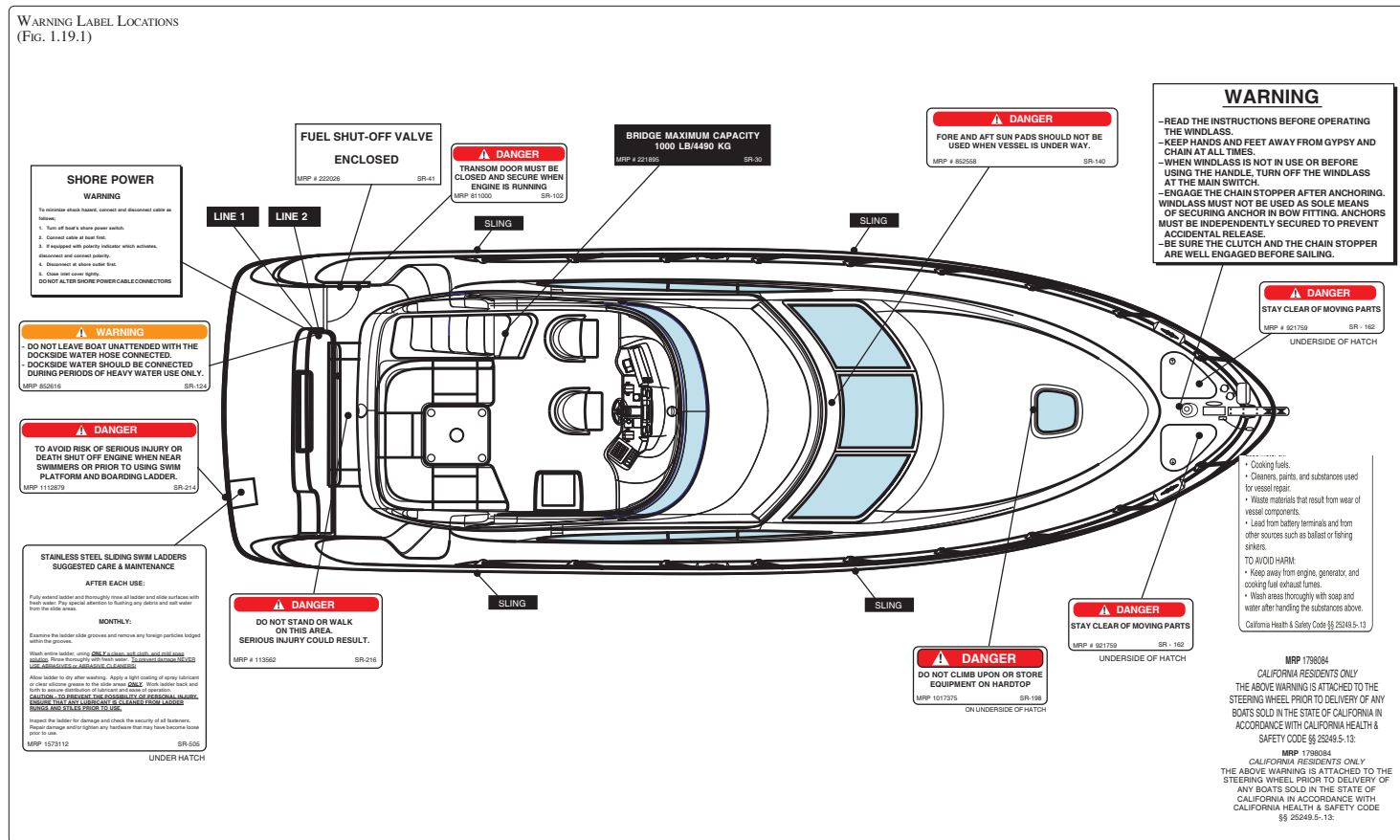
GRAYWATER - Means drainage from a dishwasher, shower, laundry, bath, and washbasin, and does not include drainage from toilets, urinals, hospitals, and cargo spaces.

BEHIND GALLEY CABINET DOOR



19. 44 DB Warning Label Locations

WARNING LABEL LOCATIONS (FIG. 1.19.1)



WARNING LABEL LOCATIONS (FIG. 1.20.1)

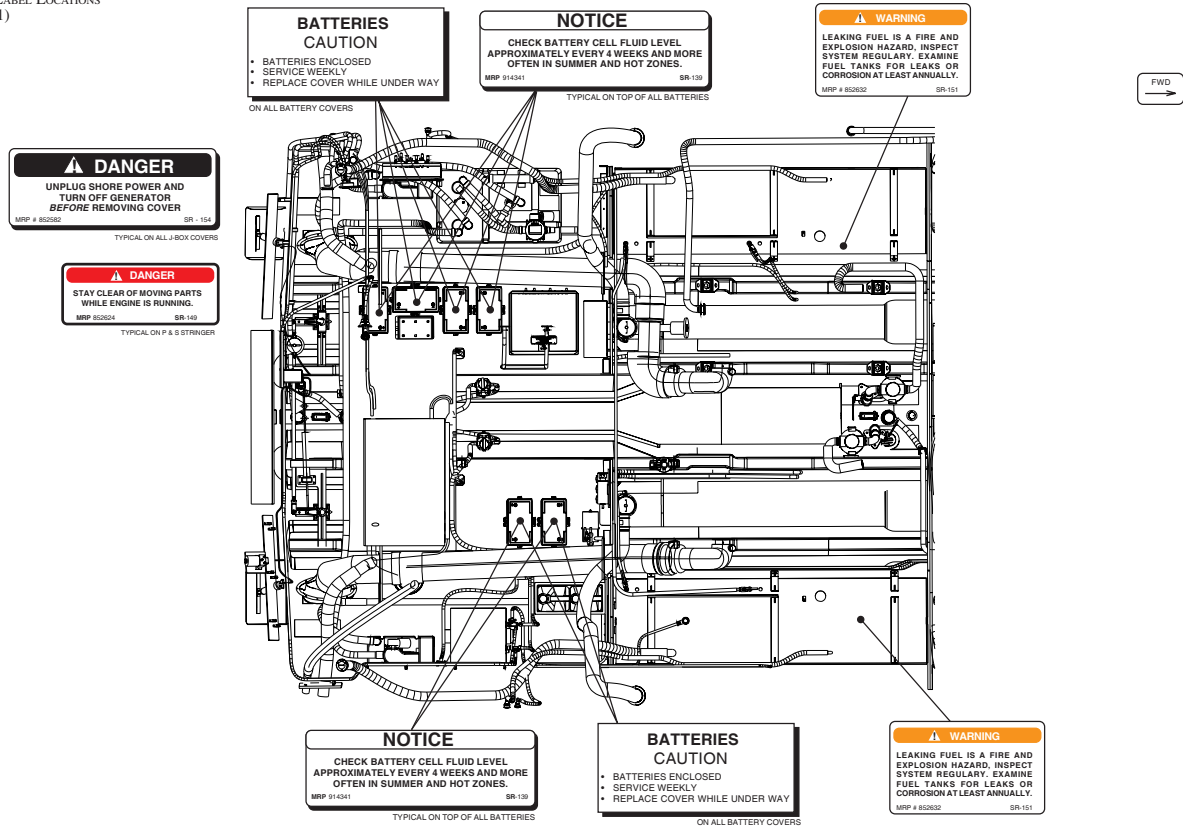
UNDER HATCH

- MRP 1798084
CALIFORNIA RESIDENTS ONLY
THE ABOVE WARNING IS ATTACHED TO THE
STEERING WHEEL PRIOR TO DELIVERY OF
ANY BOATS SOLD IN THE STATE OF
CALIFORNIA IN ACCORDANCE WITH
CALIFORNIA HEALTH & SAFETY CODE §§
25249.5-13:



44 DB Warning Label Locations

WARNING LABEL LOCATIONS
(Fig. 1.21.1)



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SECTION 2 • GENERAL BOAT ARRANGEMENT

1. DOCKING/LIFTING/STORAGE

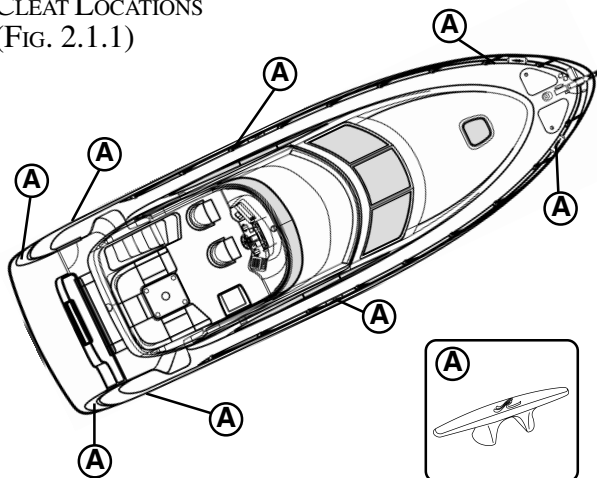
⚠ CAUTION

Do Not use cleats for lifting.

A. BOW AND STERN CLEATS

Cleats must not be used for lifting the boat, they are intended for docking or mooring use only.

CLEAT LOCATIONS
(FIG. 2.1.1)

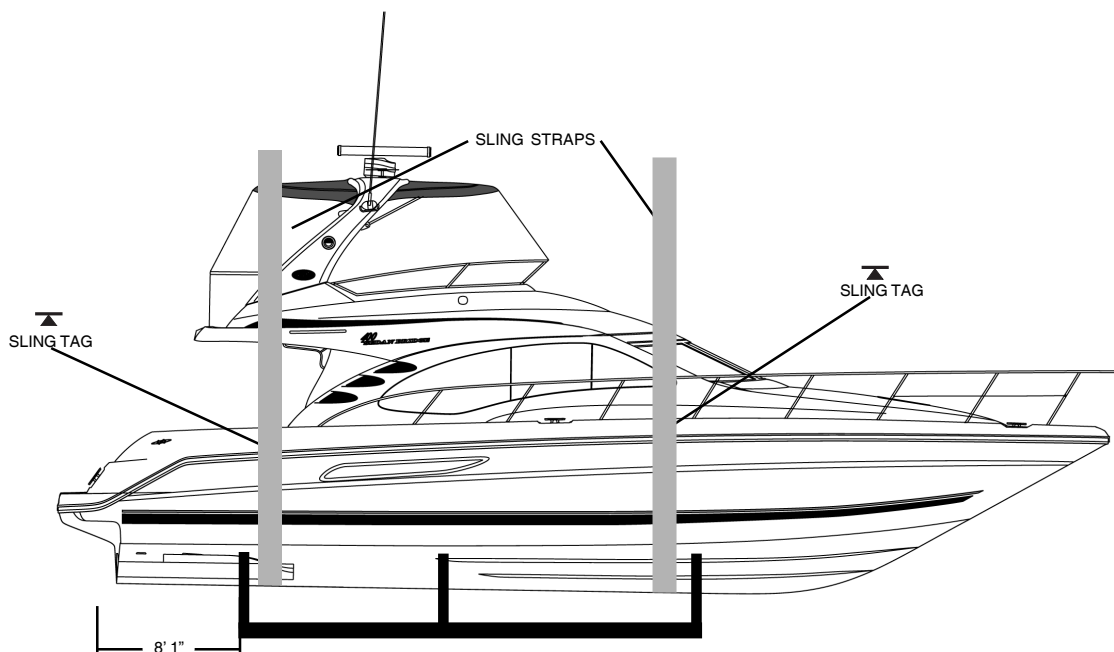


When lifting the boat always keep the bow higher than the stern to drain the exhaust lines and to prevent water from running forward through the manifold and into the engine where it can become trapped. It may seem expedient to lift only the stern when changing a propeller, but this can result in water entering the engine cylinders, causing hydrostatic lock and resulting in possible engine failure. Even a small amount of water in the engine can cause rust and is to be avoided.

With fiberglass boats, severe gelcoat crazing or more serious hull damage can occur during launching and hauling if pressure is created on the gunwales by the slings. Flat, wide belting-type slings and spreaders long enough to keep pressure from the gunwales are necessary. Cable-type slings should be avoided. Do not place the slings where they may lift on the propeller shaft or other underwater fittings. The slings should be placed directly over the sling tags imprinted on the deck to assure the least amount of stress on the hull.

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

PROPER LIFTING AND STORAGE OF THE 44 DB
(FIG. 2.1.2)

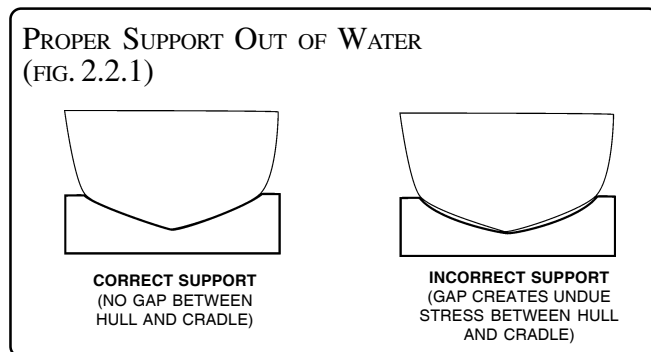


SECTION 2 • GENERAL BOAT ARRANGEMENT

B. SUPPORTING THE BOAT

A cradle is the ideal support for the boat whenever it is not in the water. Properly designed and constructed, it will provide support at the proper points, which is essential to avoid stress on the hull.

Boat placement on the cradle should line up as closely as possible to the sling tags on the side of the deck. Do not rest boat on underwater fittings.



2. PASSENGER LOCATIONS

While the person at the wheel must alert passengers before any sudden or erratic boat movement, such as crossing wakes, rapid turns, sudden acceleration or deceleration, etc., an emergency action may be necessary before passengers can be warned. All passengers must be prepared for rapid boat movement and be able to hold on to prevent loss of balance.

1. When the boat is moving, all passengers must be in the cockpit area or in the cabin and must be on seating provided or, if standing, holding on firmly (See Figure 2.3.1).
2. When persons are on the working deck area, for anchoring, mooring or in emergencies, they must be holding on and be positioned so as to prevent falling. In bad weather and/or rough water, if it is essential to be on deck, persons should be closely tied to cleats, railing stanchions or other securely fastened boat hardware.
3. Engines must be turned off if the boat is near swimmers or persons are on the swim platform or the swim ladder.

WARNING

Boat motion can be erratic.

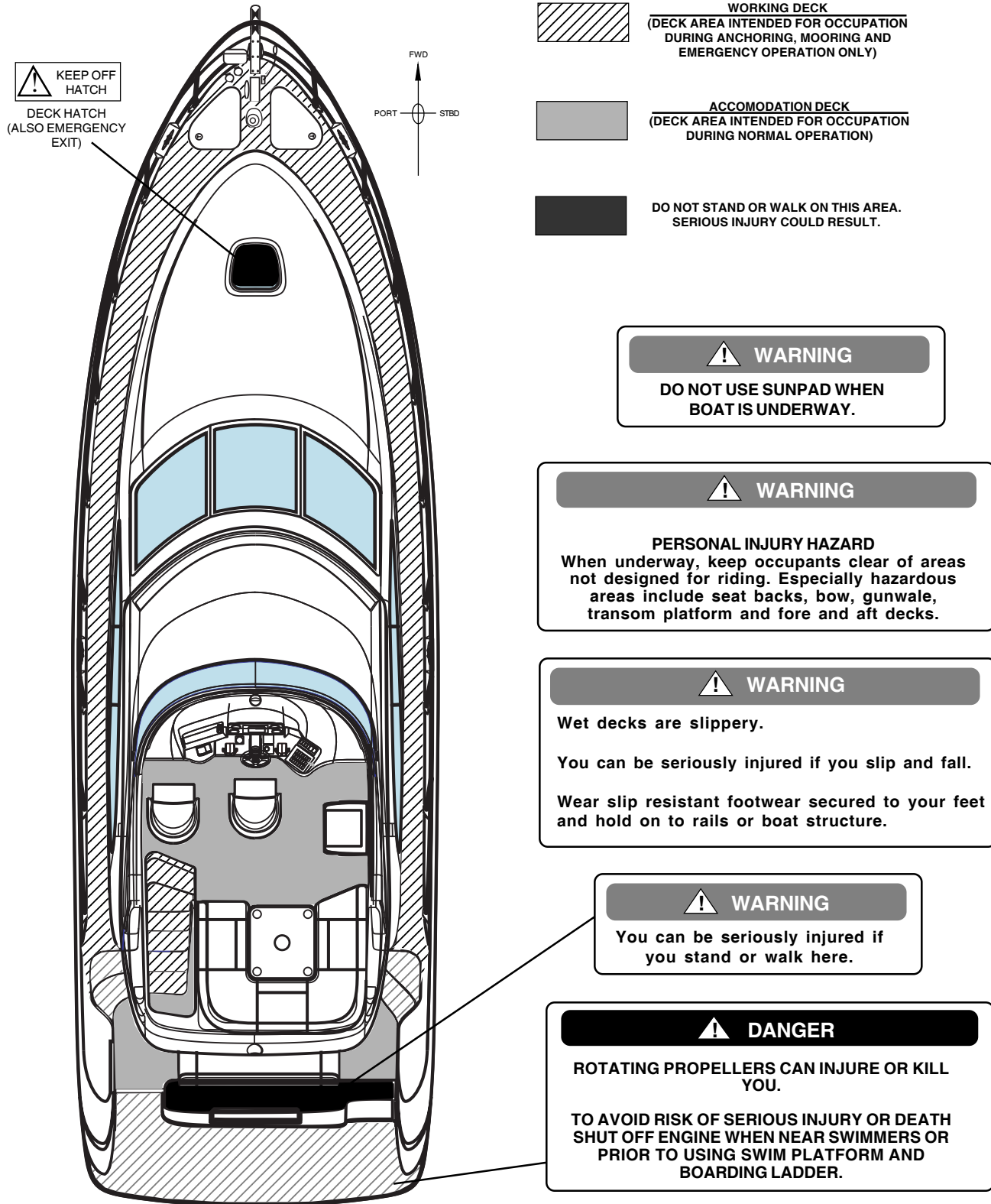
You can fall overboard or be injured by hitting something in or on the boat.

All persons must be in cockpit area or cabin and be prepared for sudden boat movement.

Use front or bow deck area only during anchoring, mooring or emergencies.

SECTION 2 • GENERAL BOAT ARRANGEMENT

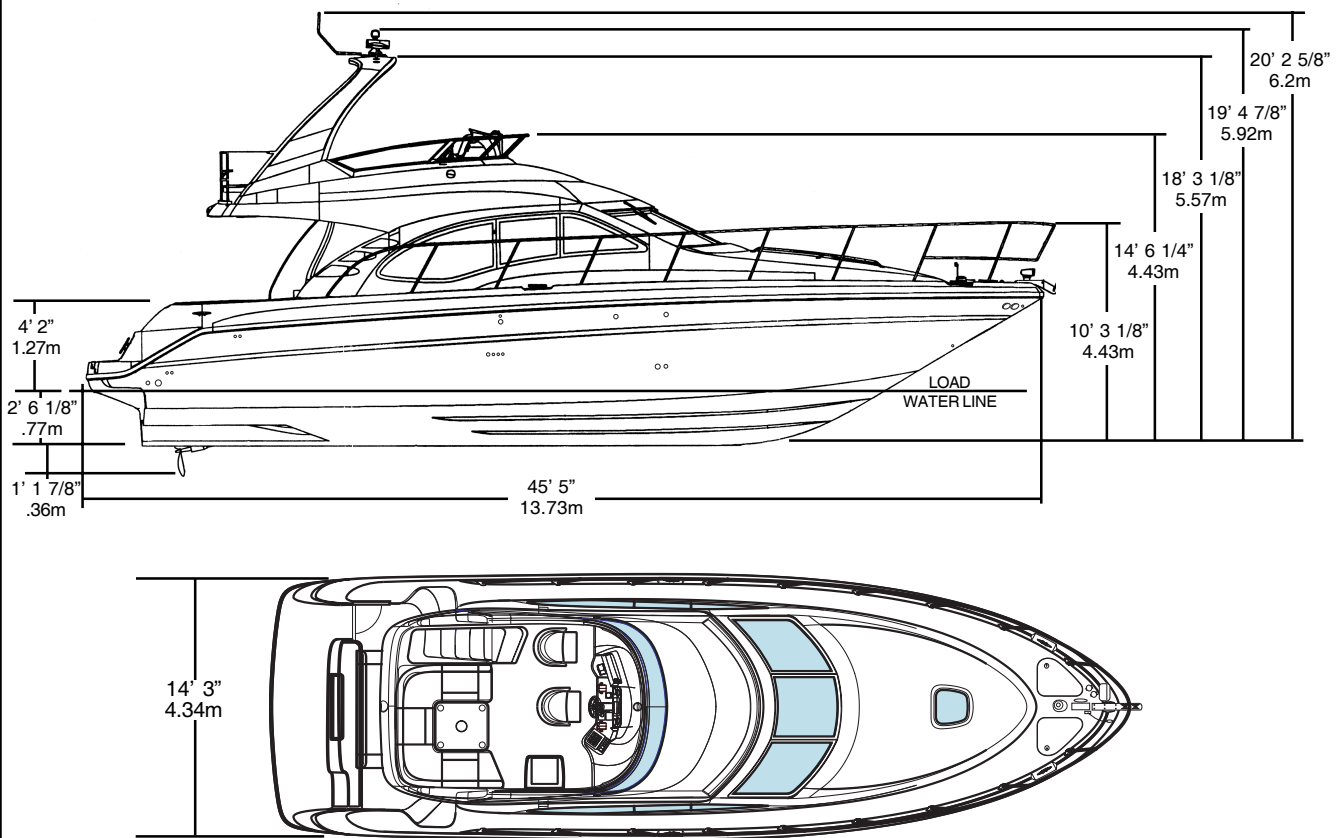
PASSENGER LOCATIONS
(FIG. 2.3.1)



SECTION 2 • GENERAL BOAT ARRANGEMENT

3. BASIC BOAT DIMENSIONS AND CLEARANCES

BOAT DIMENSIONS AND CLEARANCES
(FIG. 2.4.1)



Dimensions:

Overall Length		
w/swim platform -----	45' 5"	13.84m
Beam -----	14' 3"	4.34m
Draft -----	44"	111.8cm
Dry Weight (lbs.) -----	22,000	9,979kg
Fuel Capacity (gal.) -----	350	1,325 (liters)
Water Capacity (gal.) -----	120	454.2 (liters)
Holding Tank (gal.) -----	40	151.4 (liters)
Dead Rise -----	18.5°	18.5°

Height Dimensions:

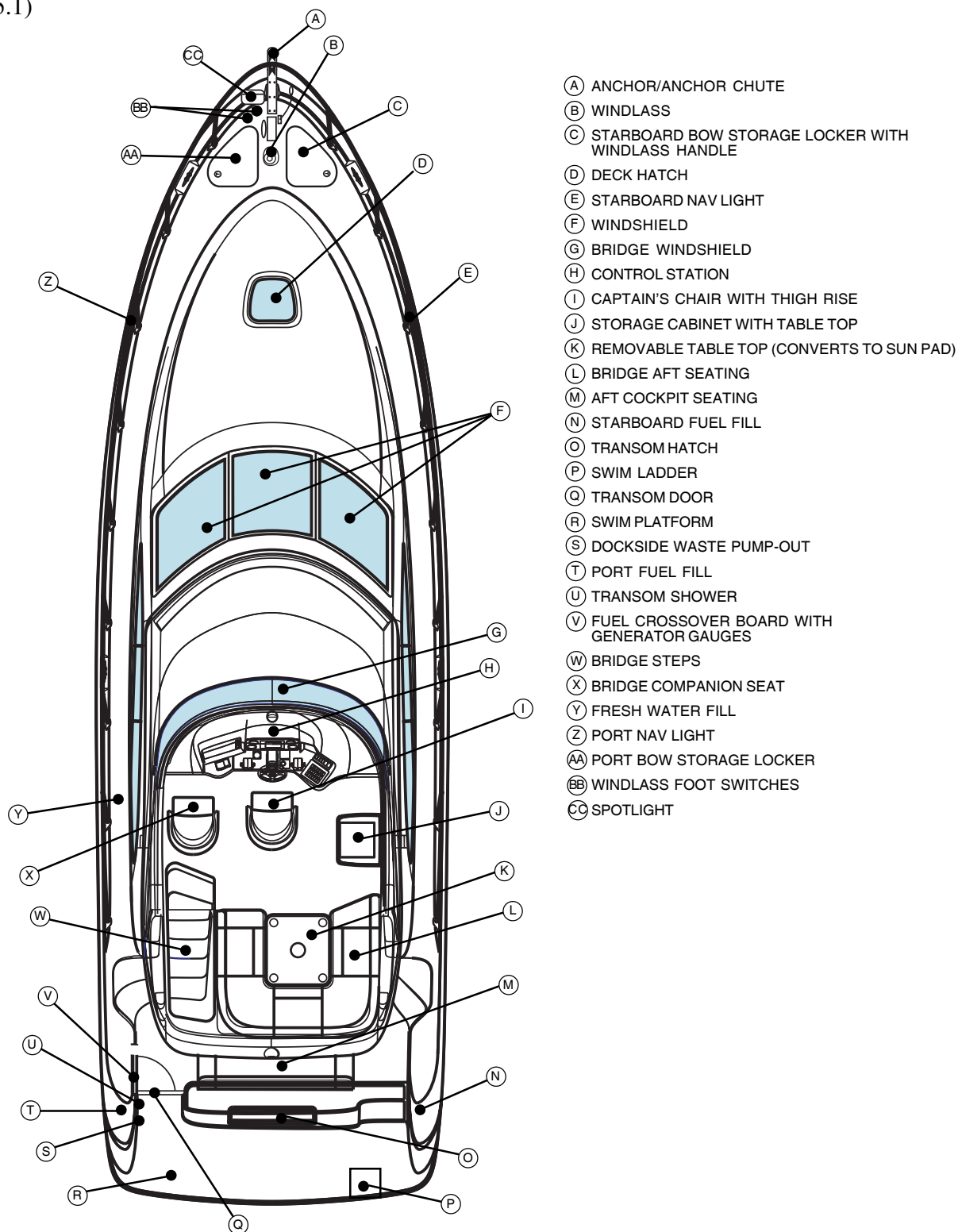
Keel to top of mast light ----	20' 2 5/8"	6.2m
Keel to top of radar -----	19' 4 7/8"	5.92m
Keel to top of spoiler -----	18' 3 1/8"	5.57m
Keel to top of bridge -----	11' 1 1/4"	3.38m
Keel to top of bow rail -----	10' 3 1/8"	4.43m



SECTION 2 • GENERAL BOAT ARRANGEMENT

4. GENERAL DECK LAYOUT

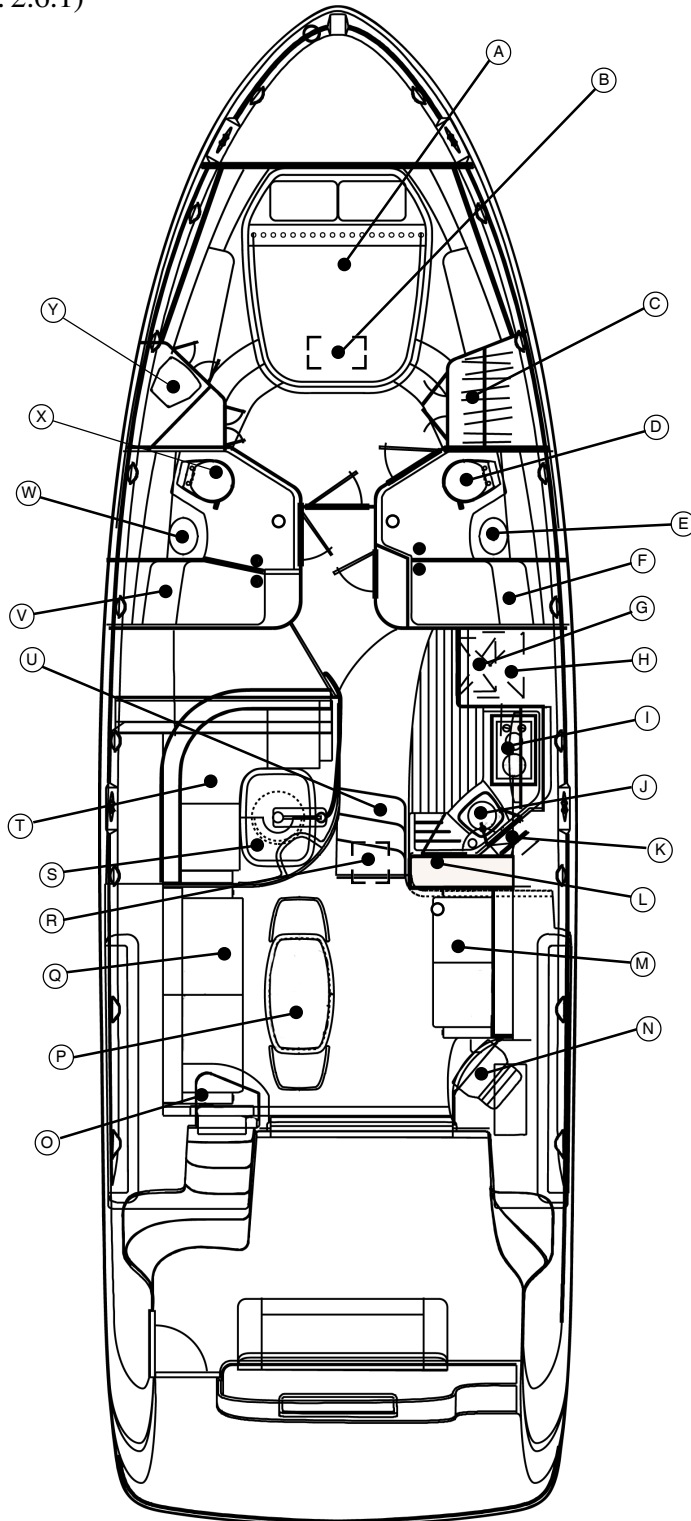
GENERAL DECK LAYOUT
(FIG. 2.5.1)



SECTION 2 • GENERAL BOAT ARRANGEMENT

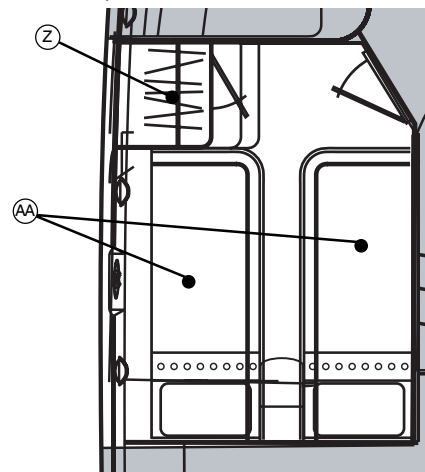
5. CABIN LAYOUT

CABIN LAYOUT
(FIG. 2.6.1)



- (A) MASTER STATEROOM BUNK
- (B) ACCESS HATCH FOR MASTER STATEROOM AC (UNDER MATTRESS)
- (C) MASTER STATEROOM HANGING LOCKER
- (D) MASTER STATEROOM HEAD
- (E) MASTER STATEROOM VANITY
- (F) MASTER STATEROOM SHOWER
- (G) MICROWAVE
- (H) REFRIGERATOR/FREEZER (UNDER MICROWAVE)
- (I) 2-BURNER STOVE
- (J) GALLEY SINK
- (K) COFFEE MAKER
- (L) GALLEY CABINET
- (M) STARBOARD SALON SOFA
- (N) SALON ENTERTAINMENT UNITS
- (O) MDP PANELS
- (P) SALON TABLE WITH STOOLS (OPTIONAL)
- (Q) PORT SALON SOFA (PULL OUT BED OPTIONAL)
- (R) WASHER/DRYER (UNDER STEPS) (OPTIONAL)
- (S) DINETTE TABLE
- (T) DINETTE SEATING
- (U) GALLEY STEPS (LIFT FOR UTILITY ROOM ACCESS)
- (V) GUEST SHOWER
- (W) GUEST VANITY
- (X) GUEST HEAD
- (Y) MASTER STATEROOM ENTERTAINMENT UNIT
- (Z) GUEST STATEROOM HANGING CLOSET
- (AA) GUEST STATEROOM BUNKS (CONVERTIBLE TO KING SIZE BED)

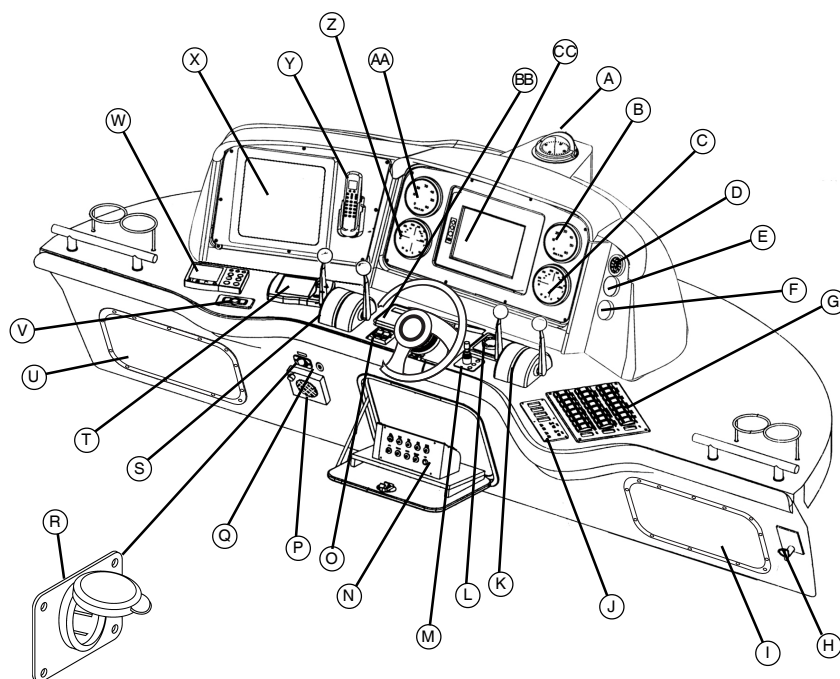
GUEST STATEROOM
(LOWER LEVEL, BELOW DINETTE AREA)



SECTION 2 • GENERAL BOAT ARRANGEMENT

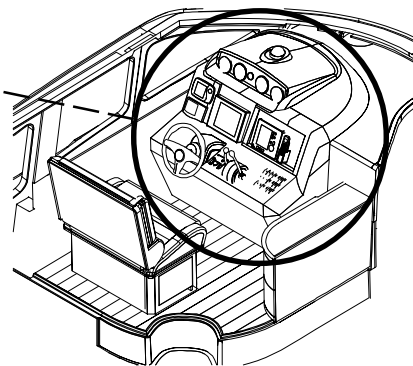
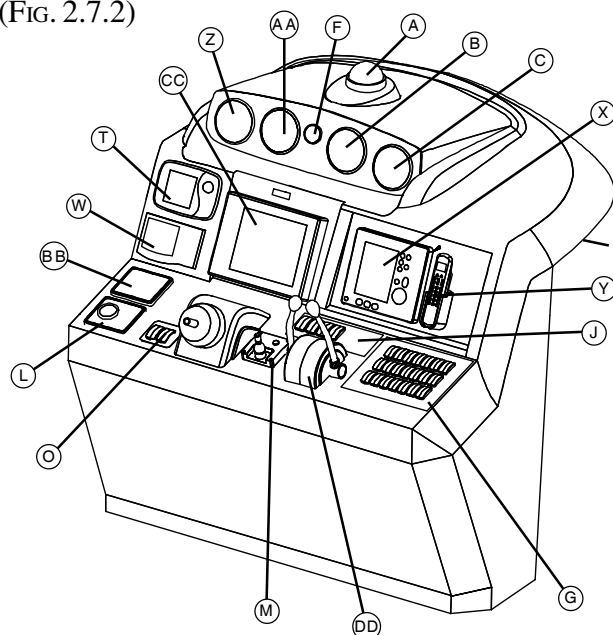
6. CONTROL STATION GAUGE AND SWITCH LAYOUT

CONTROL STATION
(FIG. 2.7.1)



- (A) MAGNETIC COMPASS
- (B) STARBOARD ENGINE TACHOMETER
- (C) STARBOARD ENGINE MULTI-GAUGE
- (D) FIRE EXTINGUISHER INDICATOR
- (E) STEREO REMOTE
- (F) ENGINE SYNCHRONIZER
- (G) SWITCH PANEL
- (H) FIRE EXTINGUISHER MANUAL PULL
- (I) STARBOARD ACCESS PANEL
- (J) ENGINE SYNCHRONIZATION SWITCH PANEL (OPTIONAL)
- (K) THROTTLES
- (L) SPOTLIGHT CONTROL
- (M) BOW THRUSTER CONTROL STICK
- (N) BREAKER PANEL
- (O) TRIM TABS SWITCH
- (P) VHF RADIO SPEAKER
- (Q) AMBIENT TEMPERATURE SENSOR (SMARTCRAFT OPTION)
- (R) 12 VOLT ACCESSORY PLUG
- (S) GEAR SHIFTS
- (T) SMARTCRAFT SYSTEM VIEW (OPTIONAL)
- (U) PORT ACCESS PANEL
- (V) SEA RAY NAVIGATOR MOUSE CONTROL (OPTIONAL)
- (W) AUTOPILOT (OPTIONAL)
- (X) RADAR (OPTIONAL)
- (Y) VHF RADIO
- (Z) PORT ENGINE MULTI GAUGE
- (AA) PORT ENGINE TACHOMETER
- (BB) SYSTEMS MONITOR
- (CC) SEA RAY NAVIGATOR (OPTIONAL)
- (DD) THROTTLE/SHIFT CONTROL

LOWER CONTROL STATION (OPTIONAL)
(FIG. 2.7.2)



NOTE: OPTIONAL LOWER CONTROL STATION REPLACES STANDARD DINETTE AREA

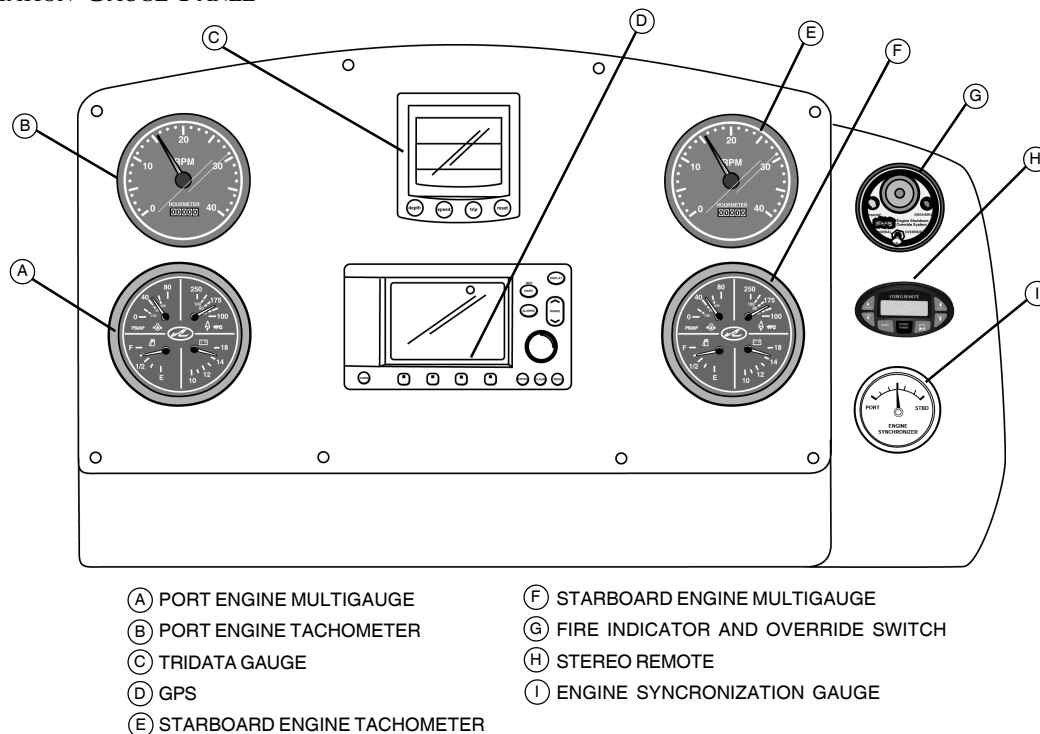
NOTE: ELECTRONICS ARE SUBJECT TO CHANGES IN LOCATION AND EQUIPMENT WITHOUT NOTICE. THIS INFORMATION WAS CORRECT AT TIME OF PRINTING.



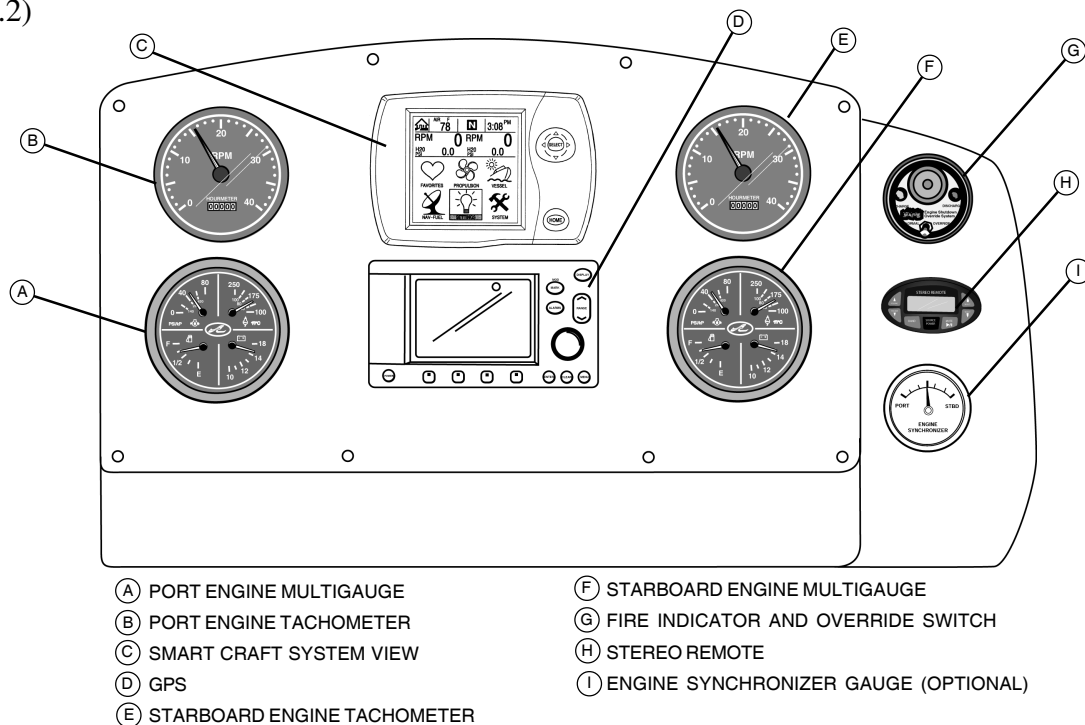
SECTION 2 • GENERAL BOAT ARRANGEMENT

CONTROL STATION GAUGE AND SWITCH LAYOUT

CONTROL STATION GAUGE PANEL
(FIG. 2.8.1)



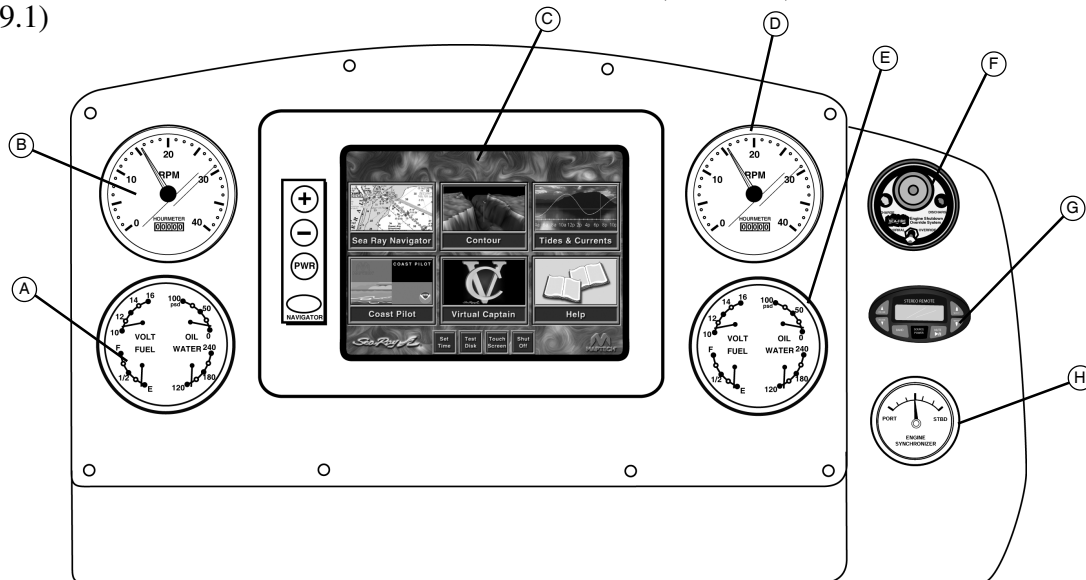
CONTROL STATION GAUGE PANEL WITH SMARTCRAFT SYSTEM VIEW
(FIG. 2.8.2)



SECTION 2 • GENERAL BOAT ARRANGEMENT

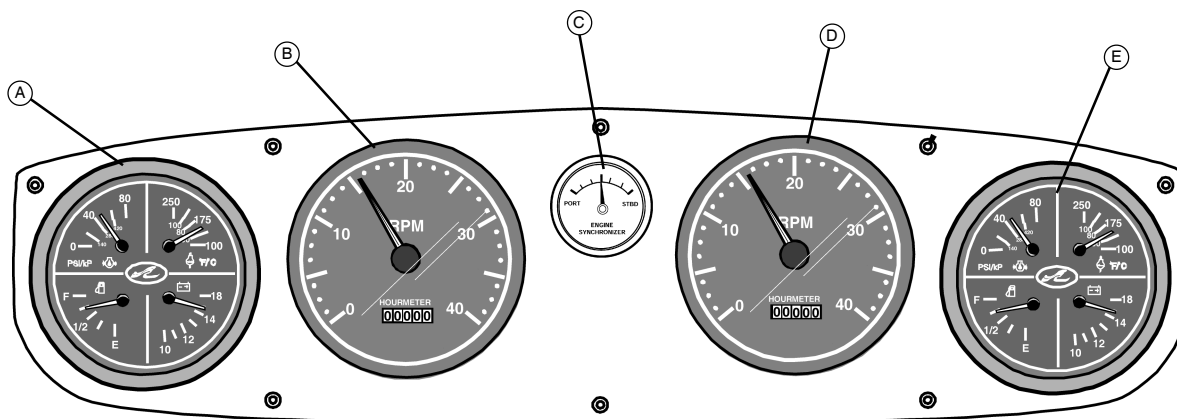
CONTROL STATION GAUGE AND SWITCH LAYOUT

CONTROL STATION GAUGE PANEL WITH SEA RAY NAVIGATOR (OPTIONAL)
(FIG. 2.9.1)



- | | |
|----------------------------------|---|
| (A) PORT ENGINE MULTIGAUGE | (E) STARBOARD ENGINE MULTIGAUGE |
| (B) PORT ENGINE TACHOMETER | (F) FIRE INDICATOR AND OVERRIDE SWITCH |
| (C) SEA RAY NAVIGATOR (OPTIONAL) | (G) STEREO REMOTE |
| (D) STARBOARD ENGINE TACHOMETER | (H) ENGINE SYNCHRONIZATION GAUGE (OPTIONAL) |

OPTIONAL LOWER CONTROL STATION GAUGE PANEL
(FIG. 2.9.2)

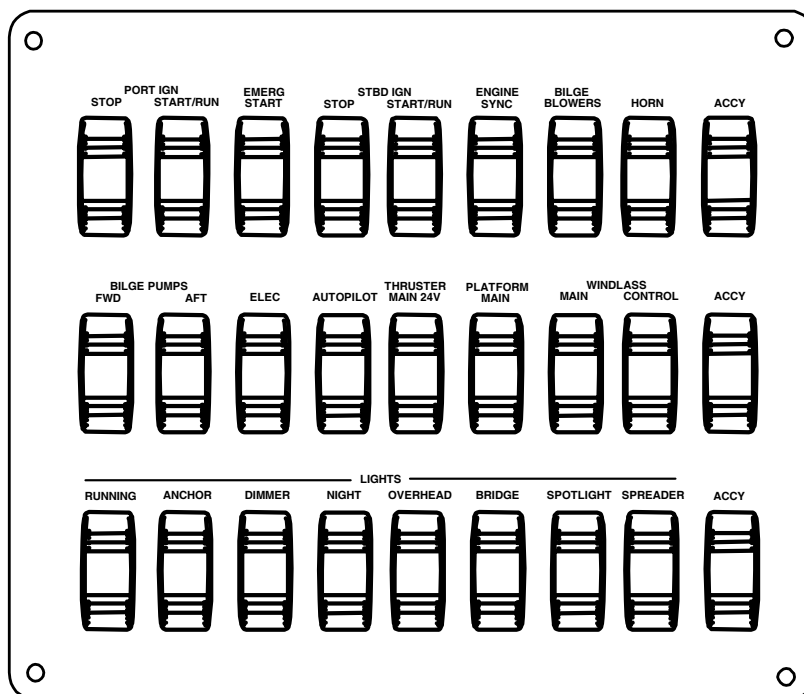


- | | |
|---|---------------------------------|
| (A) PORT ENGINE MULTIGAUGE | (D) STARBOARD ENGINE TACHOMETER |
| (B) PORT ENGINE TACHOMETER | (E) STARBOARD ENGINE MULTIGAUGE |
| (C) ENGINE SYNCHRONIZATION GAUGE (OPTIONAL) | |

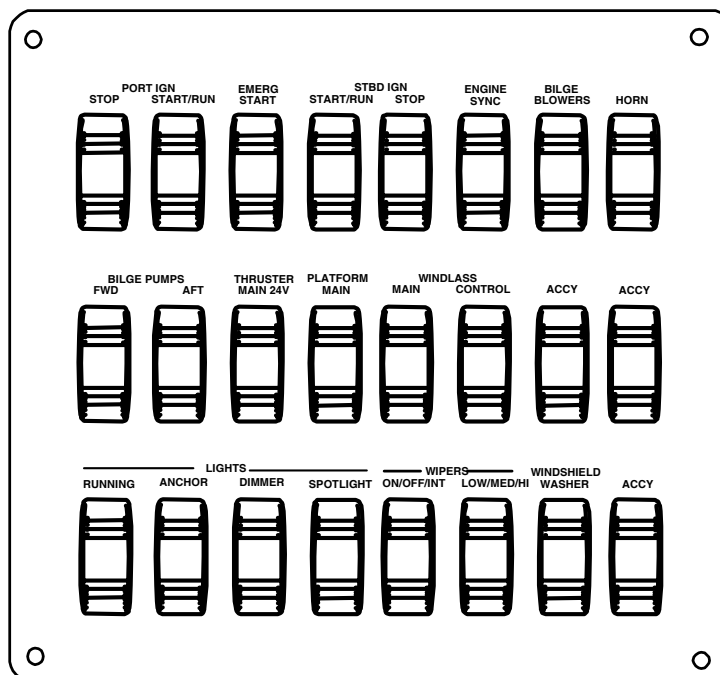
SECTION 2 • GENERAL BOAT ARRANGEMENT

CONTROL STATION GAUGE AND SWITCH LAYOUT

CONTROL STATION SWITCH PANEL
(FIG. 2.10.1)



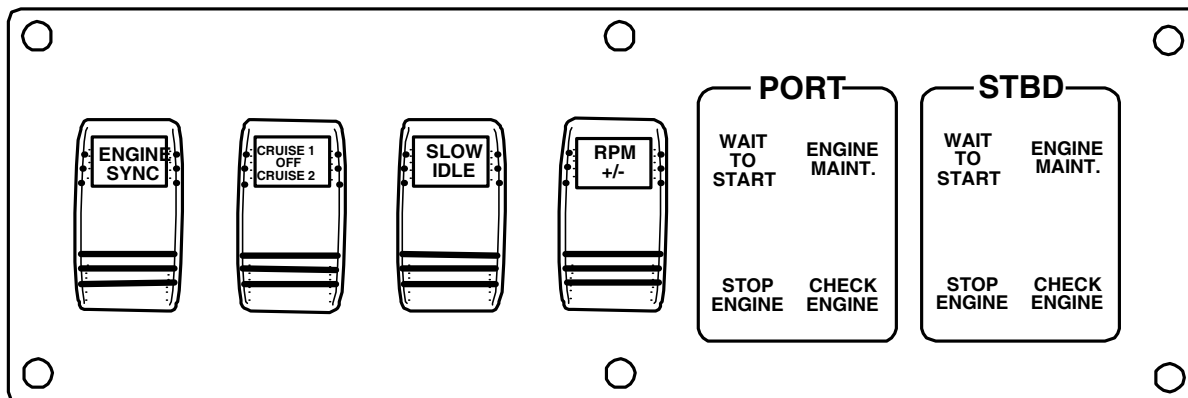
OPTIONAL LOWER CONTROL STATION SWITCH PANEL
(FIG. 2.10.2)



SECTION 2 • GENERAL BOAT ARRANGEMENT

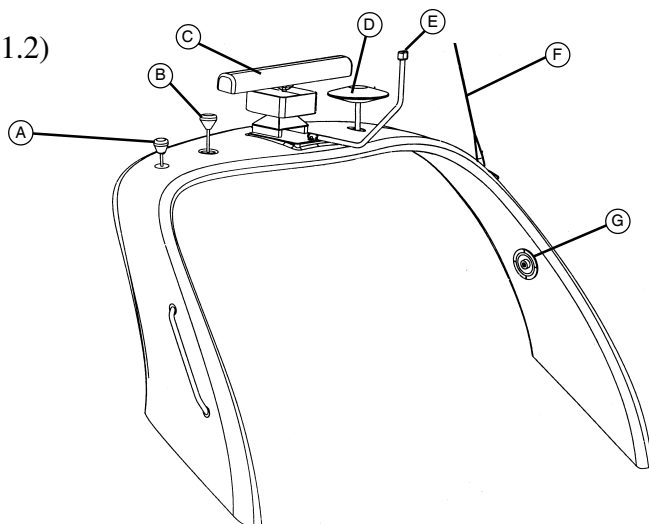
CONTROL STATION GAUGE AND SWITCH LAYOUT

MARINE CRUISE CONTROL SWITCH PANEL (OPTIONAL)
(FIG. 2.11.1)



7. SPOILER

SPOILER
(FIG. 2.11.2)



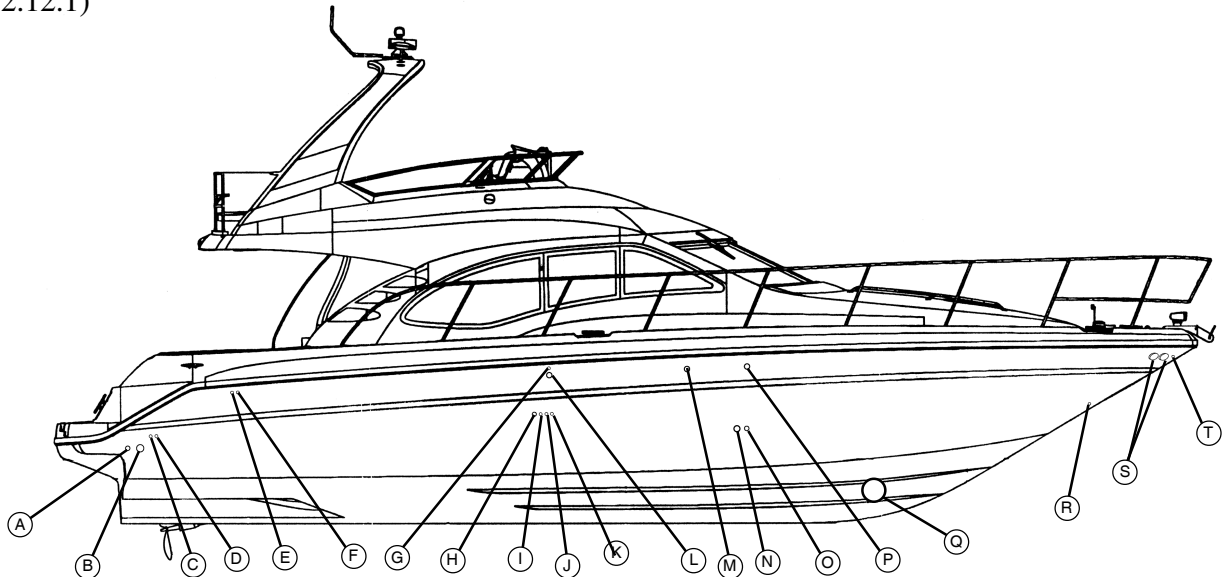
- (A) GPS ANTENNA
- (B) SEA RAY NAVIGATOR GPS ANTENNA (OPTIONAL)
- (C) RADAR
- (D) TV ANTENNA
- (E) MAST LIGHT
- (F) VHF ANTENNA
- (G) STEREO SPEAKER



SECTION 2 • GENERAL BOAT ARRANGEMENT

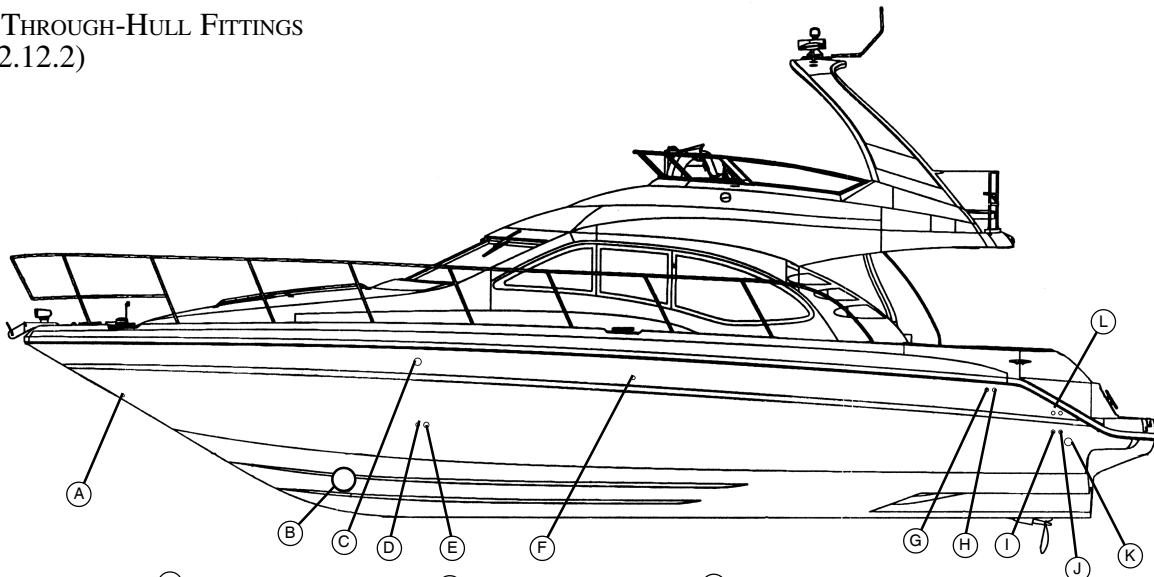
8. FUNCTION AND LOCATION OF THROUGH-HULL FITTINGS AND CUTOUTS

STARBOARD THROUGH-HULL FITTINGS
(FIG. 2.12.1)



- | | | | |
|---------------------------|---|----------------------------|-----------------------------|
| (A) GENERATOR EXHAUST | (G) GREY WATER HOLDING TANK VENT (OPTIONAL) | (L) DRYER VENT (OPTIONAL) | (Q) BOW THRUSTER (OPTIONAL) |
| (B) ENGINE EXHAUST BYPASS | (H) GALLEY SINK DRAIN (DELETED W/GREY WATER OPTION) | (M) GALLEY VENT | (R) ROPE LOCKER DRAIN |
| (C) LINER HATCH DRAIN | (I) FORWARD BILGE PUMP | (N) MASTER HEAD SINK DRAIN | (S) HORN |
| (D) SALON A/C DISCHARGE | (J) CABIN BILGE PUMP | (O) SHOWER SUMP | (T) BOW HATCH DRAIN |
| (E) FUEL TANK VENT | (K) WASHER DISCHARGE (OPTIONAL) | (P) MASTER HEAD VENT | |
| (F) WATER HEATER OVERFLOW | | | |

PORT THROUGH-HULL FITTINGS
(FIG. 2.12.2)



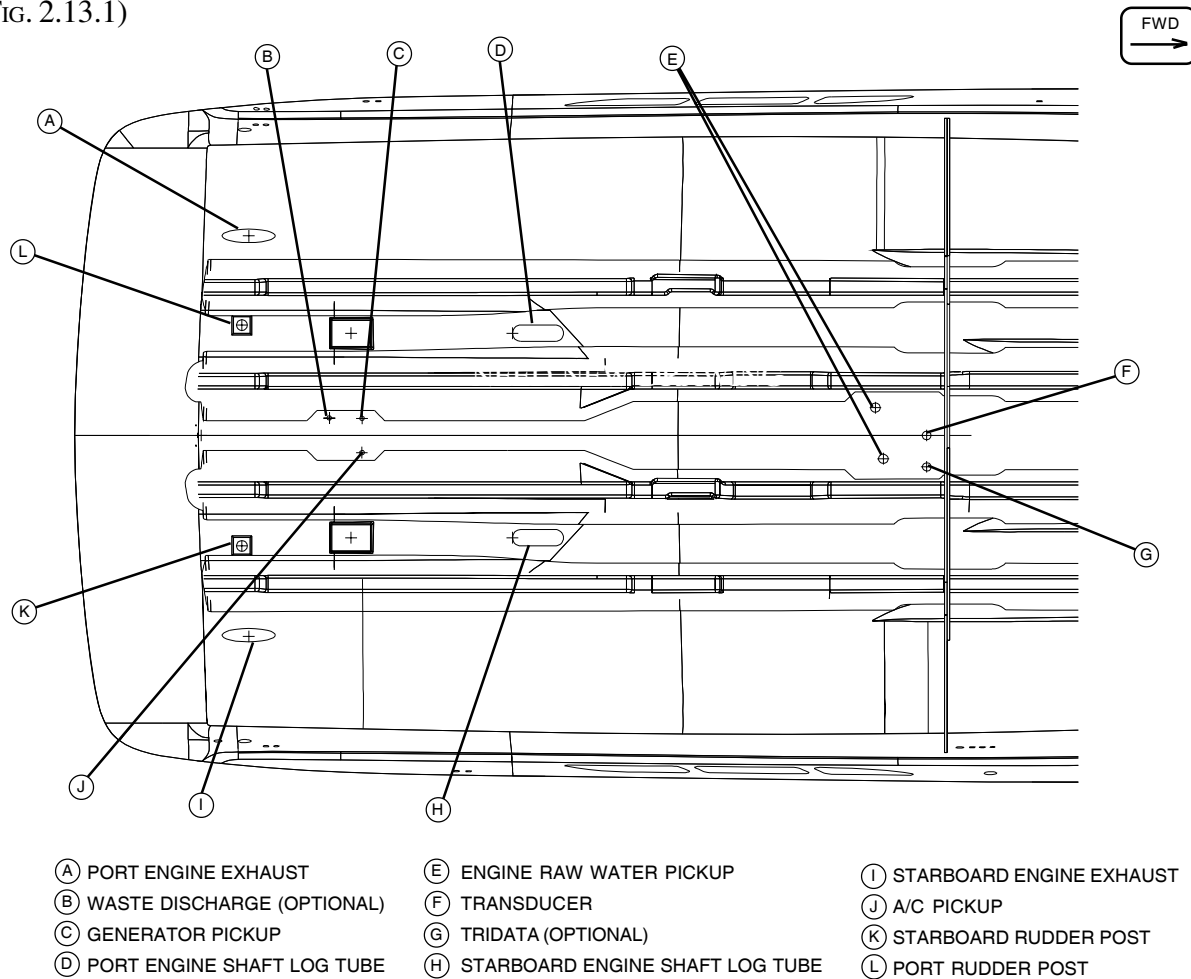
- | | | |
|-----------------------------|---------------------------|---------------------------|
| (A) ROPE LOCKER DRAIN | (E) GUEST HEAD SINK DRAIN | (I) SALON FLOOR DRAIN |
| (B) BOW THRUSTER (OPTIONAL) | (F) WATER TANK VENT | (J) LINER HATCH DRAIN |
| (C) GUEST HEAD VENT | (G) HOLDING TANK VENT | (K) ENGINE EXHAUST BYPASS |
| (D) A/C DISCHARGE | (H) FUEL TANK VENT | (L) AFT BILGE PUMP |



SECTION 2 • GENERAL BOAT ARRANGEMENT

FUNCTION AND LOCATION OF THROUGH-HULL FITTINGS AND CUTOUTS

BILGE THROUGH-HULL FITTINGS
(FIG. 2.13.1)



SECTION 2 • GENERAL BOAT ARRANGEMENT

9. MAJOR CONTROLS

A. GEAR SHIFTS AND THROTTLE CONTROLS

Standard on the 44 DB are dual hydraulic gear shift and throttle engine controls. Read and understand the information in the Owner's Manual Packet for your yacht model's gear and throttle control.

For safety's sake and as a good habit to get into, always put the gear selector in the NEUTRAL position and the throttle selector in the IDLE position before starting the engines.

The gear shift levers have three positions: FORWARD, NEUTRAL (center), and REVERSE. The gear shift levers must be in the NEUTRAL position when starting the engines. A detent can be felt when the control is in exact neutral. **Forward and reverse positions should always be in the full travel extremes in either direction for positive engagement and minimum wear.** Each gear shift lever can be used independently from the other, for example, when idling one shift can be put in forward and the other in reverse for tight maneuvering. **Shift gears only with engines idling.**

The throttle controls regulate the RPM of the engines. Pushing the levers forward will increase engine RPM. Regulating RPM of the engines will control the speed of the boat through the water.

NOTE: Prior to starting engines, put throttles at IDLE and gearshifts in NEUTRAL.

OPERATION

1. Throttle Levers:

Forward motion - increases Throttle

Aft Motion - Decreases Throttle

2. Gearshift Levers:

Forward Position - FORWARD

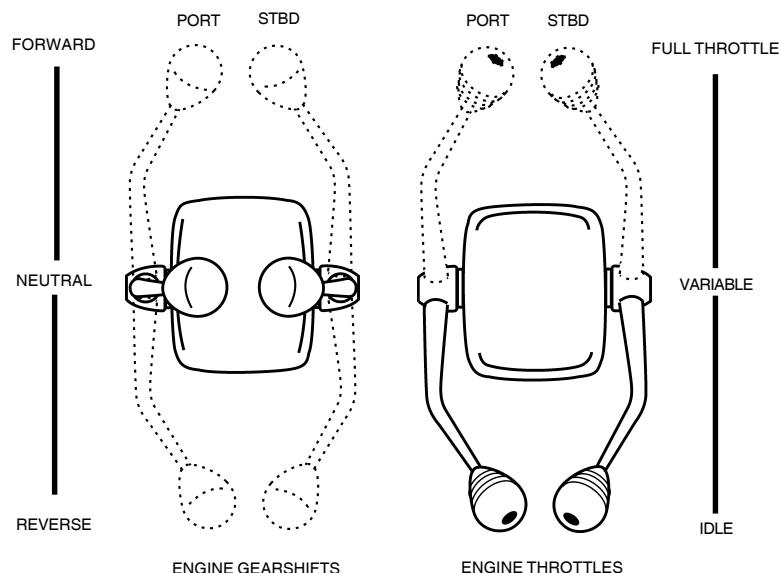
Center Position - NEUTRAL

Aft Position - REVERSE

MAINTENANCE

The gear and throttle lever bodies are made of anodized aluminum. To clean them, a warm soapy water solution should be used. DO NOT use an abrasive compound.

ENGINE SHIFT AND THROTTLE FUNCTIONS
(FIG. 2.14.1)



SECTION 2 • GENERAL BOAT ARRANGEMENT

NOTE: Refer to your engine Owner's Manual to operate the throttle arm by hand for maintenance.

WARNING

Shift selector(s) to **NEUTRAL** before starting engines.

Shift only when engine is at **IDLE**.

Reversing at high speeds can cause flooding/swamping due to water being pushed over the transom.

CAUTION

Shift quickly; easing into gear can damage the transmission.

Hydraulic controls **FORWARD** and **REVERSE** positions should always be in full travel extremes in either direction for positive engagement and minimum wear.

REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

B. ENGINE SYNCHRONIZER (OPTIONAL)

The engine synchronization feature is used to control the speed of both engines, electronically, using one throttle lever.

When the engine synchronizers are in operation, any engine speed differential is immediately sensed and automatically corrected. A single throttle movement is all that is necessary to ensure that both engines maintain identical RPM.

When the 44 DB is equipped with the standard engines the synchronizer is turned on by the **ENGINE SYNC** switch on the control station switch panel.

Optional engines come with the synchronizer provided by that engine manufacturer. Refer to your Owner's Manual Packet for correct synchronizer operating instructions.

ENGINE SYNCHRONIZER OPERATION:

1. Have both engines running and advance speed slightly above idle.

WARNING

Adjust both throttles to the same position before turning the engine synchronization feature off. Failure to do so can cause a sudden port or starboard turn.

2. Turn ON "ENGINE SYNC" switch located on the control station switch panel (See Figure 2.10.1)
3. Both engines will adjust to the same rpm. The master (starboard) throttle will control both engines. Since the synchronizer is now controlling the slave (port) engine, the lever is "limp" or noneffective.

TO TURN ENGINE SYNCHRONIZER OFF:

1. Both engines **MUST** be in the same throttle position.
2. Put the "ENGINE SYNC" switch in the OFF position. (Depress the bottom of the rocker-switch)

The engines will slowly ramp to their physical throttle settings.

WARNING

The engine synchronization feature must be turned **OFF** before docking or low speed maneuvering, this allows full and separate control of each engine. Failure to turn off the engine synchronization feature can cause personal injury, damage to the vessel, and/or the dock.

C. MARINE CRUISE CONTROL SWITCH PANEL

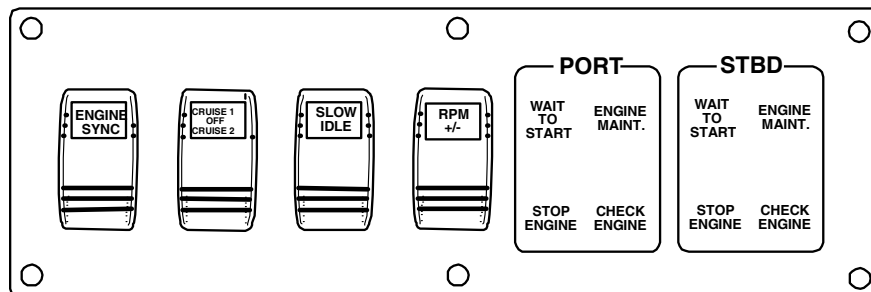
The marine cruise control feature provides the operator with fingertip control of predetermined cruise speeds and the ability to increase or decrease engine RPM in 25-rpm increments. The control panel also displays critical engine information (See figure 2.15.1).

1. **ENGINE SYNC:** The engine synchronization feature is used to electronically control the speed of both engines using one throttle lever.



SECTION 2 • GENERAL BOAT ARRANGEMENT

ENGINE SYNCHRONIZATION SWITCH PANEL (OPTIONAL)
(FIG. 2.16.1)



2. **CRUISE 1/OFF/CRUISE 2:** The cruise feature provides two (2) adjustable engine speeds. The cruise control can be used to run the engines at the optimal cruise rpm or trolling rpm.

CRUISE 1 has a default setting of 2100 rpm.

CRUISE 2 has a default setting of 1200 rpm.

NOTE: The marine cruise control feature can be used in conjunction with the engine synchronization feature.

3. **SLOW IDLE:** The SLOW-IDLE feature allows for lower idle speed for operation in “No Wake Zones”. When activated, the SLOW-IDLE feature reduces the engine speed to 550rpm.
4. **RPM +/-:** The engine speed control switch allows the idle speed to be adjusted in 25 rpm increments by pressing the rocker switch.

Pressing the top of the rocker switch **INCREASES** engine rpm.

Pressing the bottom of the rocker switch **DECREASES** engine rpm.

NOTE: Use slow deliberate clicks to increase or decrease the engine rpm.

STANDARD ENGINE SYNCHRONIZER:

1. **WAIT TO START:** The WAIT TO START lamp is only used on engines with an intake air heater system such as B-series and C-series engines.
2. **STOP ENGINE:** The STOP ENGINE light is a red lamp which indicates that the engine needs

to be shut down before permanent damages occurs to the engine.

NOTE: If the STOP ENGINE LIGHT is activated, the engine **MUST** be shut off as soon as it can be shut off safely. The engine **MUST NOT** be run until the fault is corrected.

This lamp is also used to flash out the fault code number in the diagnostics mode.

3. **ENGINE MAINT.:** The ENGINE MAINT. lamp is activated when engine maintenance is required.
4. **CHECK ENGINE:** The CHECK ENGINE lamp is activated during a non-fatal system error. The engine can still be run, but the fault must be corrected as soon as possible.

! WARNING

The engine synchronization feature must be turned **OFF** before docking or low speed maneuvering, this allows full and separate control of each engine. Failure to turn off the engine synchronization feature can cause personal injury, damage to the vessel, and/or the dock.

NOTE: In the diagnostics mode, the CHECK ENGINE lamp displays in three (3) digit fault codes.

REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.



SECTION 2 • GENERAL BOAT ARRANGEMENT

D. OPTIONAL LOWER CONTROL STATION GEAR SHIFT AND THROTTLE CONTROLS

If equipped with the optional lower control station (See figure 2.7.2), standard controls include the Mathers® gear shift and throttle engine controls.

Basic operation of the Mathers® controls can be found in Section 3 - *Using Your Boat*, page 3.7. Also, read and understand the information in the Owner's Manual Packet for your yacht model's gear and throttle control and refer to the Quick Reference Card in your Owner's Packet for additional operational instructions.

Your yacht has start in-gear protection. For safety's sake and as a good habit to get into, always put the gear selector in the NEUTRAL position and the throttle selector in the IDLE position before starting the engines.

Follow the engine START sequence according to the Engine Owner's Manual. Also see Section 3 - *Using Your Boat*, page 3.4

REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

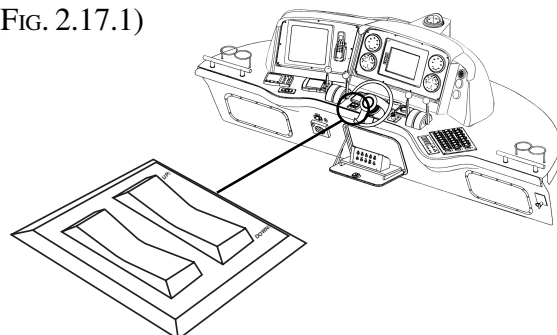
E. HYDRAULIC TRIM TABS

The trim tabs on your Sea Ray® are operated with a rocker type momentary switch at the control station. They are protected by a circuit breaker on the control station breaker panel which must be ON to use the trim tabs .

To trim the bow of your boat down, push the top halves of BOTH rockers down in momentary bursts. If you hold the rockers down, you will over trim the boat and the bow will dig in. To correct over-trimming, push bottom halves of BOTH rockers to obtain desired planing angle.

The trim tabs on the transom of your boat can also be used to trim the list of your boat (See chart, next column) that may be caused by improper storage of gear, too many people on one side or a strong

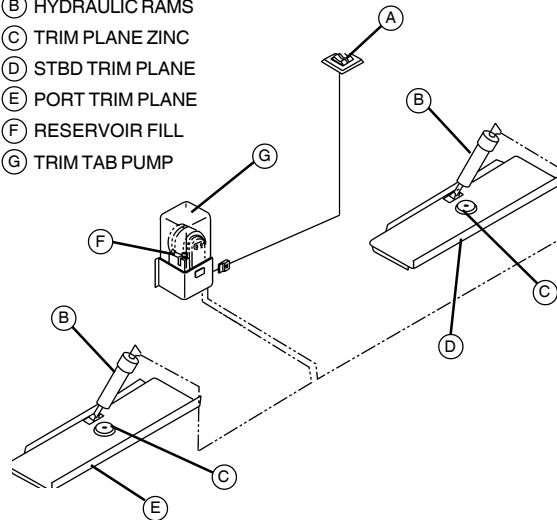
TRIM TABS SWITCH
(FIG. 2.17.1)



RUNNING ATTITUDE	LIST	PUSH
BOW DOWN		TOP OF BOTH ROCKERS
BOW DOWN	PORT	TOP OF STARBOARD ROCKER
BOW DOWN	STARBOARD	TOP OF PORT ROCKER
BOW UP	PORT	BOTTOM OF STARBOARD ROCKER
BOW UP	STARBOARD	BOTTOM OF PORT ROCKER

HYDRAULIC TRIM TABS
(FIG. 2.17.2)

- (A) TRIM PLANE SWITCH (AT HELM)
- (B) HYDRAULIC RAMS
- (C) TRIM PLANE ZINC
- (D) STBD TRIM PLANE
- (E) PORT TRIM PLANE
- (F) RESERVOIR FILL
- (G) TRIM TAB PUMP



cross wind. Operation of the rocker switch should be momentary bursts to achieve proper attitude of the hull.

When running wide open, most boats do not require any trim unless heavily loaded.

In heavy following seas or when running in an inlet, best maneuverability is obtained with a bow high



SECTION 2 • GENERAL BOAT ARRANGEMENT

attitude. To be sure the tabs are full up in the zero position, push the bottom halves of BOTH rockers for several seconds.

The trim tab pump is located in the bilge on the transom. To service the unit, remove the tinted plastic cover to gain access to reservoir fill plug and motor parts. Hydraulic trim tabs use Type A Dexron II automatic transmission fluid, which should be filled up to the FULL mark on the pump base. **Add fluid with the trim tabs in the up position only.**

Your boat is designed to plane at a particular speed and weight distribution. As speed decreases or weight increases, the stern will settle lower in the water and the hull will create and push a hill of water, increasing drag and requiring more power to move through the water.



WARNING

MANEUVERING/CONTROL HAZARD

Ensure continuous visibility of other boats, swimmers, and obstacles during bow-up transition to planing.

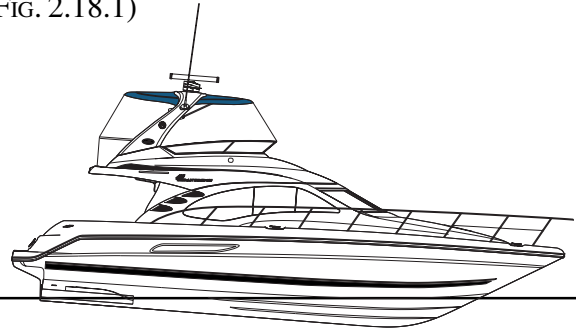
Hydraulic trim tabs are adjusted independently of each other, enabling adjustment of bow attitude up and down as well as to correct for side to side list. Trim tabs can also be used to provide attitude adjustment at lower speeds.

A PROPERLY TRIMMED BOAT:

- Operates at a correct running attitude of a 3 to 5 degree angle to the water (bow slightly up).
- Reduces drag and increases fuel efficiency.
- Preserves good forward visibility.
- Increases safety.

Use short bursts of rocker switches to adjust trim tabs. Pushing switches too far at once may cause sudden steering problems. Adjusting one trim tab more than the other will adjust list caused by improper equipment storage, too many people on one side or a strong cross wind.

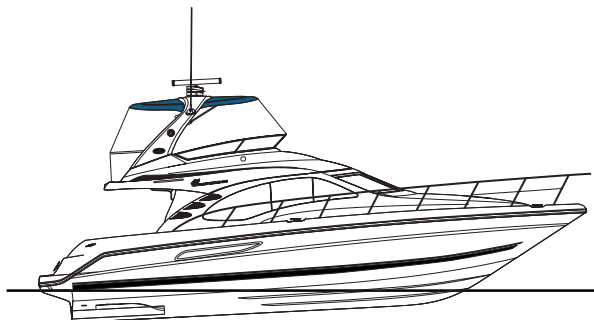
EFFECTS OF TRIMMING
(FIG. 2.18.1)



BOW-DOWN ("PLOWING")

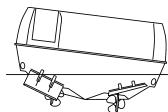


PROPER TRIM (3-5° BOW-UP ANGLE)

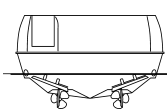


BOW-UP ("PORPOISING")

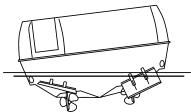
EFFECTS OF PORT AND STBD TRIM TAB ADJUSTMENT



PORT TAB DOWN
PORT STERN UP
STBD BOW DOWN



BOTH NEUTRAL
NO CHANGE IN LIST



STBD TAB DOWN
STBD STERN UP
PORT BOW DOWN

REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.



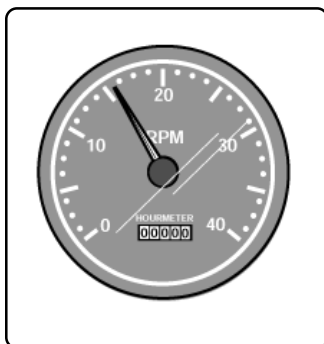
SECTION 2 • GENERAL BOAT ARRANGEMENT

10. IMPORTANT GAUGES

A. TACHOMETER

The tachometer indicates the revolutions per minute (RPM) of the engine. (It does not indicate the speed of the boat.) Your Engine Operator's Manual indicates the maximum full throttle RPM at which your engine should operate.

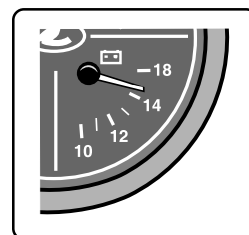
This must not be exceeded or serious engine damage will occur. The tachometer should also be used to determine the most comfortable and economical cruising RPM.



and away from the fuel sending unit. Because gauge readings are approximate, they should be compared to the hours of use versus known fuel consumption (GPH).

VOLTMETER

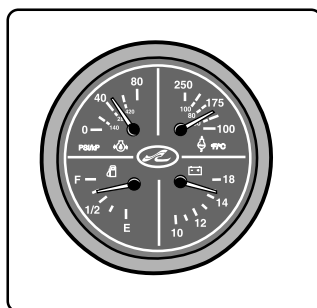
The voltmeter gauge indicates battery bank voltage. Each engine operating voltage will range between 12.0 to 16.5 volts when the alternator is charging. Significantly higher or lower readings indicate a battery problem, alternator malfunction or heavy battery drain.



B. 4-IN-1 MULTIGAUGE

OIL PRESSURE, WATER TEMPERATURE, VOLTMETER AND FUEL GAUGES

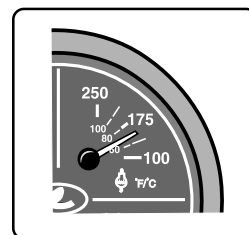
Your yacht is equipped with a quad gauge unit which displays, in analog format, engine oil pressure, water temperature, voltage and respective port and starboard fuel tank levels.



OIL PRESSURE GAUGE

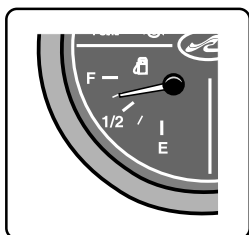
The oil gauge is often the best indicator of engine problems or difficulties. Maximum pressure is controlled by a preset valve in the oil pump. Note the reading which this gauge records after the break-in-period, as it is the "norm"

which can be used as reference during the life of the engine. **IF A COMPLETE LOSS OF OIL PRESSURE OCCURS, TURN ENGINE OFF AT ONCE.** Continued running after loss of pressure will cause engine damage. First, manually check the oil level. If low oil level is not the cause, consult your Sea Ray® dealer. **DO NOT RESTART THE ENGINE UNTIL THE PROBLEM HAS BEEN CORRECTED.**



FUEL GAUGE

The fuel gauge indicates the amount of fuel in the fuel tank. The most accurate reading of the fuel gauge is at idle speeds when your boat is in an approximately level position. At slow plane, when your boat is in a bow up position the gauge will read inaccurately because the fuel in the tanks travel to the rear of the tanks



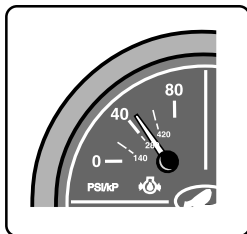
Slight fluctuations in gauge readings are not uncommon during operation and may be due to the characteristics of the lubricating oil. Greater fluctuations should be investigated. The cause may be a clogged oil filter element which should be replaced with every oil change.



SECTION 2 • GENERAL BOAT ARRANGEMENT

WATER TEMPERATURE GAUGE

The water temperature gauge indicates temperature of the cooling water circulating inside the engine. Your engine is equipped with a thermostat so a predetermined engine temperature should be reached soon after starting the engine and maintained thereafter while the engine is running. Refer to your Engine Operator's Manual for proper gauge readings. **If the temperature approaches above normal on your gauge, shut down engine at once.**



C. HOURMETER

The hourmeters measure cumulative hours of operating time on the engines and generator. They should be used to keep a careful log of engine maintenance as well as performance data and fuel consumption. Hourmeters for engines are located in different locations with varying engine options. Each location is described below:

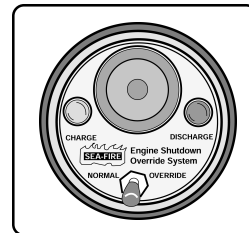
Standard Engines: Engine hourmeters are located on the tachometer at the control station. Refer to the engine or separate engine system monitor operator's manual for proper operation.

Optional Engines: Engine hoursmeters are incorporated into the SmartCraft™ System View digital display monitor on the gauge panel at the helm. Refer to the SmartCraft™ owner's manual for proper operation.

Generator: The generator hourmeter is located on the generator.

D. FIRE SYSTEM INDICATOR

The system indicator and switch module (ENGINE SHUTDOWN AND OVERRIDE SYSTEM) located at the control station is wired to the ignition and turned ON when ignition is turned ON. The CHARGE and DISCHARGE indicator lights, indicate to the helmsman when the unit has discharged.

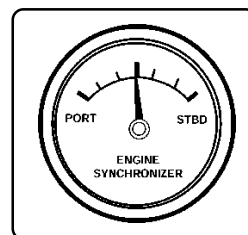


Under normal circumstances, when the ignition is ON the CHARGE indicator light is ON. If the unit discharges, the CHARGE light will go OFF and the DISCHARGE light will turn ON. The system incorporates an engine shutdown switch with override system. When the system discharges it will shut down the engines.

After the engine room has been inspected and it has been determined safe and you are ready to restart the engines, activate the OVERRIDE switch. Then restart the engines.

E. SYNCHRONIZER GAUGE (OPTIONAL)

The synchronizer gauge indicates which engine is running slower by the needle registering to the slower engine. To synchronize the engines, adjust the engine RPM with the throttles until the needle is centered in the gauge. The engine synchronizer is designed to operate between 1500 RPM and Wide Open Throttle (WOT). When engines are not under load and running in neutral gear, they will tend to surge and indicate out of synchronization very easily.



REFER TO YOUR ENGINE OPERATOR'S MANUAL FOR PROPER GAUGE READING.



SECTION 2 • GENERAL BOAT ARRANGEMENT

F. MAGNETIC COMPASS

Your compass, properly corrected, will indicate magnetic North (not true North). A compass must be adjusted by a qualified person. The reason for this is that nearby instruments or objects containing magnets or current-carrying electrical wires will influence the compass reading. This is especially true if you add electronic devices to the helm station.

After your compass has been professionally adjusted. You will be given a deviation card or chart indicating the correction to be applied when laying out a compass course or making navigational calculations. **Keep this correction card or chart at the helm.**

NOTE: The compass adjustment is only good for the equipment arrangement that existed at the time of the adjustment. If you place different equipment or remove equipment from the vicinity of the compass, you cannot rely on the compass reading. The compass must be readjusted by a qualified person after equipment is added or removed from the vicinity of the compass.

NOTE: The compass roses shown on navigational charts have both true North and magnetic North directions superimposed. Make certain you plot course compass directions from the magnetic North compass rose.

When not in use, the compass should be protected from excessive and prolonged sunlight. If your compass becomes sluggish or erratic, it should be serviced by an authorized repair station.

To keep the plexiglass dome free from scratches, remove salt deposits and dust with a damp cloth. An occasional treatment with paste wax will help preserve the dome surface.

REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

G. SYSTEMS MONITOR

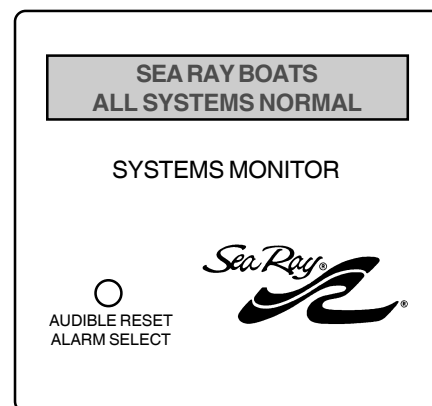
The Systems Monitor located at the control station consists of a Display Control Module (DCM) located at the control station and a Bilge Interface Module (BIM) located on the bilge component board. The DCM and BIM are connected to each other by a coax cable and the BIM is continuously looking at all inputs for an alarm condition.

The Systems Monitor is connected directly to the 12 volt battery bank through a circuit breaker and continuously monitors the bilge pumps and emergency high water pumps. The engine and generator functions are only active when ignition voltage is turned on. The circuit breaker is on the main DC breaker panel located on the bilge component board.

The BIM collects signals from critical engine functions, generator oil pressure, bilge pumps and high water emergency bilge pumps and transmits that information to be displayed on the DCM.

The features of the DCM include a two line LCD display with backlighting of the display, audible alarm and an Audible Reset/Alarm Select push button switch.

SYSTEMS MONITOR DISPLAY CONTROL
MONITOR (DCM)
(FIG. 2.21.1)



SECTION 2 • GENERAL BOAT ARRANGEMENT

The LCD display will read in two lines. For example, at normal operation it will read:

SEA RAY BOATS
ALL SYSTEMS NORMAL

NOTE: Some functions only read on one line. See page 2.20 (DCM functions) for all DCM display readouts.

Backlighting of the LCD is achieved by turning ON the running lights switch. Intensity is controlled by the electronic dimmer control. Both are located on the control station switch panel.

AUDIBLE ALARMS

An audible alarm will sound to alert the operator to look at the DCM and determine the high level fault. Only high level faults such as critical engine functions, generator and emergency pumps will have an audible alarm. The forward and aft bilge pumps do not have an audible alarm, instead the DCM will display those functions.



CAUTION

Never ignore an alarm.

AUDIBLE RESET/ALARM SELECT

The **Audible Reset/Alarm Select** push button switch on the DCM is a dual purpose switch. It enables the operator to reset an audible alarm or to manually scroll the display during multiple alarms.

The **Audible Reset** is used to temporarily quiet an alarm that is displayed on the LCD. If that function is not corrected within 30 seconds, the audible alarm will sound again. Pushing the switch again will permanently quiet (turn off) the audible alarm for that function. The LCD will still display that fault until it is corrected.

The **Alarm Select** is active only during multiple alarms. For example, if the engine oil pressure, forward emergency pump and transmission

temperature had faults at the same time, the systems monitor would sound an audible alarm and would display the alarm with the highest priority. Each push of the switch will show the new alarm and then the LCD will automatically scroll through the multiple alarm functions approximately every three (3) seconds. By pushing on the switch, the operator will be able to manually scroll the LCD for faulting functions.

To monitor critical engine functions and generator oil pressure:

1. The 12 volt main battery solenoid switches must be energized either at the main DC breaker panel on the aft port engine room component board or the DC distribution panel on the port side just aft of the dinette.
2. At the DC distribution panel, turn the port and starboard master ignition key switches to the ON position.
3. At the control station, locate the port and starboard START/RUN switches. Without starting the engines, push the START/RUN switches to the RUN position. The Display Control Monitor (DCM) will display:

SEA RAY BOATS
ALL SYSTEMS NORMAL

NOTE: The generator and engines will have an alarm as soon as ignition is turned on.

4. Start the engines per the engine start instructions in Section 3, page 3.4.
5. Start the generator per the generator start instructions in Section 3, page 3.7.

With the main engines and generator engine running, the yacht's Systems Monitor is fully activated. When the engine and generator engine ignition is turned OFF, approximately five (5) minutes later the LCD will go into a "Sleep Mode" and the display will be blank. Engine and generator functions are disabled because they are unnecessary, however, all emergency high water pumps are still being monitored.

The DCM Function Table shows each function, describes the function and shows how it is displayed on the DCM.



SECTION 2 • GENERAL BOAT ARRANGEMENT

If your Systems Monitor does not operate or display functions correctly per the instructions provided, recycle the circuit breaker by pushing the circuit

breaker to the OFF position and then pushing it to the ON position. Use a small tool that will fit through the hole to push the breaker to the OFF position.

DISPLAY CONTROL MODULE (DCM) FUNCTION TABLE

Function	Description	DCM
Normal Operation	No Alarms	SEA RAY BOATS ALL SYSTEMS NORMAL
BIM Coax Cable to DCM	Cable Connection Fault	DATA LINK FAILURE ALARM SYSTEM OFF-LINE
Forward Emergency *	Forward Emergency Pump Under the Master Stateroom Hatch is Running	PUMP ALARM FORWARD EMERGENCY
Aft Emergency *	Aft Emergency Pump in the Engine Room is Running	PUMP ALARM AFT EMERGENCY
Forward Bilge	Forward Bilge Pump in the Engine Room is Running	PUMP ALARM FORWARD BILGE
Aft Bilge	Aft Bilge Pump in the Engine Room is Running	PUMP ALARM AFT BILGE
Oil Pressure *	Engine Oil Pressure Too Low	PORT (OR STBD) ENGINE ALARM OIL PRESSURE
Water Temperature *	Engine Cooling System Too Hot	PORT (OR STBD) ENGINE ALARM WATER TEMPERATURE
Transmission Temperature *	Transmission Cooling System is Hot	PORT (OR STBD) ENGINE ALARM TRANSMISSION TEMPERATURE
Exhaust Temperature *	Engine Malfunction, Exhaust Too Hot	PORT (OR STBD) ENGINE ALARM EXHAUST TEMPERATURE
Generator Alarm *	Generator Oil Pressure is Low Generator Stopped Running	GENERATOR ALARM (No Second Line Reading)

* Function has an audible alarm

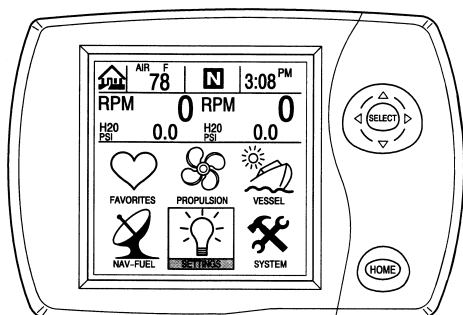


SECTION 2 • GENERAL BOAT ARRANGEMENT

H. SMARTCRAFT

If equipped the Smartcraft System “System View” control panel is located at the control station. The SC5000 System View Display is a comprehensive boat information center. This system allows the boat operator to monitor a wealth of critical operational information which is displayed clearly and instantly at the helm.

SMARTCRAFT SYSTEM “SYSTEM VIEW” (OPTIONAL)
(FIG. 2.24.1)



The system monitors **water temperature and depth, engine trim, engine rpm, steering angle, system preventive maintenance reminders, and systems diagnostics.**

In addition the system can be integrated with the boat's GPS, If equipped, to provide up to the minute course, speed, and fuel-to-destination information.

SYSTEM CALIBRATION (FOR FIRST TIME USE)

When using SmartCraft™ System View for the first time the system must be calibrated before normal use.

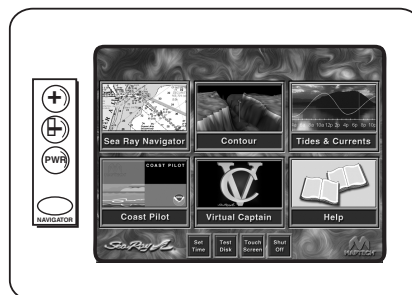
NOTE: The detailed information listed which is standard on some models may be optional on others, or may not be available on some models based on engine and system configuration.

REFER TO THE SMARTCRAFT™ SYSTEM VIEW OWNER'S MANUAL IN THE OWNER'S PACKET FOR ALL SMARTCRAFT™ OPERATING INSTRUCTIONS.

I. SEA RAY NAVIGATOR (SRN) (OPTIONAL)

Your boat may be equipped with the optional Sea Ray Navigator. The SRN, located in the center of the gauge panel at the helm, is an onboard computer touch screen navigation aid capable of navigating you through the waters and your boat.

SEA RAY NAVIGATOR (OPTIONAL)
(FIG. 2.24.2)



Some features include:

- Sea Ray Navigator (Charts, GPS and Navigation)
- Contour (Contour and Depth of Ocean Floor)
- Tides & Currents (For your location & destination)
- Weather (Satellite)
- Virtual captain (Owner's Manual)
- Help (Sea Ray Navigation Owner's Manual)

(NOTE: Chart and contour data for your area may need to be installed. Maptech® is continually updating software and systems. Some other features may also be under development and not yet installed at time of purchase. Refer to the SRN owner's manual in the owner's packet for all SRN operating instructions.)

To turn ON the SRN press the “PWR” switch on the face of the unit. Under normal operating conditions the power switch on the SRN power supply under the helm should be left in the ON position.



SECTION 2 • GENERAL BOAT ARRANGEMENT

The SRN power supply is powered through the 12 volt electronics fuse block under the helm. If the SRN fails to turn on check the power switch on the SRN power supply and the fuse on the fuse block or the external circuit breaker on the power supply.

REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

11. NAVIGATION AND ANCHOR LIGHTS

Navigation lights **MUST** be on while underway from sunset to sunrise or in conditions of reduced visibility. "Underway" means the boat is not docked or at anchor. Trolling or drifting with engine off is considered "underway" and navigation lights must be used.

If you are anchored in open water, i.e. where other boats can approach yours, you must display your anchor light: a white light that can be seen from all possible directions, i.e. 360 degrees.

Read the "Federal Requirements and Safety Tips for Recreational Boats" provided in your kit.

TO OPERATE THE RUNNING LIGHTS:

Push **RUNNING** switch on control station switch panel to the ON position.

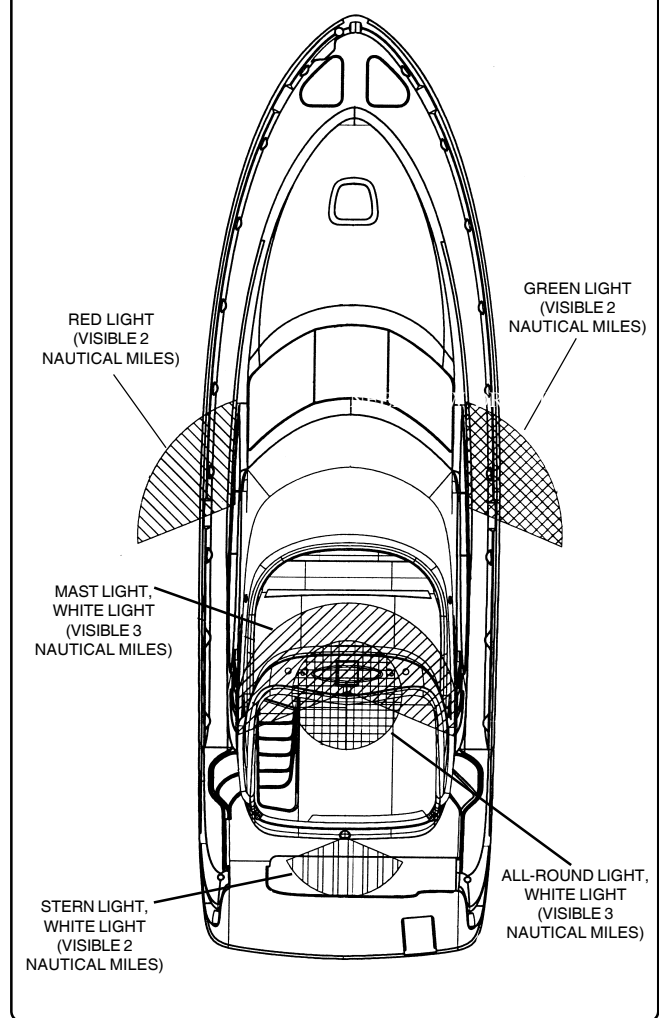
TO OPERATE THE ANCHOR LIGHTS:

Push **ANCHOR** switch on control station switch panel to the ON position.

A. CONSOLE DIMMER

There is a **DIMMER** control switch located on the control station switch panel which controls the intensity of the gauge and switch panel lights. The gauge and switch panel lights are energized when the navigation running lights are turned on. With Smart Craft installed, gauge lighting will be controlled by the system view display.

NAVIGATION LIGHTS
(FIG. 2.25.1)

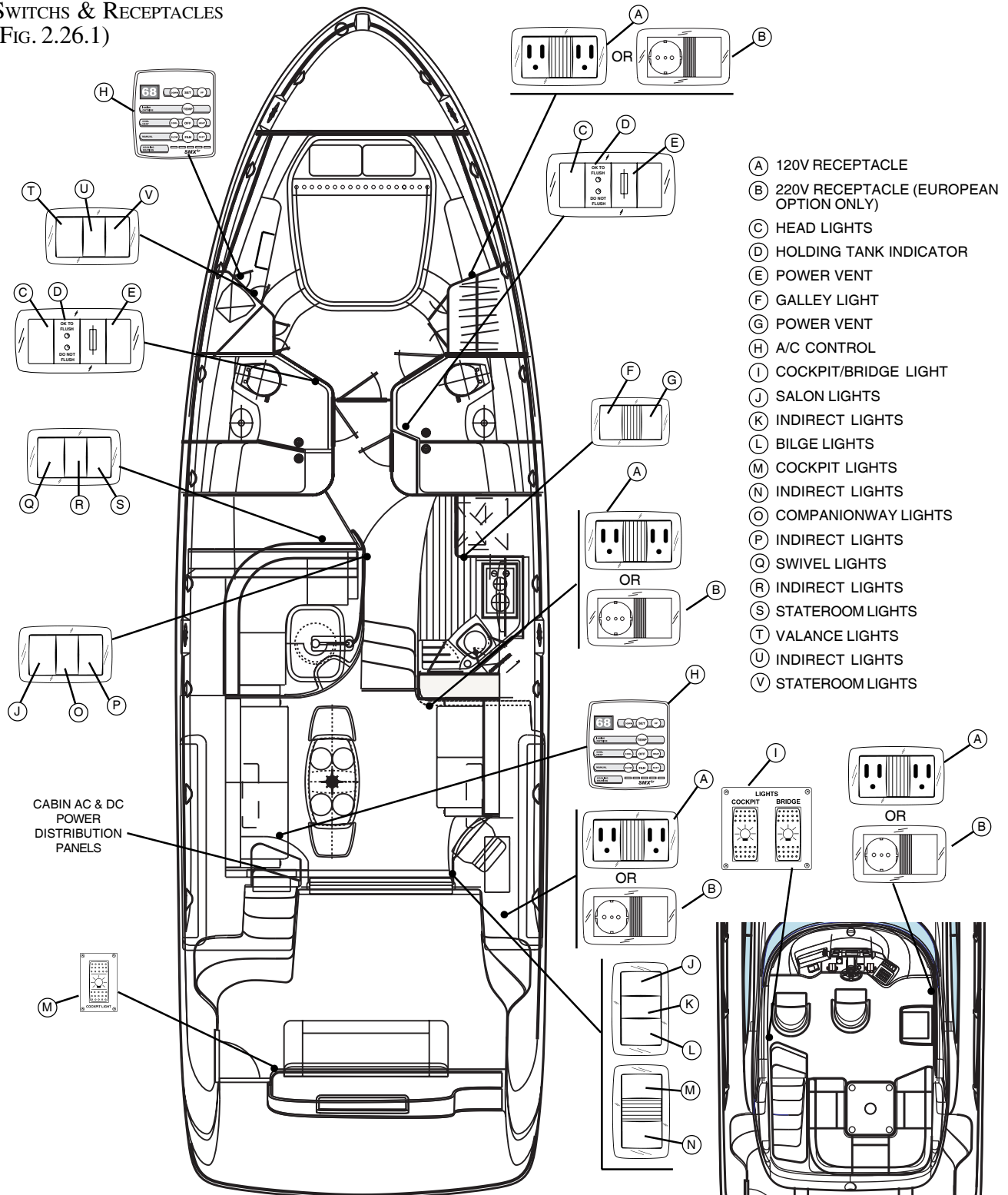


If you opt to install additional equipment on the hard top, it then becomes your responsibility to reevaluate your lighting situation to make certain the navigation lights on your boat meet government navigational lighting requirements. You will most likely have to raise the mast light. Consider the weight of the equipment you install; be certain it is not too heavy for your sport spoiler or optional hard top.

SECTION 2 • GENERAL BOAT ARRANGEMENT

12. SWITCH AND RECEPTACLE LAYOUT

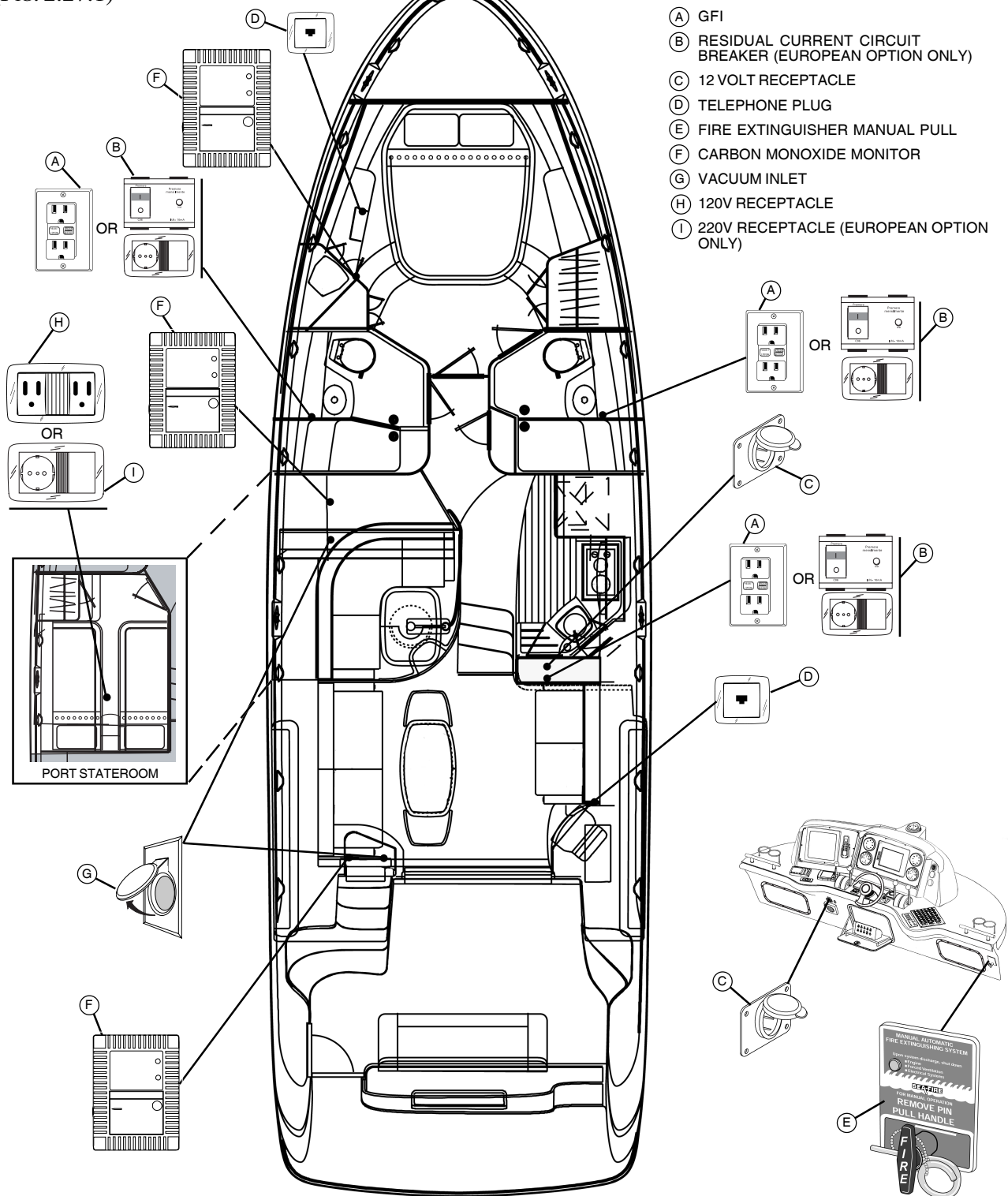
SWITCHES & RECEPTACLES
(FIG. 2.26.1)



SECTION 2 • GENERAL BOAT ARRANGEMENT

SWITCH AND RECEPTACLE LAYOUT

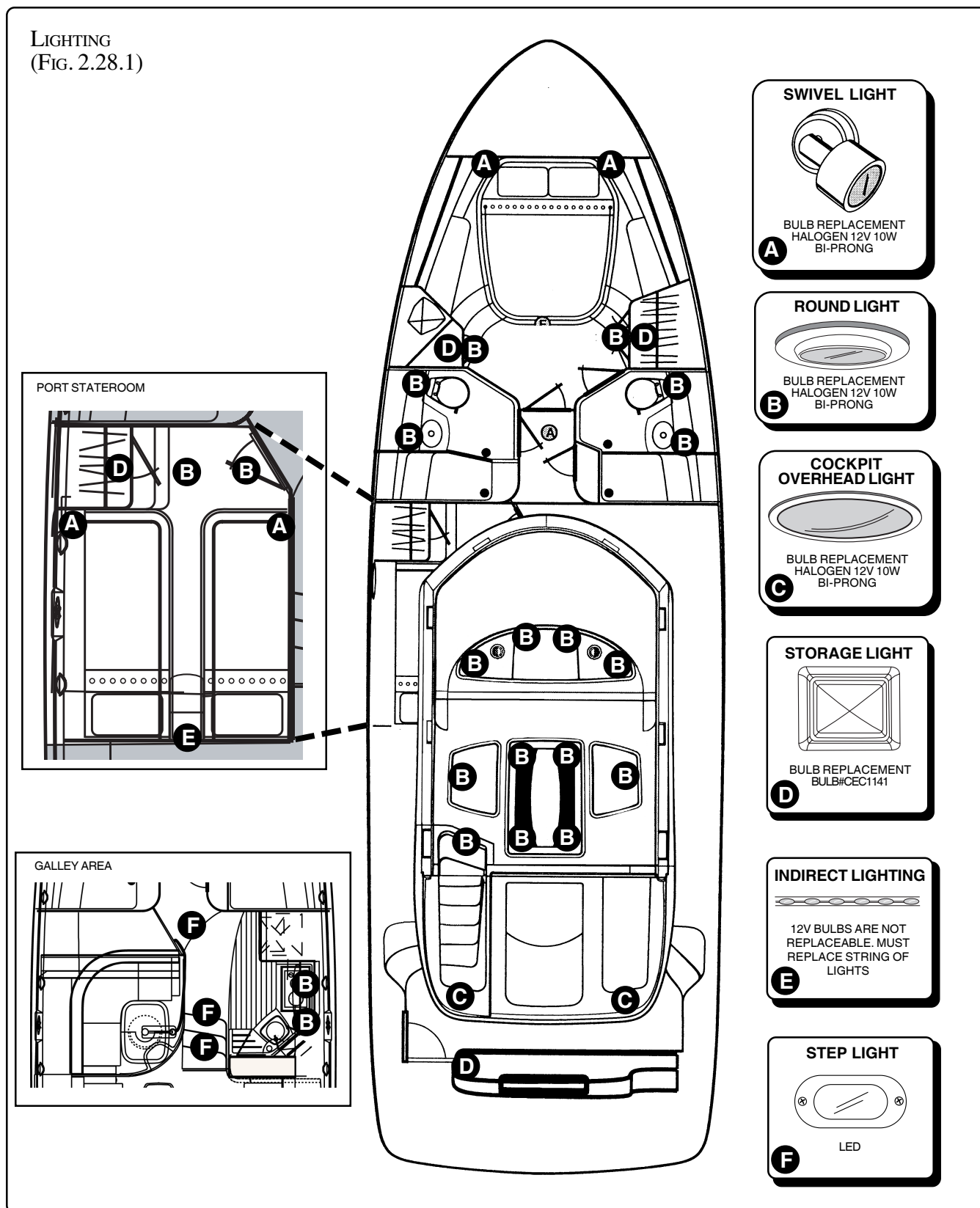
SWITCHES & RECEPTACLES
(FIG. 2.27.1)



SECTION 2 • GENERAL BOAT ARRANGEMENT

13. LIGHTING LAYOUT

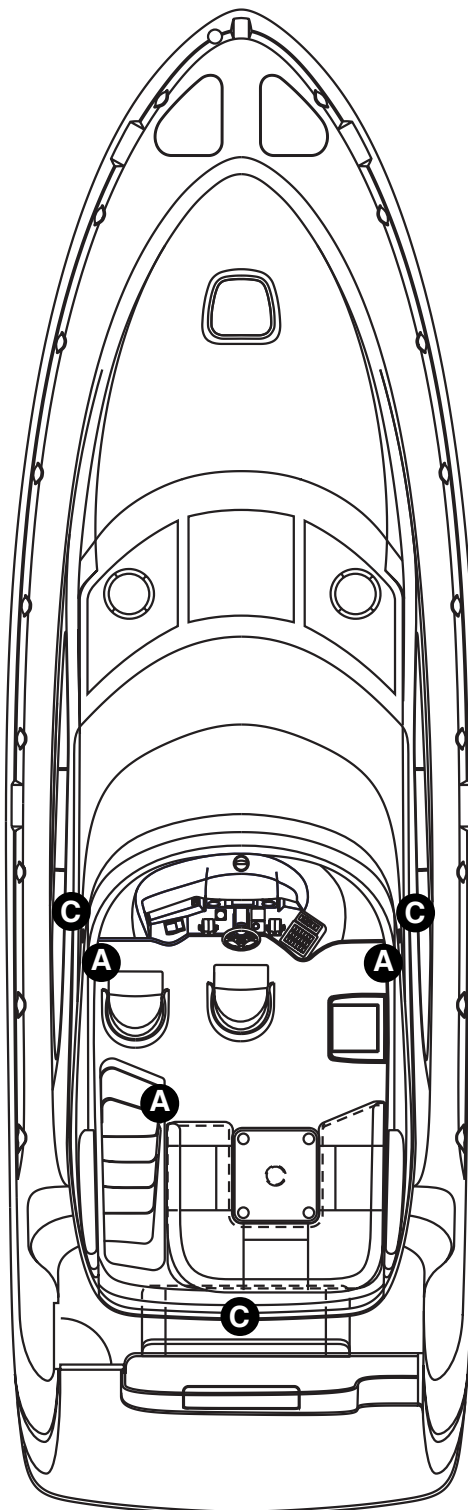
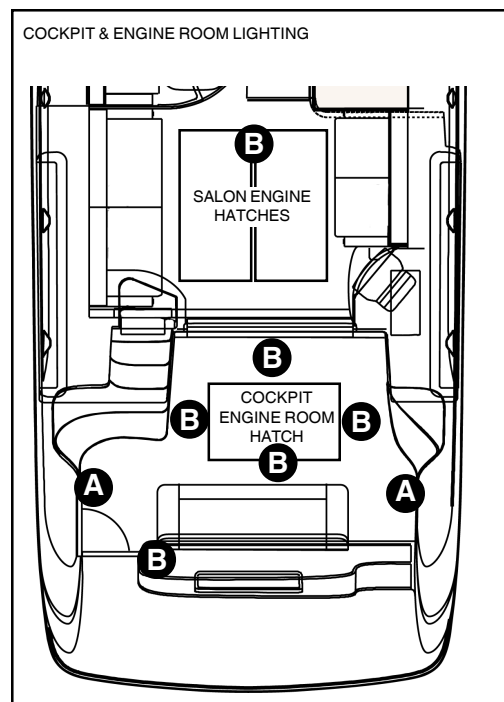
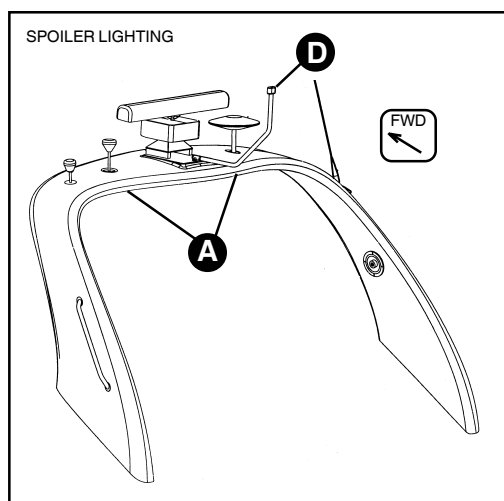
LIGHTING
(FIG. 2.28.1)



SECTION 2 • GENERAL BOAT ARRANGEMENT

LIGHTING LAYOUT

LIGHTING
(FIG. 2.29.1)



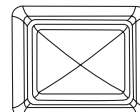
COCKPIT LIGHT & STERN NAV. LIGHT



BULB REPLACEMENT
FUSE TYPE BULB
#12V10WPERKO #70-0

A

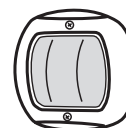
STORAGE & ENGINE ROOM



BULB
REPLACEMENT
BULB#CEC1141

B

BRIDGE SIDE NAV. LIGHT



BULB REPLACEMENT
BULB #70DP/67DP2

C

MAST NAV. LIGHT



BULB REPLACEMENT
FUSE TYPE BULB
12V10WPERKO #70

D



SECTION 2 • GENERAL BOAT ARRANGEMENT

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SECTION 3 • USING YOUR BOAT

1. PREPARING TO DEPART

As the owner/operator of a Sea Ray® yacht, you are responsible for the safe operation of your boat and the safety of your passengers. Always be sure that required documents, navigational equipment and Coast Guard required safety equipment is aboard and in proper working order.

GENERAL

1. **Weather forecast** - Safe conditions existing for length of trip.
2. **Passengers/Crew** - Instructed in duties for getting underway and fitted for a correct size PFD. One (1) PFD for every person aboard.
3. **Tool Box** - Stocked with a variety of appropriate tools.
4. **Lines, Fenders and Anchor** - Ready for use.
5. **Float Plan** - shared with friend or relative not on trip.
6. **Navigation Charts** - Available for trip.

BOAT SYSTEMS

1. **Equipment** - Make sure all equipment is stored properly.
2. **Radio and Navigation Equipment** - Check for proper working condition.
3. **Bilge/Engine Compartment** - "Sniff" the bilge/engine compartment for fuel odor. Run the bilge blowers for at least Four (4) minutes. Confirm air flow through hull vents.
4. **Bilge Pumps** - Assure that all bilge pumps function properly.
5. **Shore Power Cable** - Disconnected from dockside power inlet.
6. **Trim Tabs** - Full range of motion. No excessive play or binding.
7. **Fresh Water Tank** - Filled and sanitized.
8. **Head System Holding Tank** - Empty

9. **Seacocks** - Open (handle parallel to hose).

ENGINE

1. **Fuel** - Be sure that you have sufficient recommended fuel for the trip.
2. **Fuel System** - Check for leaks.
3. **Racor Fuel Filters** - Check that filters are clean, tight and free of water.
4. **Fluid levels** - Check engine oil and steering fluid levels.
5. **Coolant Drain Plugs** - Secured
6. **Batteries** - Fully charged (Check water cell levels).
7. **Battery Switches** - Check for proper working condition.
8. **Fuel valves** - Open
9. **Engine Alarm** - Test. Should sound after a few seconds.
10. **Gear Shift and Throttle Controls** - Full range of motion. In NEUTRAL and IDLE positions.

2. WHILE UNDERWAY

GENERAL

1. **Passengers/crew** - Safely seated with PFD's on or immediately accessible. Keep passengers safe.
2. **Lines, fenders and anchor** - Safely stowed.
3. **Operation** - Gradual acceleration/deceleration and turning.
4. **Surroundings** - Be aware of other boats, swimmers, floating debris, etc. at all times.
5. **Carbon Monoxide (CO)** - Operate so as to prevent buildup.
6. **Weather** - Monitor frequently.



SECTION 3 • USING YOUR BOAT

7. **Navigation** - Adhere to navigational aids in the water and on shore.
8. **Fuel** - Check consumption regularly.

BOAT SYSTEMS

1. **Trim Tabs** - Bring boat to "On Plane".
2. **Navigation lights** - On at night or in reduced visibility.

ENGINE

1. **Tachometers** - Engines operating in safe RPM range (refer to the Engine Owner's Manual for your specific engine).
2. **Engine Gauges** - Monitor continually.
3. **Engine Operation** - Check idle and shift. Listen for abnormal noises and visually check the engine compartment while underway.

3. RETURNING TO PORT

GENERAL

1. **Passengers/crew** - Instructed in duties for line handling.
2. **Lines, fenders and anchor** - Ready for use.

BOAT SYSTEMS

1. **Anchor Light** - ON if necessary.
2. **Bilge/Engine Compartment** - "Sniff" the bilge/engine compartment for fuel odor. Run the bilge blowers if necessary. Check for water in the bilge. Run bilge pumps if necessary.

ENGINES

1. **Gearshift & Throttle Controls** - Bring to NEUTRAL and IDLE positions.
2. **Tachometers** - Idle the engines for five (5) minutes to cool down.

3. **Ignition** - Depress EMERGENCY STOP/STOP switches on the helm switch panel when engines are cooled down.
4. **Engine Operation** - Check idle and shift. Listen for abnormal noises.

4. SECURING THE BOAT

GENERAL

1. **Shore Power Cables** - Connected to dockside power inlet.
2. **Fenders and Lines** - Fenders in place, lines tied securely to dock.
3. **Equipment** - Dry and stored.
4. **Float Plan** - Notify person who had float plan that you have returned.
5. **Canvas** - Properly install canvas covers
6. **Hull** - Inspect for damage

BOAT SYSTEMS

1. **Seacocks** - Closed (handle perpendicular to hose).
2. **Helm Switch Panel** - All switches in the OFF position.
3. **Gearshift/Throttle Controls** - In the NEUTRAL and IDLE position.
4. **Navigation Lights** - Turned OFF.

ENGINES

1. **Ignition** - Switched in the OFF position (lights off) and master ignition keys removed from DC distribution panel.
2. **Battery Switches** - In the OFF position.
3. **Fuel Valves** - Closed (handle perpendicular to hose).



SECTION 3 • USING YOUR BOAT

5. FUELING THE BOAT

Certain precautions must be carefully and completely observed every time a boat is fueled, even with diesel fuel. Diesel fuel is nonexplosive but it will burn.

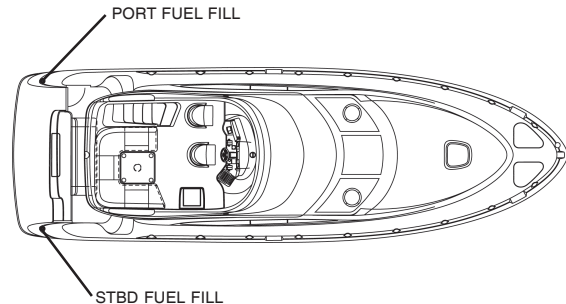
A. GENERAL

- Fuel during daylight.
- Fire extinguisher – close at hand.
- Mooring – boat tied securely to fueling pier.
- Crew – at least one knowledgeable person present.
- Passengers – unnecessary people off the boat.
- Engines – stopped.
- Electrical equipment, including blowers – power off.
- Close all hatches, doors and keep engine compartment closed to prevent fumes from entering the cabin or cockpit areas.
- Smoking material – extinguished.
- Inboard tanks – grounded.
- Filler pipe – marked DIESEL.
- Fuel nozzle – in contact with filler pipe to prevent static sparks.
- Avoid spills – fill less than rated capacity of tank; allow for fuel expansion.
- Trim – fuel weight distributed equally.

B. FILLING THE TANK

- Check the fill plate label to ensure that fuel is placed **ONLY** in the fuel tank. The fuel fill plates are located on the port and starboard aft gunwales (Figure 3.3.1).
- Know your fuel capacity and consumption. Record the amount of fuel used since your last

FUEL FILL LOCATIONS
(FIG. 3.3.1)



fill up, and compute the engine's hourly fuel usage. As a fuel gauge backup check, deduct the average hourly fuel usage from fuel tank capacity.

- Observe the "Rule of Thirds": one-third fuel for trip out, one-third for return and one-third for reserve.
- Allow an additional 15 percent fuel reserve when operating in rough seas.
- Listen as the tank fills and stop adding fuel before it spills from the fuel fill opening.

C. AFTER FILLING

- Windows, doors, hatches - open.
- **DO NOT** wash spilled fuel overboard. Wipe up any spill with rags or paper towels and dispose of them properly on shore.
- Sniff test - if fuel fumes remain, operate blowers until fumes are gone.
- Fuel tank - secure filler cap.

6. BOARDING

- **DO NOT** overload the boat. Refer to builder's plate located at the helm (See Figure 1.6.1).

SECTION 3 • USING YOUR BOAT

WARNING

Wet decks are slippery.

You can be seriously injured if you slip and fall.

Wear slip-resistant footwear secured to your feet and hold onto rails or boat structure.

Load to less than capacity in adverse conditions.

- Board one person at a time and give assistance as needed.
- Transfer gear and equipment by handing it from a person on the dock to a person on board. You can lose your balance and be injured if you attempt to board while carrying equipment or gear.
- Distribute the weight of equipment and passengers as evenly as possible to keep the boat balanced.
- Stow gear and equipment so that it is accessible, but everything is to be stored in places so as to prevent it from flying about if the boat encounters rough water or weather.

7. PERSONAL FLOTATION DEVICES (PFD's)

- Operator must instruct all passengers on location and use of PFD's (See *Section 1-Safety, page 1.5* for type and usage).
- Children less than sixteen (16) years of age and all non-swimmers, adults as well as children, must wear properly-sized PFDs at all times when aboard.
- ALL passengers should wear PFDs. By the time someone falls overboard, it can be too late for them to put on a PFD and fasten it properly. This is especially true in colder waters, below 70°F, where survival time, before hypothermia sets in, is measured in minutes.

- If there are passengers not wearing PFDs, the PFDs must be readily accessible. "Readily accessible" means out of the storage bag and unbuckled.
- All throwable flotation devices (cushions, rings, etc.) must be right at hand.

8. PASSENGER INSTRUCTION AND LOCATION

- Everyone on board must be told about the boat's behavior from starting to getting up on plane.
- Before the operator does any high-speed maneuvers or rapidly accelerates or decelerates the boat, passengers must be warned to sit and hold on and must heed the warning.
- The operator may have to make rapid changes in speed and/or direction to avoid a problem, with little or no time for alerting passengers. It is critical that all passengers be seated in the designated seating areas and holding on to prevent falling overboard or getting knocked about in the boat at all times when the boat is underway.

9. STARTING THE ENGINES

The engine operation and maintenance manual furnished with your boat describes pre-start and starting procedures. The following notes are basic reminders and not intended to cover every detail of starting. We urge you to thoroughly read and understand your engine manual.

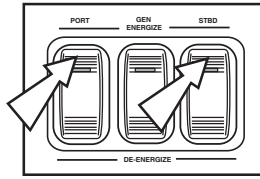
WARNING

DO NOT run the engine or generator in an enclosed area, such as a closed boat house, as there is the possibility of buildup and inhaling of carbon monoxide.

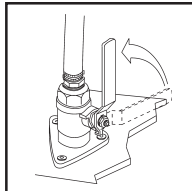
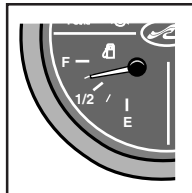


SECTION 3 • USING YOUR BOAT

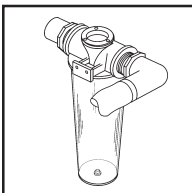
1. Check that the battery solenoid switches are in the ENERGIZED position. The Battery solenoid switches are located in the Main Disconnect Enclosure and the DC distribution panel located behind an access door in the port aft salon.



2. Check the fuel tank levels.
3. Check the oil and coolant levels. See your Engine Operator's Manual for proper readings.
4. Check engines for coolant drain plug installations.
5. Check seacocks for open position

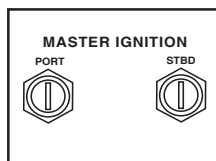


6. Make sure strainers are clean and water tight (see Section 4 – *Bilge and Underwater Gear*, page 4.11).



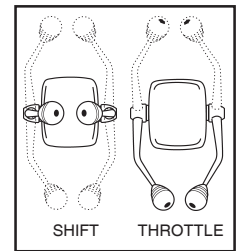
7. Check the bilge for fuel fumes or liquid. **Do not start the engines until the source of fumes is determined and corrected and the bilge area is safely ventilated.**

8. Turn on the master key switches located on the DC distribution panel (see Section 6 – *Electrical System*, pg. 6.10). Listen for alarms which indicate ignition power.

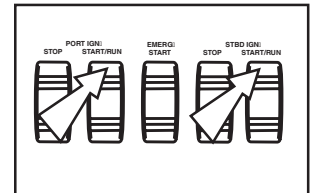


NOTE: Ignition switches on the control station must be in the RUN position.

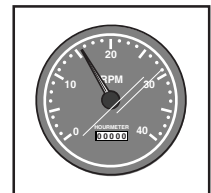
9. After ignition power is verified, check that the gear shift lever(s) are in the NEUTRAL position and the throttle lever(s) at IDLE.



10. Push on the top of the ignition switches until the engines start. Do not operate starter for more than 10 seconds without allowing starter to cool for two (2) minutes. This will also allow the batteries to recover between starting attempts. Once engine has started and sufficient oil pressure is achieved, alarm buzzer will stop.



Important: Check engine RPM on tachometer as soon as engine starts. **Do not allow RPM to exceed 1,500.**

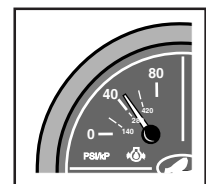


Note: Alarm will sound when:

- Engine oil pressure is too low.
- Engine temperature is too hot.
- Transmission oil is too low.
- Transmission temperature is too hot.
- Engine stalls.
- Exhaust temperature too high.

11. Check the oil pressure and look at exhaust port to assure that engine is pumping water.

12. Let the engines warm up at idle and check for leaks. If engine is cold, run for a short period of time at fast idle speed that does not exceed 1500 RPM.



SECTION 3 • USING YOUR BOAT

13. Shut down the engines and recheck fluid levels; top off if necessary.

NOTE: For general operation of the boat, its instruments and the engine, follow detailed instructions on "Engine Break-in" in the Engine Operator's Manual.

REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

10. SHIFTING TO DRIVE THE BOAT

Standard on the 44 DB are dual hydraulic gear shift and throttle engine controls.

NOTE: Your yacht has start in-gear protection. For safety's sake and as a good habit to get into, **always put the gear selector in the NEUTRAL position and the throttle selector in the IDLE position before starting the engines.**

A. GEAR SHIFTS AND THROTTLE CONTROLS

The gear shift lever for each engine (twin lever controls on port side of the control station) has three positions: FORWARD, NEUTRAL and REVERSE. The control lever must be in the NEUTRAL (center) position when starting the engine(s). A positioning indent can be felt when the control is in exact NEUTRAL. FORWARD and REVERSE positions should always be in full travel extremes in either direction for a positive engagement and minimum wear.



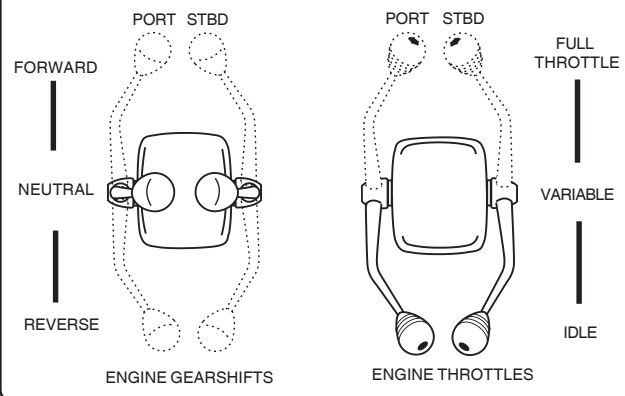
WARNING

Shift selector(s) to NEUTRAL before starting engines.

Shift only when engine is at IDLE.

Reversing at high speeds can cause flooding/swamping due to water being pushed over the transom.

ENGINE SHIFT AND THROTTLE FUNCTIONS
(FIG. 3.6.1)



The throttle controls (twin lever controls on starboard side of control station) regulate the RPM of the engines. Periodically check and seasonally lubricate the linkage with medium weight oil.

NOTE: Prior to starting engines, put throttles at IDLE and gearshifts in NEUTRAL.

OPERATION

1. Throttle Levers:

Forward motion - increases Throttle

Aft Motion - Decreases Throttle

2. Gearshift Levers:

Forward Position - FORWARD

Center Position - NEUTRAL

Aft Position - REVERSE

MAINTENANCE

The clutch and throttle lever bodies are made of anodized aluminum. To clean them, a warm soapy water solution should be used. DO NOT use an abrasive compound.

NOTE: Refer to your engine Owner's Manual to operate the throttle arm by hand for maintenance.



SECTION 3 • USING YOUR BOAT

! CAUTION

Cockpit can fill with water if boat is moving forward, when it is put into reverse.

Before shifting into reverse, shift to neutral, wait for the boat to stop moving forward, then shift into reverse.

! CAUTION

Shift quickly; easing into gear can damage the transmission.

Hydraulic controls FORWARD and REVERSE positions should always be in full travel extremes in either direction for positive engagement and minimum wear.

REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

B. OPTIONAL LOWER CONTROL STATION GEAR SHIFT AND THROTTLE CONTROLS

Standard on the 44 DB lower control station is the Mathers® gear shift and throttle engine controls. Read and understand the information in the Owner's Manual Packet for your yacht model's gear and throttle control. Your yacht has start in-gear protection. For safety's sake and as a good habit to get into, always put the gear selector in the NEUTRAL position and the throttle

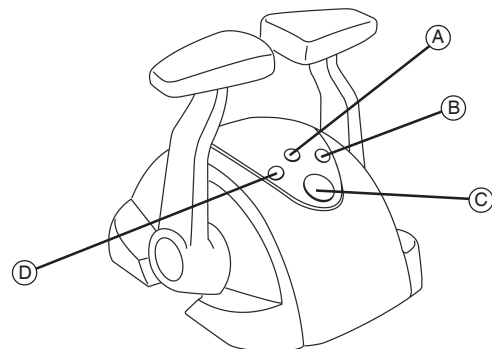
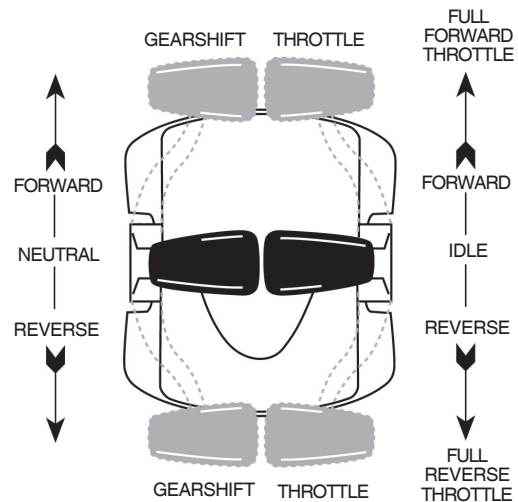
! WARNING

Shift selector(s) to NEUTRAL before starting engines.

Shift only when engine is at IDLE.

Reversing at high speeds can cause flooding/swamping due to water being pushed over the transom.

ENGINE SHIFT & THROTTLE FUNCTIONS (FIG. 3.7.1)



- (A) SYNCHRONIZATION INDICATOR LIGHT
- (B) STBD STATION-IN-CONTROL INDICATOR LIGHT
- (C) STATION TRANSFER CONTROL
- (D) PORT STATION-IN-CONTROL INDICATOR LIGHT

! CAUTION

Shift quickly; easing into gear can damage the transmission.

Hydraulic controls FORWARD and REVERSE positions should always be in full travel extremes in either direction for positive engagement and minimum wear.



SECTION 3 • USING YOUR BOAT

CAUTION

Cockpit can fill with water if boat is moving forward, when it is put into reverse.

Before shifting into reverse, shift to neutral, wait for the boat to stop moving forward, then shift into reverse.

selector in the IDLE position before starting the engines.

The gear shift lever has three positions: FORWARD, NEUTRAL and REVERSE. The control lever must be in the NEUTRAL (center) position when starting the engine(s). A positioning indent can be felt when the control is in exact NEUTRAL. FORWARD and REVERSE positions should always be in full travel extremes in either direction for a positive engagement and minimum wear.

The throttle control regulates the RPM of the engines. The control lever must be in the NEUTRAL (center) position when starting the engine(s). A positioning indent can be felt when the control is in exact NEUTRAL (IDLE). Moving the lever further forward or backwards increases throttle and boat speed.

NOTE: Prior to starting engines, control levers must be in NEUTRAL.

OPERATION

DC POWER ON

When CruiseCommand control system DC power is turned ON:

- Processor will command Neutral/Idle
- Intermittent ton will sound at all Stations indicating that no Station has command

TAKE COMMAND

To take command at a Station:

- Control Head lever(s) **MUST** be in the Neutral detent.
- Operator must depress the transfer button for 1/2 second.

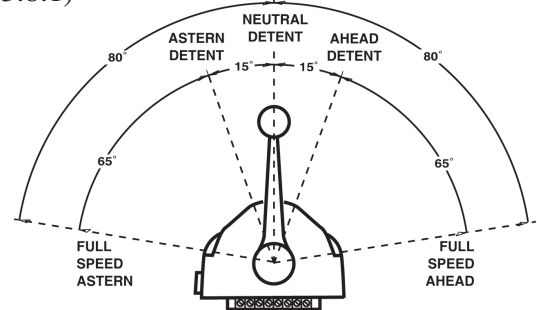
The tone will stop at all stations and the red LED indicator light on the Control Head will light, indicating the Station is in command.

NOTE: Only one Station has command at a time.

BASIC OPERATION

The Control Head has three detents: Astern, Neutral, and Ahead (Figure 3.7.1). With the Control Head lever(s) positioned in the Neutral (vertical) detent, the System will command Neutral and Idle

CONTROL HEAD DETENTS
(FIG. 3.8.1)



RPM. Control Head lever movement of 15 degrees to the Ahead or Astern detent will command Ahead or Astern clutch engagement while the engine remains at Idle RPM. Further movement of the Control Head lever will increase the engine RPM in proportion to the Control Head lever position.

MAINTENANCE

The clutch and throttle lever bodies are made of anodized aluminum. To clean them, a warm soapy water solution should be used. **DO NOT** use an abrasive compound.



SECTION 3 • USING YOUR BOAT

NOTE: Refer to your engine Owner's Manual to operate the throttle arm by hand for maintenance.

ENGINE SYNCHRONIZATION MODE (OPTIONAL)

The Mathers® gearshift and throttle control system offers the option of automatic engine synchronization.

When the engine synchronizers are in operation, any engine speed differential is immediately sensed and automatically corrected. A single throttle movement is all that is necessary to ensure that both engines maintain identical RPM.

The system allows the operator the option to disable automatic engine synchronization while in synchronization mode.

TO DISABLE

- depress the station transfer button (See figure 3.7.1) for one second when the Control Head levers are above 10 percent throttle. **TO RE-ENABLE:**
- Match the Control Head levers above 10 percent throttle in FORWARD, and then depress the station transfer button for one second. Automatic synchronization is again available, and Synchronization Mode is active.

TROLL MODE (OPTIONAL)

The optional integrated trolling valve control provides controlled slow speed operation and enhances operator control during docking maneuvers. A selector switch at the Mathers® control station allows the operator to select TROLL or NON-TROLL. When TROLL is selected, the system commands clutch direction, engine speed and trolling valve position.

TO OPERATE TROLLING FEATURE:

- Select TROLL on the Control Head Position the throttle and gear levers in the idle ahead detent or idle astern detent:- Clutch engagement commanded.
 - Throttle limited to idle RPM.
 - Trolling valve commanded to minimum clutch oil pressure.
 - Propeller shaft turning at minimum RPM
- Move the control lever(s) from the detent through the next 20 degrees:- Trolling valve adjusts to increase clutch oil pressure to increase shaft speed.
 - Throttle limited to idle speed.
- Move the control lever(s) past 20 degrees.- Trolling valve positioned to the maximum clutch oil pressure.
 - Engine speed increased in proportion to the control lever(s) position.

Moving the control head lever(s) back to neutral will reverse the sequence. Operation in astern is the same as ahead. See Section 2 - Major Controls for additional operational information. See Operational reference card in your owners packet for specific details.

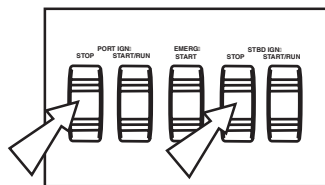
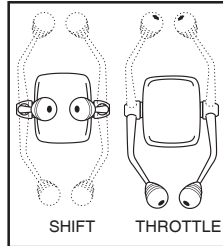
REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.



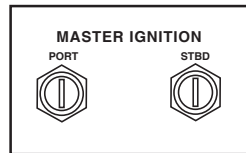
SECTION 3 • USING YOUR BOAT

11. STOPPING THE ENGINES

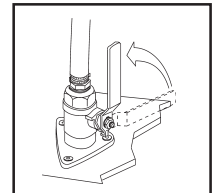
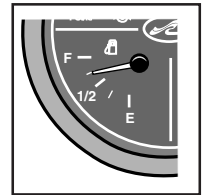
1. Bring throttle controls to IDLE position.
2. Bring gear shift controls to NEUTRAL position.
3. Secure mooring lines.
4. Idle for five (5) minutes to cool the engines.
5. Press STOP



6. Turn master key switches to OFF.



1. Check fuel tank levels.
2. Check oil and coolant levels. See Generator Operator's Manual for proper readings.
3. Check generator for coolant drain plug installation.
4. Open the generator seacock.



WARNING

DO NOT run the engine or generator in an enclosed area, such as a closed boat house, as there is the possibility of buildup and inhaling of carbon monoxide.

5. Turn off air conditioners and all other large appliances.

12. STARTING THE GENERATOR

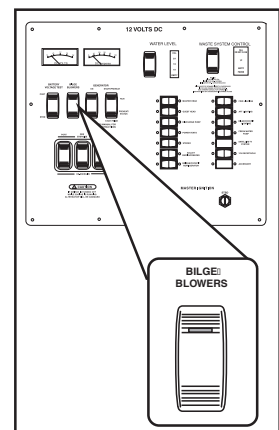
Sea Ray® strongly urges you to fully comply with the manual provided by the generator manufacturer. The generator is warranted separately by the generator manufacturer, NOT Sea Ray®. Follow the recommended maintenance and warranty schedule in your Generator Operator's Manual included in the Owner's Manual Packet. Generator abuse or improper maintenance may adversely affect claims made under generator manufacturer separate warranty.

NOTICE

Pre-start generator prior to getting underway as there is a possibility that it will not pick up water if started underway. Make sure the MAIN GENERATOR breaker is OFF and there is no load on the generator before starting it.

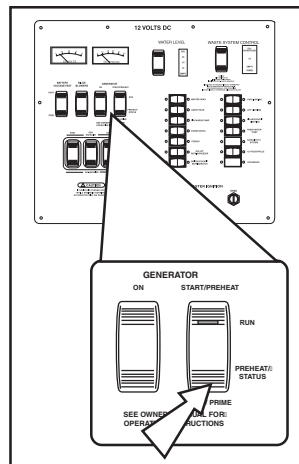
(Remote control switches are located on the main distribution panel or local switches on the generator.)

6. Run the bilge blowers for at least four minutes before starting and continuously any time the generator is running. **If fuel fumes are detected, do not start the generator until the source of fumes is determined and corrected and the bilge area is safely ventilated.**

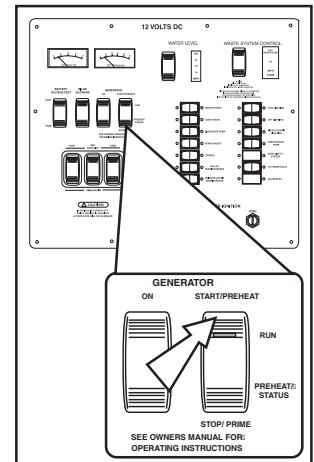


SECTION 3 • USING YOUR BOAT

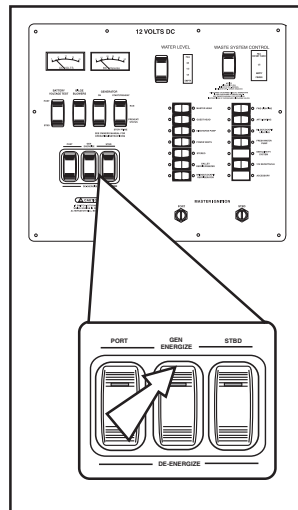
NOTE: If the generator has run out of fuel, push the stop/prime switch and hold for at least 30 seconds.



9. Depress the top of the generator START/PREHEAT switch until generator starts, then release switch. (Depending on how cold the generator is, preheat can take as long as 15 seconds before cranking starts.)



7. Place the generator battery switches in the **ENERGIZED** position. Battery solenoid switches are located in the Main Disconnects Enclosure in the bilge (See fig.6.4.2) and the DC Distribution Panel located in the port salon (See Section 6 - *Electrical System*, Fig. 6.11.1).



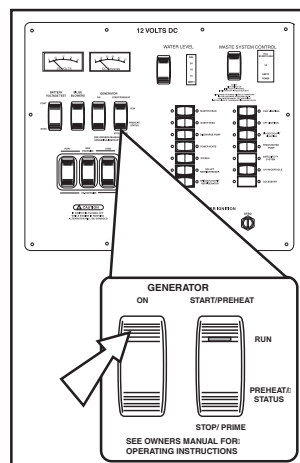
10. Check generator exhaust (starboard) to verify that water is flowing. If not, shut generator down and refer to your Generator Operator's Manual.

REFER TO THE GENERATOR MANUAL FOR YOUR BOAT IN THE OWNER'S MANUAL PACKET.

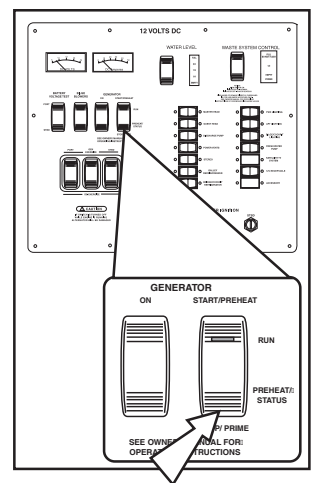
13. STOPPING THE GENERATOR

1. Prior to generator shut down turn OFF all AC equipment and other large appliances. Let the generator run for two (2) minutes to cool down.

8. Depress the top of the generator ON switch.



2. Stop the generator by pushing the STOP/PRIME switch on DC distribution panel or holding stop switch on generator until generator stops.



REFER TO THE GENERATOR MANUAL FOR YOUR BOAT IN THE OWNER'S MANUAL PACKET.



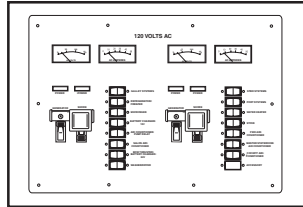
SECTION 3 • USING YOUR BOAT

14. SHORE POWER

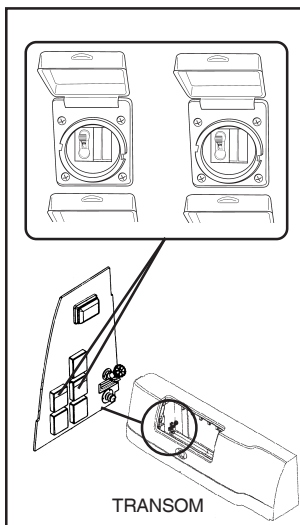
A. TO CONNECT AND TURN ON SHORE POWER

1. **On The Boat:**

Turn **OFF** all equipment breakers and Turn **OFF** SHORE & GENERATOR breakers.

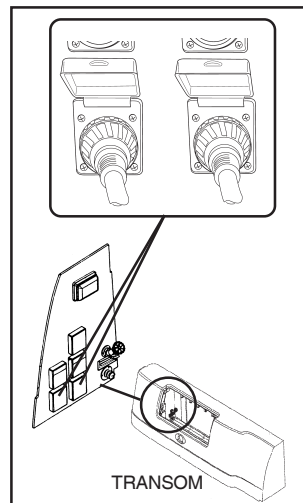


2. Turn **OFF** AC breakers above the shore power plugs in the transom compartment.



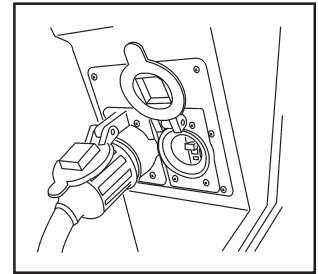
3. Dry off the shore power cord receptacle on your boat. Dry off the ends of the shore power cord. Spray a moisture repellent into the receptacle and cord ends.

4. Plug a cord end into the boat receptacle. Turn clockwise to lock. Thread the locking ring onto the boat receptacle to prevent accidental unplugging.



5. **On The Dock:**

Turn **OFF** Dock Breaker. Wipe the outlet dry, spray moisture repellent into the receptacle, then plug the other end of the power cord into the outlet box on the dock.



! CAUTION

It is imperative that the shore power outlet is dry before plugging into the dock power inlet.

! CAUTION

Route and tie the power cord from the boat to dockside power outlet box to prevent persons tripping over it and falling into the water.

! CAUTION

Shore power cords should be secured or routed to avoid laying or falling into water and to avoid stress on shore power plug and inlet.

! CAUTION

The use of extension shore power cords is not recommended. Excessive power cord extensions can cause a voltage drop and may prevent some electronic devices from operating correctly.

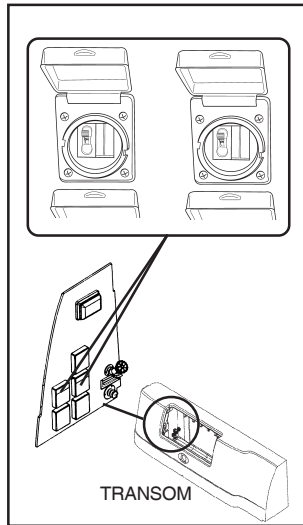
6. Turn **ON** Dock Breaker.



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7. On The Boat:

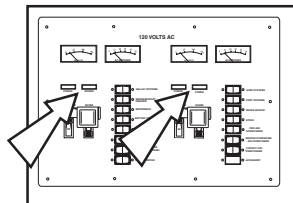
Turn **ON** the AC breakers above the shore power plug in the transom compartment.



8. On The Boat:

Assure that the **POWER** Light is **ON**.

(If reversed polarity light is on do not turn on breakers, turn OFF **MAIN** and **DOCK** breakers. Disconnect power cords. consult dockmaster.)



CAUTION

Do not energize main breaker under reversed polarity conditions.

9. Turn ON Breakers:

Turn ON **SHORE** breaker.

Verify proper voltage.

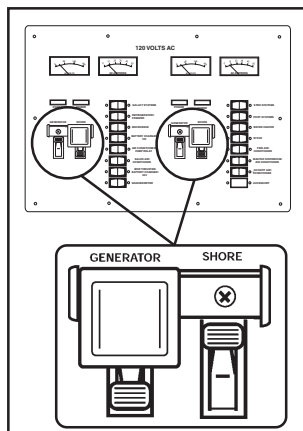
(120 Volt System:

110V to 125V)

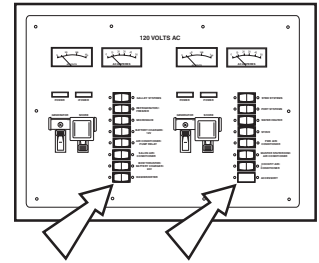
(220 Volt System:

205V to 230V)

(International)



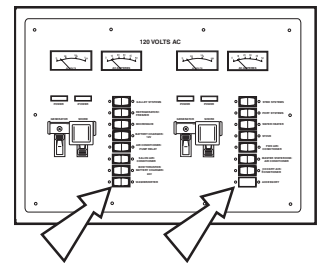
10. Turn **ON** Equipment Breakers.



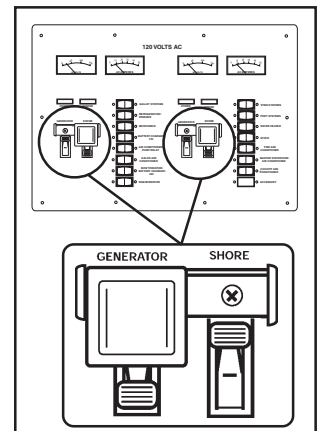
B. To DISCONNECT SHORE POWER

1. On The Boat: Turn OFF All Breakers

Turn OFF equipment breakers.



2. Turn OFF **SHORE** breaker.



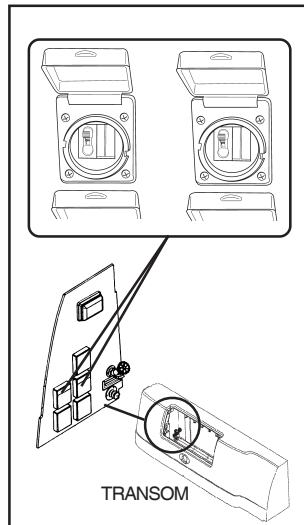
WARNING

Under no circumstances override the source select system.



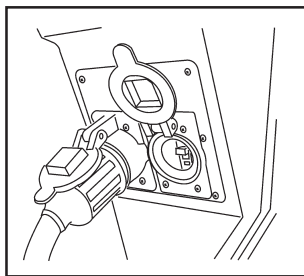
SECTION 3 • USING YOUR BOAT

3. Turn OFF MAIN breaker above the shore power plug in the transom compartment.



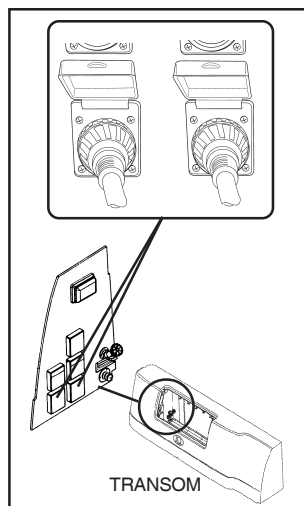
4. On the dock, turn OFF the dockside breaker.

Disconnect the dockside end of the power cord.



5. On your boat, disconnect the power cord from your boat receptacle.

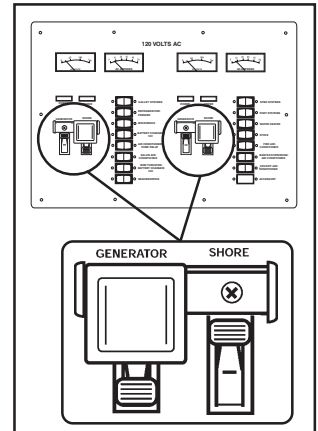
Clean the power cord, spray the cord ends with moisture repellant, and store the cord in a dry location on board.



You must keep the shore power cord and the plug ends clean and dry. This is especially necessary if your boat is used in salt water. Always clean and spray your cord ends with moisture repellant before using and before storing the cord.

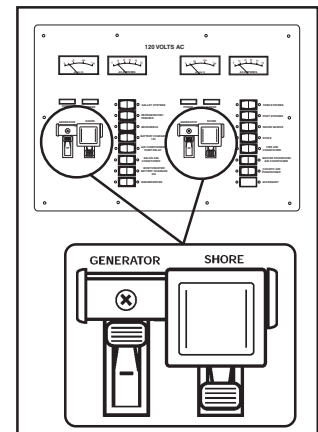
15. SHIFTING FROM SHORE POWER TO GENERATOR POWER.

1. Turn all AC systems and branch circuit breakers OFF. Turn both main breakers on the main distribution panel OFF.



2. Start the generator. (See page 3.7 of this section for generator starting instructions.)

3. Slide the source select shuttle to expose the GENERATOR breaker(s) and turn it ON.



4. Turn the individual system breakers ON.

A. MAINTENANCE FOR SHORE POWER CABLE SET & SHORE POWER INLETS

The metallic parts of your cable set and inlet are made to resist corrosion. In salt water environment, life of the product can be increased by periodically wiping the exposed parts with fresh water, drying and spraying with a moisture repellant.

A soiled cable can be cleaned with grease-cutting household detergent. A periodic application of vinyl protector will help both ends and cable maintain their original appearance.



SECTION 3 • USING YOUR BOAT

WARNING

Disconnect the power cable from power source before performing maintenance.

In case of salt water spray or immersion: Rinse plug end and/or connector end thoroughly in fresh water, shake or blow out excess water and allow to dry. Spray with a moisture repellent before reuse.

16. HYDRAULIC STEERING SYSTEM

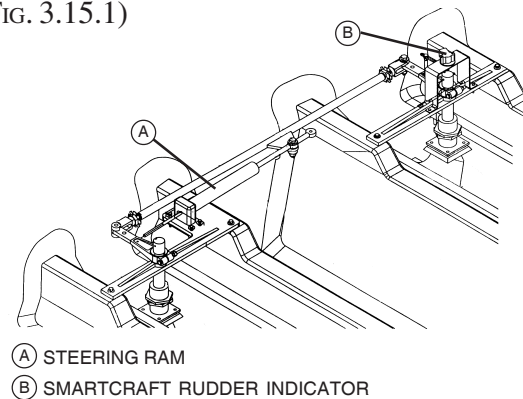
A manual hydraulic steering system, consisting of a helm and a hydraulic cylinder (fitted with an integral servo cylinder and a power steering valve), supplies the “control” portion of the steering system.

Under normal conditions, with engines running, a hydraulic oil supply is in a standby mode, ready to be directed to the steering cylinder as dictated by the steering wheel, servo cylinder and power steering valve. Turning the steering wheel left or right makes the system go from “standby” into “operating” mode and moves the steering cylinder accordingly.

In the event of a power source failure, hydraulic oil from the steering helm is automatically diverted into the servo and steering cylinder, providing the helmsman with manual backup steering.

An oil reservoir located on the aft component board in the bilge allows easy fill and assists the in-line cooler in cooling the hydraulic oil. An in-line oil filter helps to protect the steering system components against contaminants.

STEERING RAM
(FIG. 3.15.1)



REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

SECTION 3 • USING YOUR BOAT

17. ANCHORING

To anchor, bring the bow into the wind or current and put the engine in neutral. When the vessel comes to a stop, lower the anchor from the bow. The anchor line should be 5 to 7 times the depth of the water.

! WARNING

SINKING HAZARD – Anchor from the bow if using one anchor. A small current can make a stern-anchored boat unsteady; a heavy current can drag a stern-anchored craft under water.

COLLISION HAZARD – Anchor only in areas where your boat will not disrupt other boats. Do not anchor in a channel or tie up to any navigational aid. It is dangerous and illegal.

NOTICE

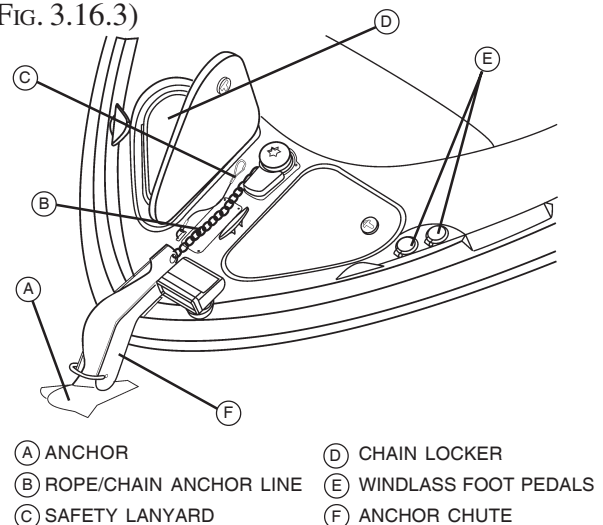
Use the safety hook supplied to ensure that the anchor is held in place should the windlass fail. Do not use the safety hook to support the anchor in a stored position. The windlass should always support the anchor and ensure that it is held in the roller device securely.

A. ANCHORING ARRANGEMENT

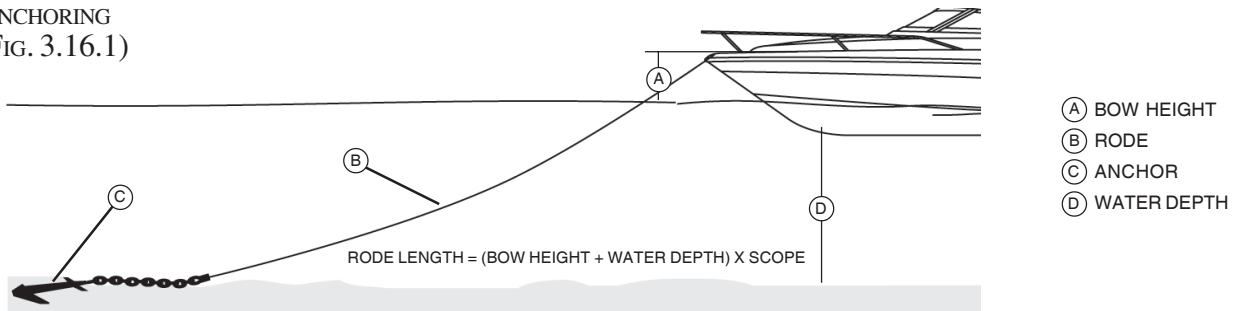
The 44 DB is equipped with a rope/chain anchor line, windlass with remote foot pedals located on the deck, anchor and anchor chute. Stow the anchor in the chute when not in use.

NOTE: An optional all-chain anchor line is also available.

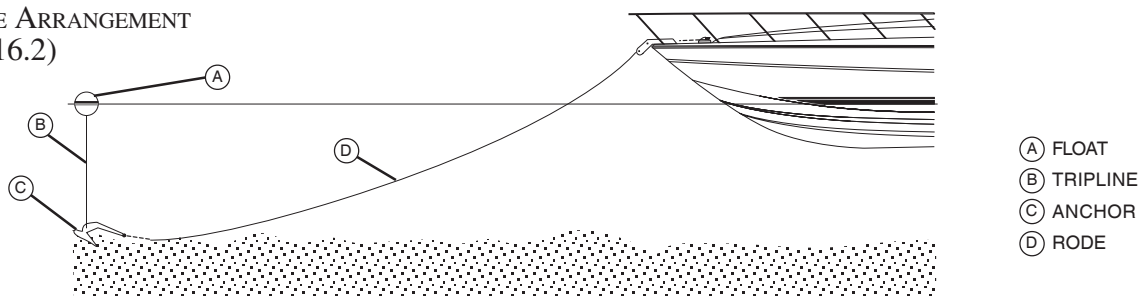
ANCHOR ARRANGEMENT
(FIG. 3.16.3)



ANCHORING
(FIG. 3.16.1)



TRIPLINE ARRANGEMENT
(FIG. 3.16.2)



SECTION 3 • USING YOUR BOAT

NOTE: Before using the anchor, be sure the anchor safety lanyard is removed from the anchor, the chain stop (if equipped) is released from the chain and the anchor is secured to the windlass chain.

B. ANCHORING

Proper anchoring requires knowledge of RODE and SCOPE. Read this section carefully, understanding the relationship between rode, scope and anchor performance.

The **rode** is the line connecting the anchor to the boat. The **scope** is technically defined as the ratio of the rode length to the vertical distance from the bow to the sea floor.

Since you want to know how much rode to use when anchoring, the formula is:

$$\text{Scope} = \frac{\text{Rode Length}}{\text{Bow Height} + \text{Water Depth}}$$

Rode Length = (Bow Height + Water Depth) x Scope

- Scope depends on the type of anchor, bottom, tide, wind and sea conditions.
- Minimum is 5:1 for calm conditions; norm is 7:1; severe conditions may require 10:1.

Example:

Rode Length = (3 feet + 10 feet) x 7*

Rode Length = 13 feet x 7*

Rode Length = 91 feet

* Scope factor may range from 5 to 10 or more. Less than 5, the anchor breaks out too easily.

C. LOWERING ANCHOR

- Be sure there is adequate rode.
- Secure rode to both the anchor and the boat.
- Stop completely before lowering anchor.

- If using windlass, refer to windlass operator's manual.
- Keep feet clear of coiled line.
- Turn on anchor light when at anchor or drifting (not under power).

D. SETTING ANCHOR

- There is no best way to set an anchor. Experiment to see how your anchor performs.
- One method is to turn the rode around a bit and slowly pay out as the boat backs from the anchor site. When the proper scope has been reached, snub the rode quickly, causing the anchor to dig into the bottom.
- Reverse engine slowly to drive the anchor in and prevent it from dragging.
- Close chain stop (Optional) (see Fig. 3.15.2).

E. WEIGHING ANCHOR

- Run the boat slowly up to the anchor, taking in the rode as you go.
- The anchor will usually break out when the rode becomes vertical.
- Be careful that trailing lines do not foul in the propeller.

NOTE: Use the fresh water washdown spigot in the starboard bow locker to hose down the chain in the locker after haul-in .

F. CLEARING A FOULED ANCHOR

A fouled anchor can test your patience and ingenuity. One of the best methods of breaking free is to set a **tripline** (see Fig. 3.13.2) before you lower anchor.

- Attach a line to the crown or head of the anchor and the other end to a float.
- The line should be just long enough to reach the surface of the water, allowing for tides.



SECTION 3 • USING YOUR BOAT

- A polypropylene line is a good choice because it is light, strong and floats.
- If the anchor snags, pull vertically on the tripline to lift the anchor by the crown.

G. A FINAL WORD

An anchored boat is affected by wind and sea conditions. Because there is no headway, there is no control. Be alert! If leaving the boat, be sure the anchor will hold under all circumstances.

We suggest you read this section on anchoring again and fully understand rode and scope and their affect on anchor performance.

18. WINDLASS

The windlass is wired to the 12 volt system through the WINDLASS breaker in the Main Disconnect Enclosure.

NOTICE

It is important that the windlass clutch is tight for proper operation and safety. Periodically check the clutch and tighten if necessary.

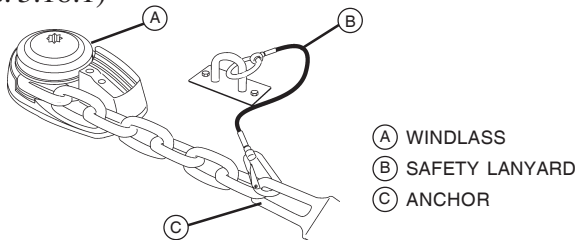
To Tighten Clutch:

With the anchor in the stowed position, tighten the windlass clutch by inserting the emergency handle into the clutch nut (see Fig. 3.16.3) and turn clockwise.

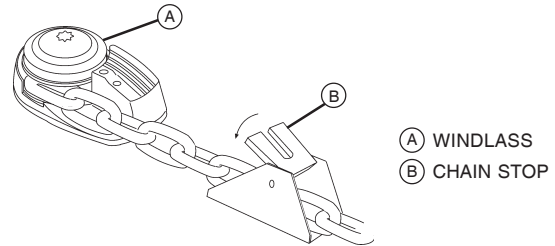
! WARNING

Keep hands, feet, hair and loose clothing clear of moving parts. Entanglement may cause severe bodily injury (i.e. lose of fingers or toes).

WINDLASS WITH SAFETY LANYARD (FIG. 3.18.1)



WINDLASS WITH ALL CHAIN RODE (OPTIONAL) (FIG. 3.18.2)

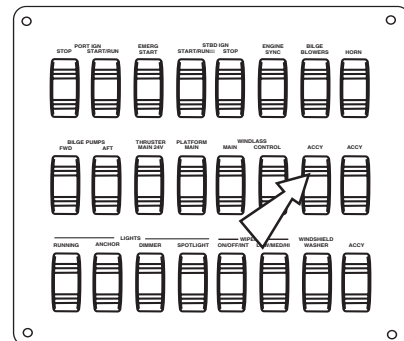


The windlass facilitates the anchoring of your yacht by automatically raising and lowering the anchor. To operate the windlass the WINDLASS MAIN switch on the control station switch panel must be ON.

A. TO OPERATE FROM THE HELM:

- Make sure that the safety lanyard and/or chain stop are removed from the anchor chain.
- Turn the WINDLASS MAIN rocker switch ON.
- Push the top of the CONTROL rocker switch (located beside the WINDLASS MAIN on the control station switch panel) to raise the anchor. To lower the anchor, push the bottom of the rocker switch.

WINDLASS CONTROL STATION SWITCH (FIG. 3.18.3)



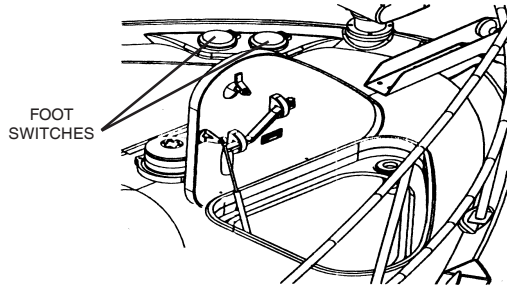
B. TO OPERATE FROM THE BOW:

- Make sure that the safety lanyard and/or chain stop are removed from the anchor chain.



SECTION 3 • USING YOUR BOAT

WINDLASS BOW SWITCHES
(FIG. 3.19.1)

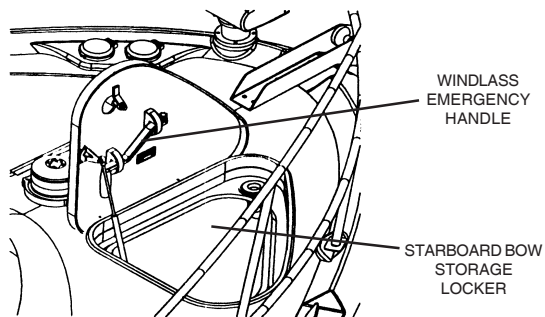


- Lift protective cap on foot switches at port bow and depress UP or DOWN switch for the desired result.

C. TO OPERATE MANUALLY:

- Make sure that the safety lanyard and/or chain stop are removed from the anchor chain.
- Insert the emergency handle (located in the stbd bow locker) into the clutch nut.

WINDLASS EMERGENCY HANDLE
(FIG. 3.19.2)



- Turn handle clockwise to retrieve anchor.

D. MAINTENANCE:

- Periodically check the motor and control box electrical connections, remove any residue and cover the connections with a small coating of grease.

It is recommended at least once a year to

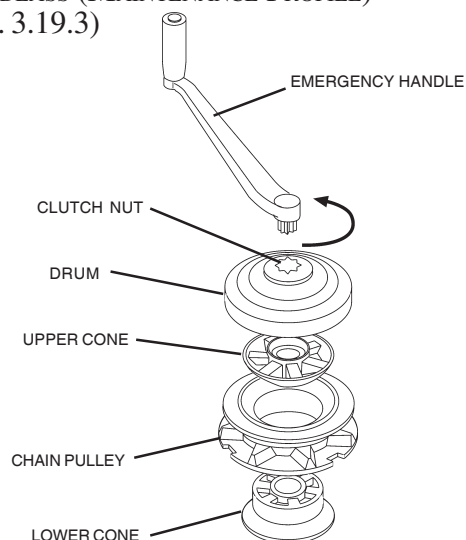
! DANGER

Make sure that the power is off before any work is performed on the windlass.

disassemble the windlass and remove any residue build-up.

- Using the emergency handle (located in the bow locker), unscrew the clutch nut by turning the handle counterclockwise.
- Remove the drum, upper cone, chain wheel and lower cone.
- Wash down with fresh water and remove any residue.
- Coat contact surfaces with a light film of lubricant.

WINDLASS (MAINTENANCE PROFILE)
(FIG. 3.19.3)



- Reassemble the unit and tighten clutch by turning the handle clockwise.

NOTE: Use the fresh water washdown spigot in the starboard bow locker to hose down the chain in the locker after haul-in.

REFER TO WINDLASS OPERATOR'S MANUAL IN YOUR OWNER'S PACKET FOR DETAILED OPERATING INSTRUCTIONS.



SECTION 3 • USING YOUR BOAT

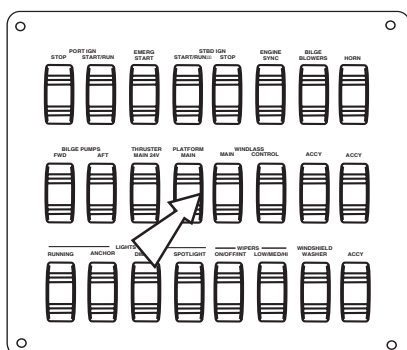
19. Bow Thruster (Optional)

The bow thruster is electrically driven and gives the operator more maneuverability of the bow when docking or maneuvering the vessel in narrow channels or where space is at a premium.

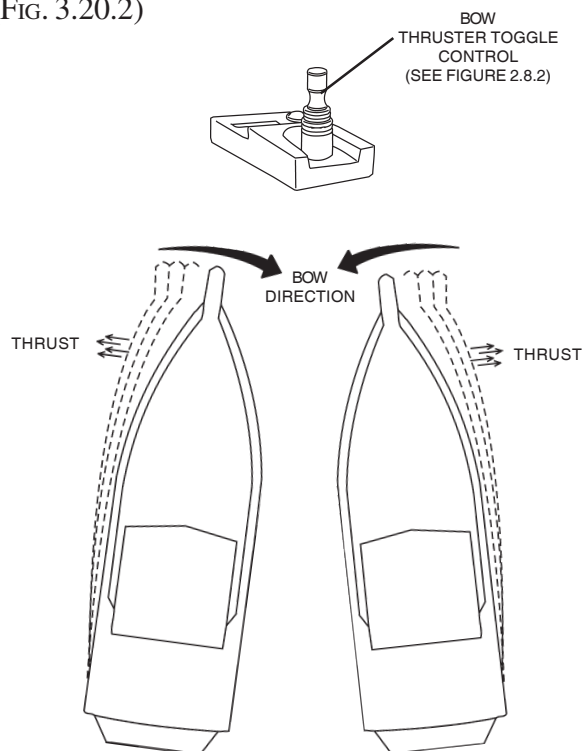
To Operate the Bow Thruster

- Activate the bow thruster by turning the 24V BOW THRUSTER switch ON. The switch is located on the control station switch panel.

BOW THRUSTER SWITCH
(FIG. 3.20.1)



BOW THRUSTER OPERATION
(FIG. 3.20.2)



- By manipulating the the joy stick also located on the control station the operator is able to move the bow slowly to port and starboard.

The bow thruster motor is equipped with an internal thermally activated breaker. The thermal breaker protects the motor from overheating. When the thermal breaker is activated the thruster motor will not operate and must be allowed to cool down for normal operation.

REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

SECTION 4 • BILGE & UNDERWATER GEAR

1. BILGE

A. FUEL & OIL SPILLAGE

Regulations prohibit discharging fuel or oily waste in navigable waters. Discharge is defined as any action which causes a film, sheen or discoloration on the water surface, or causes a sludge or emulsion beneath the water surface. A common violation is bilge discharge. Use rags or sponges to soak up fuel or oily waste, then dispose of it properly ashore. If there is excessive amount of fuel or oil in the bilge, contact a knowledgeable marine service to remove it. Never pump contaminated bilge overboard.

As a precaution against fuel spillage, fill fuel tank(s) less than rated capacity. Allow for fuel expansion.

2. BILGE PUMPS

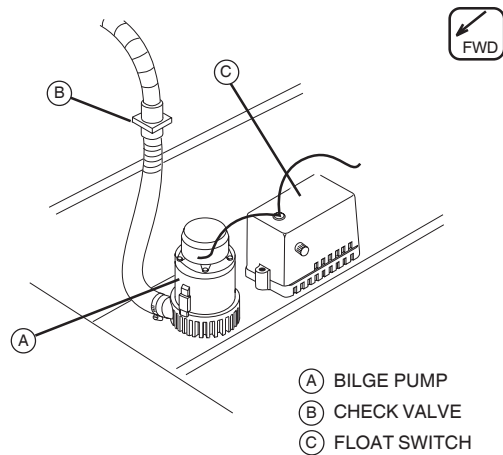
The 44 DB is equipped with four (4) bilge pumps, including two (2) emergency high water bilge pumps. Your yacht is also equipped with a gray water sump, with pump and float switch.

The two primary bilge pumps are equipped with switches on the control station switch panel. These switches have MANUAL and AUTO positions. When the switch is in the MANUAL position, the pump will run continuously. When the switch is in the AUTO position, the pump is activated when there is enough water in the bilge to raise the float switch to its highest position; and deactivated when the water recedes. **The pumps should NOT be left in the MANUAL mode unless the bilge is being pumped out for servicing.**

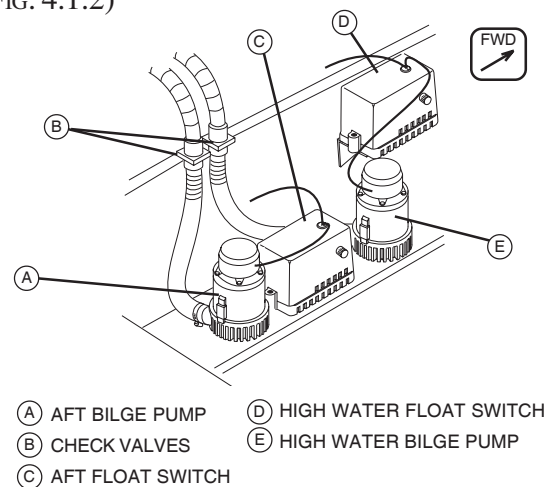
The emergency bilge pumps and high water float switches are wired to the systems monitor located on the dash at the control station (see "SYSTEMS MONITOR" in Section 2 - page 2.20).

Whenever a bilge pump turns ON, either manually or automatically, the systems monitor will display which pump is active. **Should the high water alarms become activated, immediate attention to the area indicated on the systems monitor panel is required.**

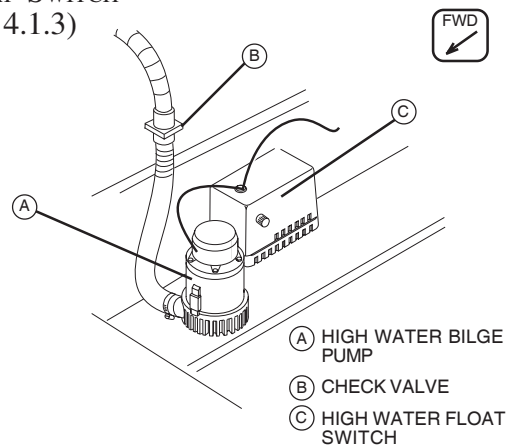
FWD BILGE PUMP & FLOAT SWITCH
(FIG. 4.1.1)



AFT BILGE PUMPS & FLOAT SWITCHES
(FIG. 4.1.2)

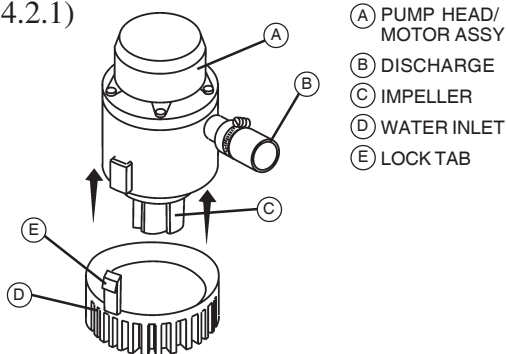


FWD HIGH WATER BILGE PUMP AND
FLOAT SWITCH
(FIG. 4.1.3)



SECTION 4 • BILGE & UNDERWATER GEAR

BILGE PUMP ASSEMBLY
(FIG. 4.2.1)



! WARNING

SINKING HAZARD – Ensure the bilge pumps are operating properly.

! CAUTION

Run bilge pumps in the manual position only as long as necessary to remove water. Running bilge pumps dry can damage the pump motor.

The pumps are protected by breakers on the main DC breaker panel located on the forward component board in the bilge.

MAINTENANCE:

Frequently inspect the area under the float switches to ensure they are free from debris and gummy bilge oil. To clean, soak in heavy duty bilge cleaner for 10 minutes, agitating several times. Check for unrestricted operation of the float. Repeat the cleaning procedure if necessary.

Inspect the bilge pump intakes and keep them free of dirt or material which may impede the flow of water through the pump. To clean the pump strainer, depress the lock tabs on both sides of the pump and lift the pump motor.

TROUBLESHOOTING:

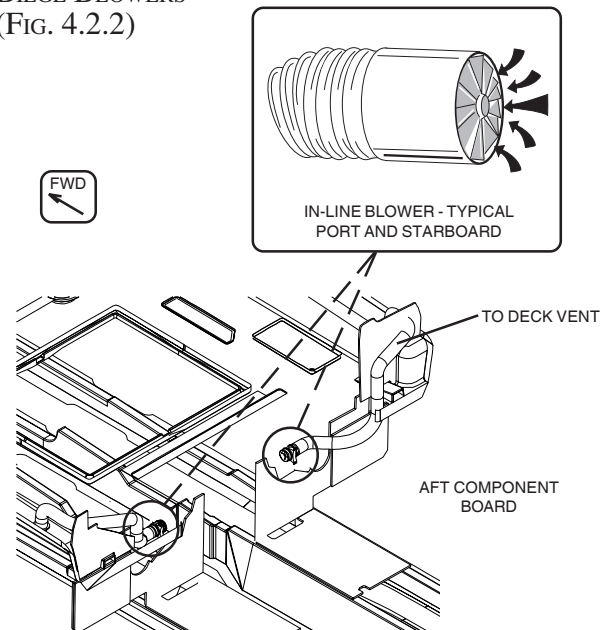
If water does not come out of discharge hose:

1. Depress the breaker on the main DC breaker panel located on the forward component board in the bilge to ensure it has not tripped.
2. Remove the motor module to see if the impeller rotates with the power on.
3. Remove any debris that may have accumulated in the nozzle section or strainer base.
4. Check hose and connection on hull side for debris and proper connections.

3. BILGE BLOWERS

The two (2) bilge fans (one each port & stbd) in the engine room remove odors, excessive heat, gas fumes and provide ventilation through the hull vents. The blowers are wired through circuit breakers on the DC breaker panel located on the forward bilge component board and are activated by a switch on the DC distribution panel in the

BILGE BLOWERS
(FIG. 4.2.2)



SECTION 4 • BILGE & UNDERWATER GEAR

! WARNING

EXPLOSION/FIRE HAZARD – Run blower at least four (4) minutes before starting engine or generator. Check bilge and engine compartment for fumes.

! WARNING

Do not allow obstructions to interfere with bilge blower or ventilation intake operation. Engine performance may be adversely affected.

port aft salon. The blowers can also be activated by a switch on the control station switch panel.

Run the blowers when operating below cruising speed and when vessel is at rest with the generator running to dissipate heat buildup in the bilge.

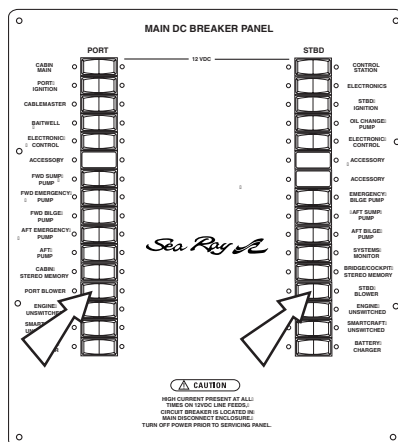
MAINTENANCE:

The bilge blowers should be checked periodically to ensure that all electrical connections are secured in place and that the blower motors are operating efficiently.

TROUBLESHOOTING:

If your bilge blowers fail to operate, depress the breakers on the main DC breaker panel on the forward component board in the engine room to ensure that they have not tripped.

MAIN DC BREAKER PANEL
(FIG. 4.3.1)



4. ENGINES

The inboard engines on your yacht are the heart of your Sea Ray®. Proper attention to and maintenance of your engines will assure you of many hours of pleasurable, safe boating and will prevent unnecessary engine problems. You must, therefore, become thoroughly familiar with all aspects of the engine's proper operation outlined in the Engine Operator's Manual. A general maintenance program consists of proper lubrication, cleaning of fuel filters, fuel lines and air filters. **When washing down, or at any other time, take care that water does not enter the air inlets.** Water entering the air inlets when the engines are not operating may go directly into the cylinders, resulting in rust and possibly internal engine damage.

The engines are warranted directly by the engine manufacturer, not by Sea Ray®.

Sea Ray® strongly urges you to fully comply with the manual provided by the engine manufacturer. Follow the recommended maintenance and warranty schedule in your Engine Operator's Manual included in the owner's packet. Engine abuse or improper maintenance may adversely affect the claims made under the independent warranty provided by the engine manufacturer.

5. FRESH WATER COOLING SYSTEM

The fresh water cooling system is a closed system which helps protect engines from internal corrosion and provides more even distribution of engine temperature. **Change the coolant annually.**

A. COOLANT RECOMMENDATIONS:

The standard mixture of water and coolant is a mixture of 30% environmentally safe, non-toxic antifreeze and 70% water, which protects to 0°F (-18°C). This will allow the coolant to expand properly and maintain normal operating engine temperature. In colder climates, the coolant level should be increased to 50/50, which protects to -34°F (-37°C), for proper coverage. **To find engine coolant requirements for the specific engine**



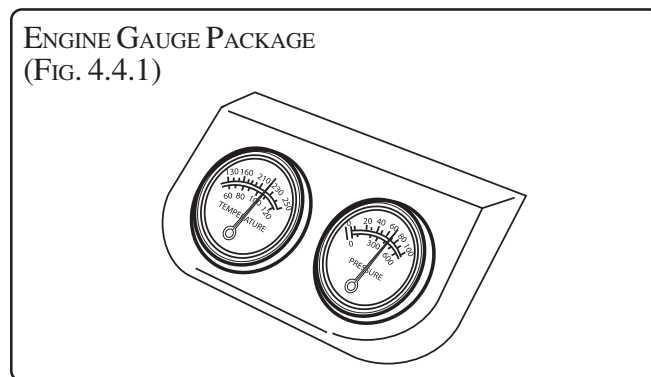
SECTION 4 • BILGE & UNDERWATER GEAR

on your yacht, refer to your Engine Owner's Manual in the Owner's Manual Packet.

6. ENGINE GAUGE PACKAGE

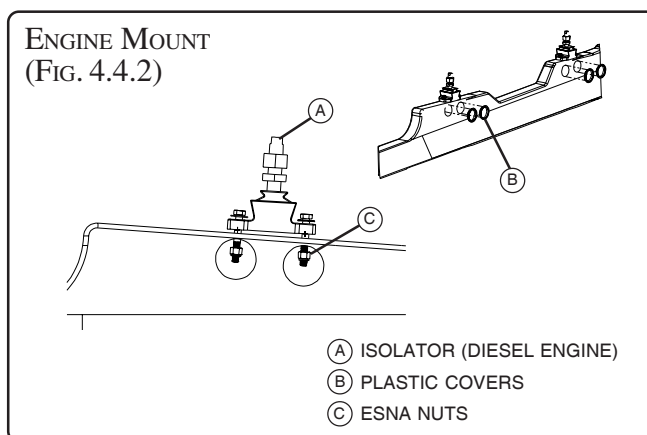
Each of your engines have been equipped with an engine gauge package. This package is provided as a safety feature in the event of an electrical malfunction resulting in the hem gauges becoming inoperative.

Gauge packages may differ with different engine options. Refer to your Engine Operator's Manual for proper gauge readings and gauge package locations.



7. ENGINE MOUNTS

The adjustable type engine mounts permit adjustment sideways as well as vertically. Vertical adjustment nuts lock up or down on the threaded vertical stud, with a slot provided to allow side to side adjustment on the engine.



IMPORTANT: The large adjustment locknuts on these mounts must be tightened properly to retain alignment. It is also advisable to spray a protective coating on the studs and nuts to prevent corrosion.

8. MARINE GEARS

A. REDUCTION GEARS

A reduction gear reduces the rotating speed of the propeller shaft in relation to the engine RPM. This permits the use of a larger propeller while allowing the engine to attain its rated RPM, thereby increasing efficiency.

B. REVERSE GEARS

The reverse gear incorporates the clutch and controls the rotation of the propeller. The position of the clutch control or shifting lever indicates the motion which the clutch and reverse gear are transmitting. The center position of the lever indicates neutral. **Engine RPM should never exceed 1000 when engaging or disengaging the clutch. Higher RPM will result in unnecessary wear and shortened life of the unit, and perhaps breakage.**

Marine reverse gears are hydraulically operated, thereby making it imperative to periodically maintain and check oil level. If the correct oil level is not maintained, slippage occurs, causing damage to the clutch plates. Too much oil will cause foaming and erratic clutch operation. For additional information see the Engine Operator's Manual.

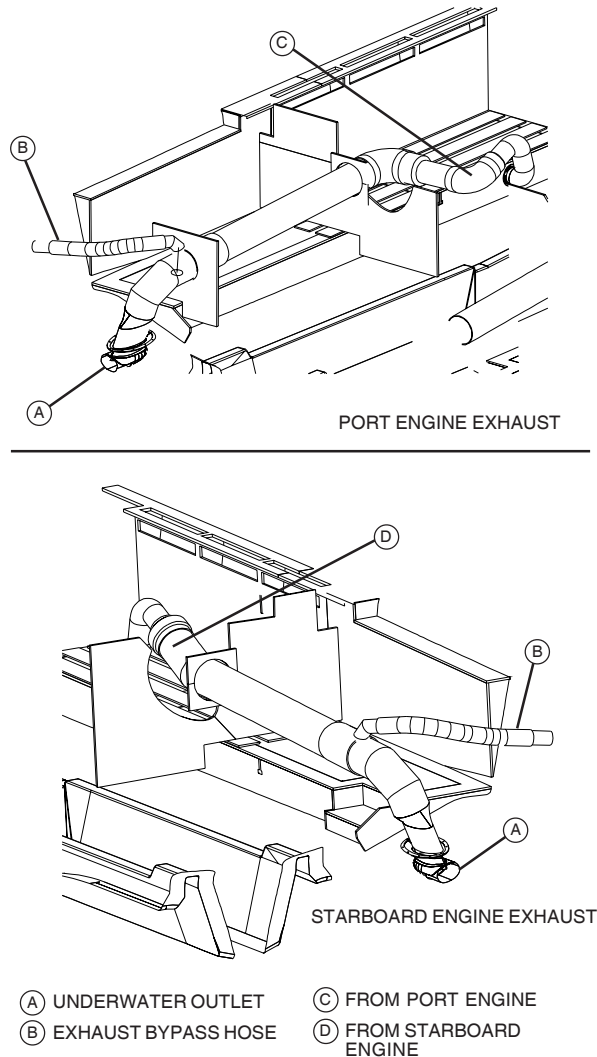
9. ENGINE EXHAUST SYSTEM

The exhaust system on Sea Ray® boats with inboard engines is designed so that water from the raw water cooling system enters the exhaust system through elbows (engine side) where water and exhaust are mixed. Water and exhaust are then pumped through the mufflers and then overboard through the exhaust outlet. **Make sure water is flowing from the exhaust outlets while the engines are operating.** Prior to every boat use, examine the exhaust system fittings to ensure tightness.



SECTION 4 • BILGE & UNDERWATER GEAR

44 DB ENGINE EXHAUST
(FIG. 4.5.1)

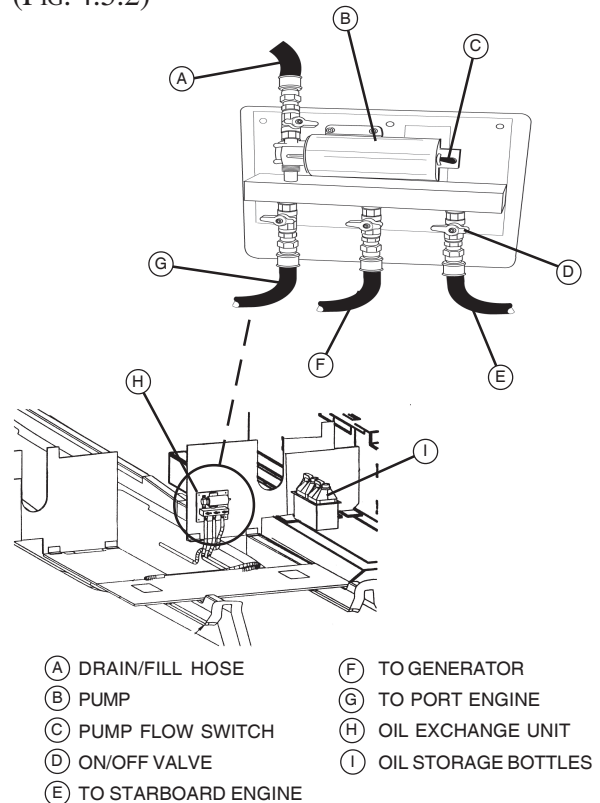


A drain plug is located on each muffler. When servicing or winterizing, remove the plug to drain the water out of each muffler. Replace the plug after all water has drained from the muffler.

10. OIL EXCHANGE SYSTEM

If equipped the oil change system, located on the inboard port stringer, center of the port engine, simplifies changing the oil in the engines and

OIL EXCHANGE SYSTEM (OPTIONAL)
(FIG. 4.5.2)



generator. The pump is self-priming and pumps in either direction. The oil change pump is protected by the 12 volt OIL CHANGE PUMP breaker on the DC breaker panel on the forward component board in the bilge.

A. OPERATING INSTRUCTIONS:

! CAUTION

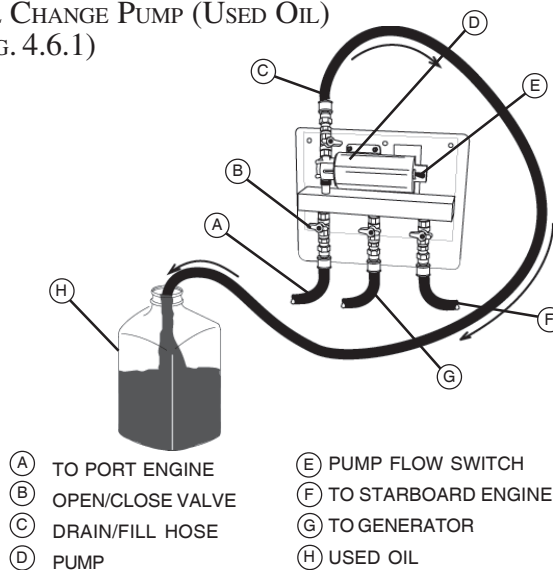
Have only one (1) valve open at a time. Make sure other valves are closed to prevent accidental over filling.

1. Run engines or generator for several minutes to warm the oil and mix the sludge.
2. Select the first unit to be serviced. Turn the valve to the open position, in line with valve body.
3. Turn the pump on (switch position indicates the direction of flow) and pump the old oil into containers to be disposed of properly.

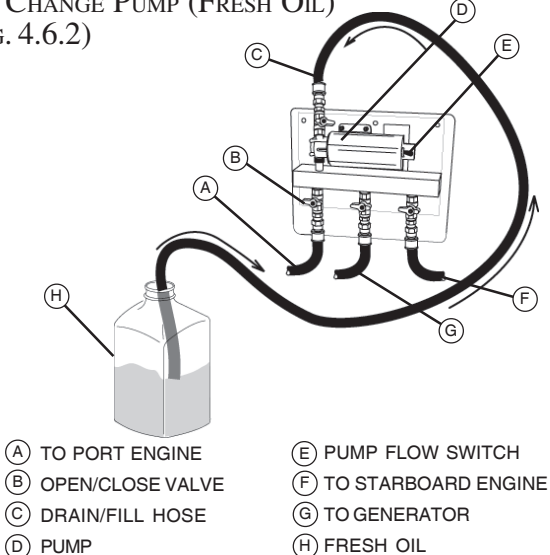


SECTION 4 • BILGE & UNDERWATER GEAR

OIL CHANGE PUMP (USED OIL)
(FIG. 4.6.1)



OIL CHANGE PUMP (FRESH OIL)
(FIG. 4.6.2)



4. After oil has been pumped out of unit being serviced, place the pump discharge hose into a container of pre-measured fresh oil and reverse the pump switch to pump the fresh oil into the engine. **NOTE: Fresh oil should be at least 60° F (16½ C).**
5. When pumping is complete, shut the pump off and close the valve leading to the unit being serviced. Check oil level and adjust if necessary.

6. Repeat for each engine, generator or transmission to be serviced.

REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION

11. UNDERWATER GEAR

A. PROPELLERS

Propellers should be free of nicks, excessive pitting and any distortions that alter them from their original design. Badly damaged propellers should be replaced, but those that are chipped, bent or merely knocked out of shape can be reconditioned by your marine dealer.

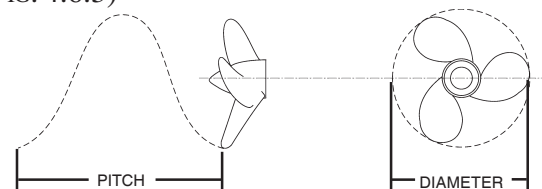
When doing extensive cruising, it is advisable to carry extra propellers aboard.

BASIC PROPELLER CHARACTERISTICS

Propellers have two basic characteristics:

- Diameter
- Pitch

PROPELLER PITCH AND DIAMETER
(FIG. 4.6.3)



Diameter is that distance measured across the propeller hub line from the outer edge of the 360° that is made by the propeller's blade during a single rotation. Pitch is that distance in inches that a propeller will travel if rotated one revolution without any slippage.

For example, a propeller with a 12-inch pitch, when rotated 360° would, theoretically, advance 12 inches through the water. Actually, no propeller applied to any boat is 100% efficient. No 12-inch pitch blade

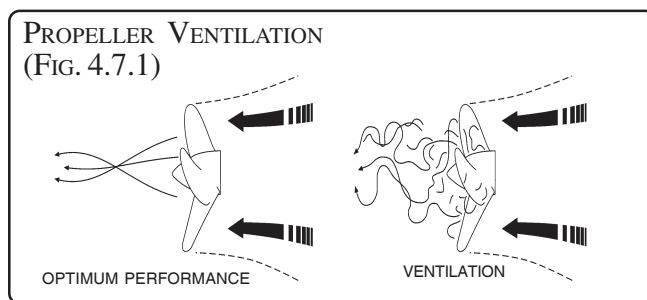


SECTION 4 • BILGE & UNDERWATER GEAR

will, in a single rotation, advance a boat 12 inches. This variance is referred to as slippage.

VENTILATION, ITS CAUSES AND CORRECTIONS

While often called “cavitation,” ventilation is really a different effect. At times when a boat enters or leaves a sharp turn, the propeller seems to slip and lose thrust and the engine may over-speed (Figure 4.7.1). This problem is normally caused by air or aerated water entering the propeller. (A damaged propeller can also cause ventilation.) Ventilation can usually be corrected by replacing the damaged or incorrect propeller with the recommended one.



CAVITATION, ITS CAUSES AND CORRECTIONS

Cavitation is a phenomenon that occurs in all propeller-driven craft under certain conditions. The surface of propeller blades are not perfectly flat, and as water is drawn through the blades to be discharged aft into the propeller's slip stream, the water flowing over the curved surface of the blade encounters areas of greater and less pressure.

In those areas of reduced pressure, air bubbles are formed. When they move out of the low pressure area these bubbles collapse. If they collapse while in contact with an object, such as part of the propeller blade or trim plane, the bubbles create such highly localized forces that they erode the surface of the object. In the case of the propeller, such damage is sometimes called a “burn.” It may be caused by an irregularity in the propeller's leading edge, and it should be corrected by reconditioning the propeller or by replacement.

Cavitation is a normal occurrence in modern sport boats, and prop inspection should be part of routine maintenance.

PROPELLER TORQUE AND ITS CORRECTION

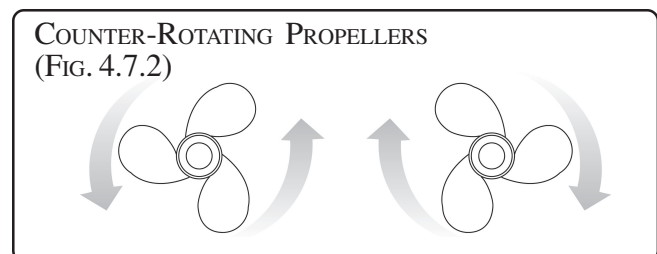
Some of the more powerful motors create a considerable torque effect; that is, a twisting motion causing the boat to ride with one sheer lower than the other. This twisting reaction is caused by the direction of propeller rotation lifting one side of the boat. This causes an uneven drag, so that a boat's bow may tend to fall off in one direction or the other from the intended course given by the wheel.

Torque action may occur when maximum or close to maximum rated horsepower is applied. Any slight torque may be offset by shifting passenger or gear weight laterally to the high side of the boat.

COUNTER-ROTATING PROPELLERS

On twin engine yachts, one propeller turns in a clockwise direction while the other turns counterclockwise in order to maintain a straight course through the water.

When removing or replacing propellers, be sure to install the correct propeller on the correct drive.



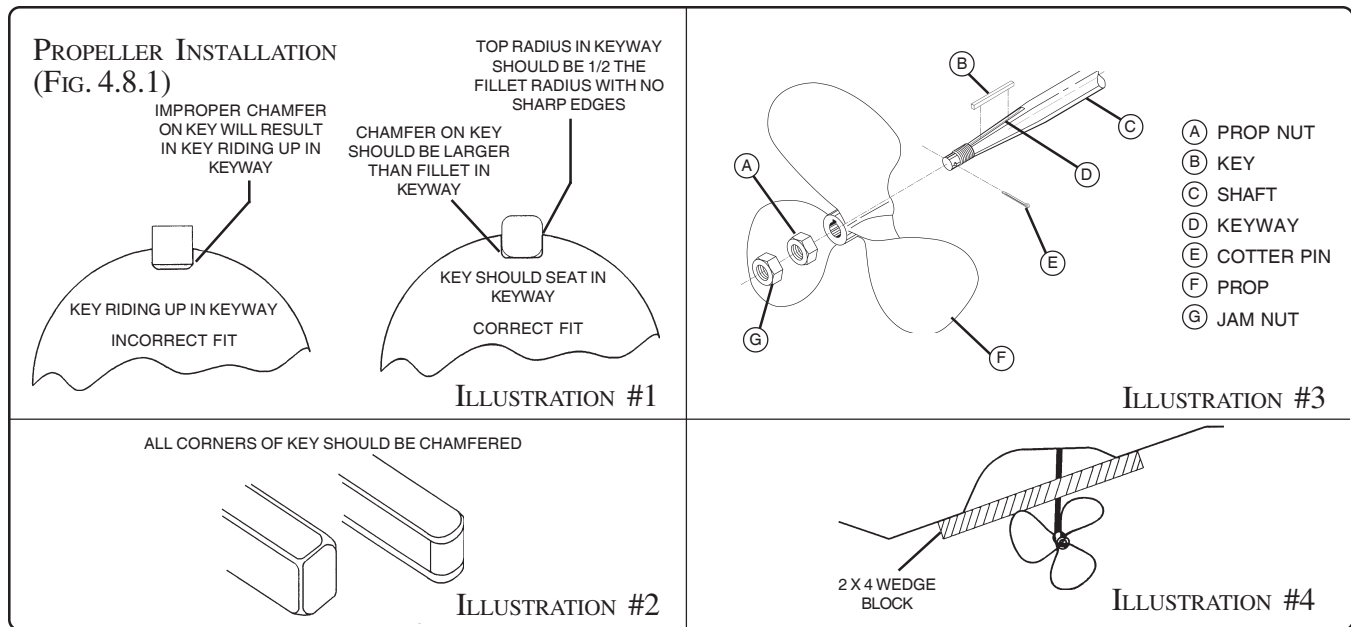
PROPELLER INSTALLATION

For proper rotation, the installation of propellers on inboard engine boats requires the right hand propeller to be installed on the starboard side and the left hand propeller to be installed on the port side. Install in the following manner:

1. Inspect the key. It must be chamfered so that the corners of the key do not touch the keyway fillets.



SECTION 4 • BILGE & UNDERWATER GEAR



2. Install the propeller on the shaft without the key in the keyway. Slide the propeller all the way on the shaft until it seats. Mark the shaft on the leading edge of the hub with a felt tip marker and remove the propeller.
3. Install the key in the keyway and slide the propeller on the shaft. If the key is not pinned, tap the key back slightly as the propeller slides up the taper. This will ensure that the propeller does not ride the key up the keyway end radius, thus forcing the propeller off-center. The propeller is properly seated if the hub is in the same position as previously marked.
4. Install a board (2 x 4) against the hub perpendicular to the keel and rotate the propeller clockwise until one blade rotates against the board. Do not put a board between the strut and the rudder.
5. Install the large bronze prop nut on the propeller shaft and seat the propeller with the correct torque (see table, next column).
6. Install the jam nut and torque to 100 ft. lbs.
7. Install the cotter pin.

Shaft Diameter	Thread Size	Prop Nut	Torque Ft. Lbs.	Jam Nut Torque Ft. Lbs.
1"	3/4"	Bronze	100-125	100
1 1/4"	7/8"	Bronze	150-175	100
1 1/2"	1 1/8"	Bronze	250-275	100
1 3/4"	1 1/4"	Bronze	275-300	100
2"	1 1/2"	Bronze	325-350	100
2 1/2"	1 3/4"	Bronze	400-425	100

NOTICE

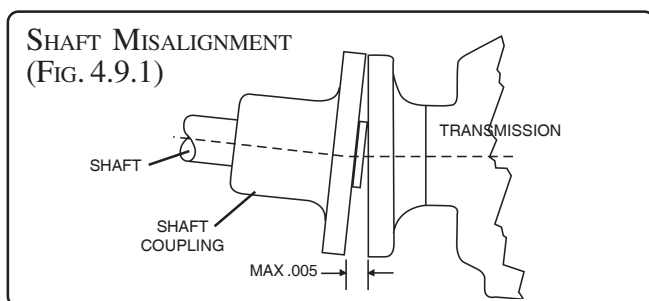
If the jam nut and prop nut are installed properly, the propeller should not loosen. If you tighten both nuts holding only the propeller blade, the nuts could possibly thread back on the shaft to the cotter pin. It is important that the above procedure be followed.



SECTION 4 • BILGE & UNDERWATER GEAR

B. SHAFTS

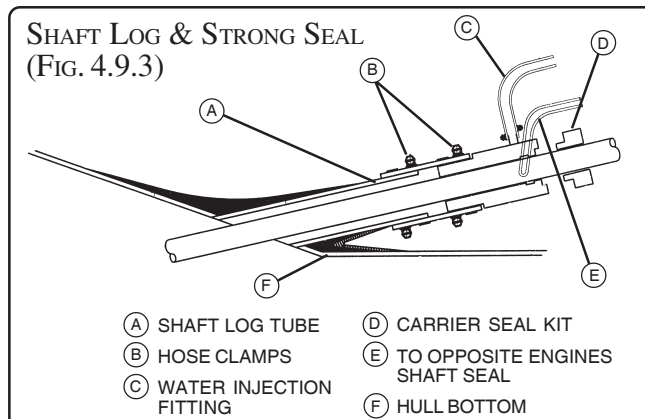
The shaft coupling is the connecting point between the shaft and the engine. The alignment should be set at a maximum of .005" (0.13mm). A slight misalignment will cause loss of power, excessive wear, noise and vibration and should not be tolerated. When checking for parallel coupling faces (the proof of proper alignment), use a feeler gauge not more than .003 to .005 of an inch thick (0.08 – 0.13mm).



With coupling faces brought together by hand – not bolted – the feeler gauge should be tightly gripped at all points around the edges of the couplings. Next, hold the engine coupling flange stationary and rotate the shaft coupling flange 90 degrees in either direction. The feeler gauge should still be tightly gripped at all points around the edges of the couplings.

SHAFT LOG & STRONG SEAL™

The shaft log is a fiberglass tube which provides an opening through the bottom of the boat for the propeller shaft. The Strong Seal™ is connected to it by a short length of special



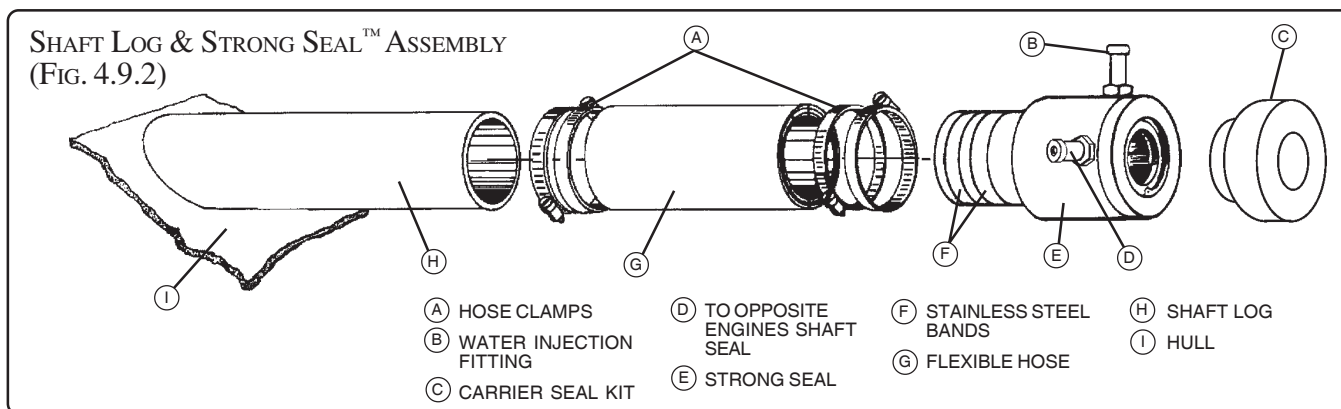
flexible hose which serves to absorb normal shaft vibration. The Strong Seal™ prevents water from leaking around the shaft and into the boat. Shaft alignment and straightness must be correct to assure proper operation of the Strong Seal™. Refer to the Strong Seal™ information for the seal carrier kit in the Owner's Manual packet.

C. CARRIER SEAL KIT

Your boat is equipped with spare carrier seals located on the port and starboard engine shafts. Seal failure can be corrected by replacing the seal with the spare seals provided.

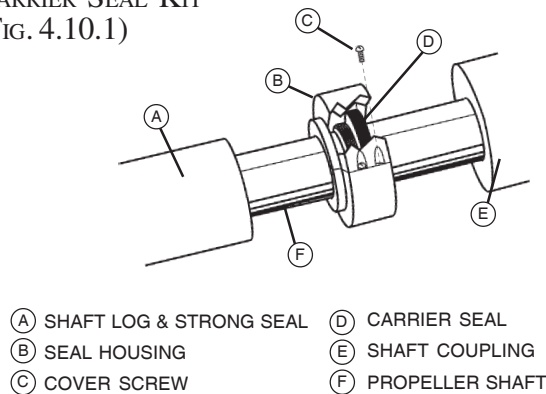
TO REPLACE THE CARRIER SEAL:

1. Clean any accumulated dirt and scale from the exposed shaft. **MAKE SURE THERE ARE NO SHARP EDGES OR BURRS ON THE SHAFT.**
2. Separate the two halves of the Carrier Seal Kit housing by removing the screws. If there are



SECTION 4 • BILGE & UNDERWATER GEAR

CARRIER SEAL KIT
(FIG. 4.10.1)



two lip seals in the carrier kit, move the forwardmost one forward on the shaft until out of the way.

3. Remove the retaining ring from the Strong Seal™ using a small screwdriver (for a spiral ring) or snap-ring pliers (for a snap ring). Work the retaining ring around the new lip seal and move the ring forward out of the way.
4. Re-assemble the empty Carrier Seal Kit housing onto the shaft just forward of the new lip seal with the small diameter facing aft. Leave the screws loose enough that the housing can move along the shaft. The Carrier Seal Kit housing is now ready to be used as a lip seal installation tool.
5. Push needle-nose pliers or a hook into the exposed body of the lip seal and pull it out of the Strong Seal™ housing. Cut the old seal off the shaft with wire cutters. **BE CAREFUL NOT TO SCRATCH THE SHAFT.**
6. Inspect and clean the inside of the Strong Seal™ housing and the newly exposed area of the shaft that was under the old lip seal.
7. Push the new lip seal and installation tool aft until the lip seal contacts the Strong Seal™ housing. Using a rubber mallet, tap the face of the installation tool until the lip seal is seated within the Strong Seal™ housing. You will know the lip seal is fully seated when the retaining ring groove is exposed.
8. Remove the Carrier Seal Kit housing from the shaft. Re-install the retaining ring into its groove in the Strong Seal™ housing.

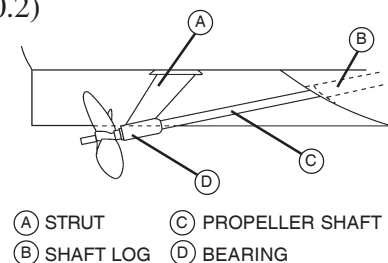
9. If the Carrier Seal Kit came with two lip seals, position the remaining lip seal back onto a convenient location on the shaft at least 2" forward of the Strong Seal™. Re-assemble the Carrier Seal Kit housing around the lip seal with the smaller diameter facing forward. Tighten the screws and make sure the assembly is firmly secured on the shaft.

NOTE: As the Carrier Seal Kit is turning with the shaft and the Strong Seal™ is not, it is important that the two do not touch.

D. STRUT

The strut is the bronze casting fastened to the bottom of the hull to support and form a bearing for the propeller shaft. A replaceable rubber bearing is inserted to minimize wear and protect the shaft where it passes through the strut hub. During lay up periods, squirt castor oil into this bearing to keep it from freezing to the shaft. **Never use machine oil or grease on rubber bearing.** Periodically check all strut fastenings to assure that they are secure.

STRUT
(FIG. 4.10.2)



12. VIBRATION & CAUSES

Some vibration is to be expected in your boat because of the action of the engines and the propeller. But excessive vibration indicates conditions which must be promptly corrected to avoid damage. Contact your Sea Ray® dealer immediately if you are experiencing severe vibration. The following are some conditions which may cause vibrations.

SECTION 4 • BILGE & UNDERWATER GEAR

A. FOREIGN OBJECT INTERFERING WITH PROPELLER ACTION

Weeds, ropes, fishing lines or nets can become wrapped around the propeller and/or shaft, causing vibration and loss of speed. Always stop and then reverse the propeller after going through a weedy area to unwrap and clear away any weeds which may have accumulated. Although reversing will sometimes help to unwrap lines and nets, they are difficult to remove without hauling the boat.

Always check for loose or trailing dock lines before getting underway. When towing a dinghy, remember that a long line may easily become entangled with the propeller when backing down.

B. BENT PROPELLER AND/OR SHAFT

A badly damaged or distorted propeller or shaft is an obvious cause of vibration. Even when the propeller appears to be perfect, make sure it has not been pulled off-center by the propeller key.

C. ENGINE AND SHAFT OUT OF ALIGNMENT

Although the shaft is properly aligned when it leaves the factory, after transit and after the boat has been in the water a few days, the alignment should be rechecked. The shaft coupling is the connecting point between the shaft and the engine and the alignment should be set at .005 or less. Refer to SHAFTS (pg. 4.9) in this section of this Owner's Manual.

D. COUPLING OUT OF TRUE

Although an extremely unlikely condition, check the couplings if other efforts to correct the vibration fail. Check the engine half of the coupling (with dial indicator on the face) to see that it runs true with the shaft coupling. Also check the coupling keys. They must fit correctly to prevent forcing the couplings off center.

E. ENGINE PART HITTING BOAT STRUCTURE

Engines are flexibly mounted to reduce transmission of vibration to the hull structure. If some part of the engine,

such as the oil pan, reverse gear or reduction gear housing, contacts a stringer, brace or part of the hull, vibration will result. The flexible shaft log allows a limited side motion of the shaft, but an excessive "whip" can cause the shaft to strike the sides of the shaft hole or the shaft log with resultant vibration.

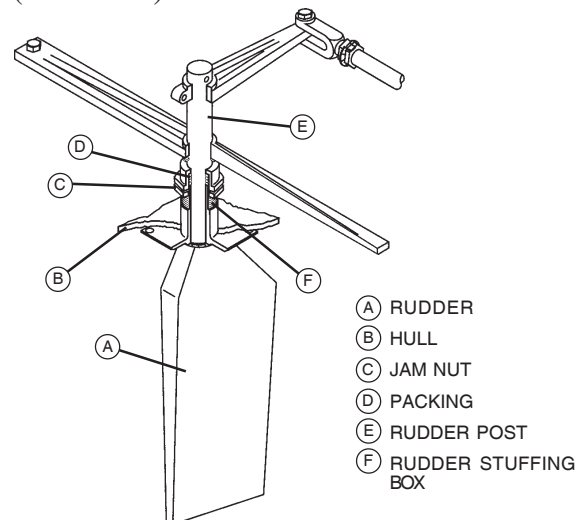
F. OTHER POSSIBLE CAUSES

Other causes of vibration include the following: engine out of tune, a bent rudder, a worn strut bearing, a component of the exhaust system vibrating against the hull or improper contact between shaft taper and the propeller hub bore.

13. RUDDER & RUDDER STUFFING BOX

The rudder is the vertical flat surface aft of the propeller that pivots about a vertical axis and changes the direction of the boat through the water. The rudder stuffing box prevents water from leaking into the boat where the rudder post enters the hull. Spot check for leaks before and after using your boat.

RUDDER & RUDDER STUFFING BOX
(FIG. 4.11.1)



SECTION 4 • BILGE & UNDERWATER GEAR

14. SEACOCKS & STRAINERS

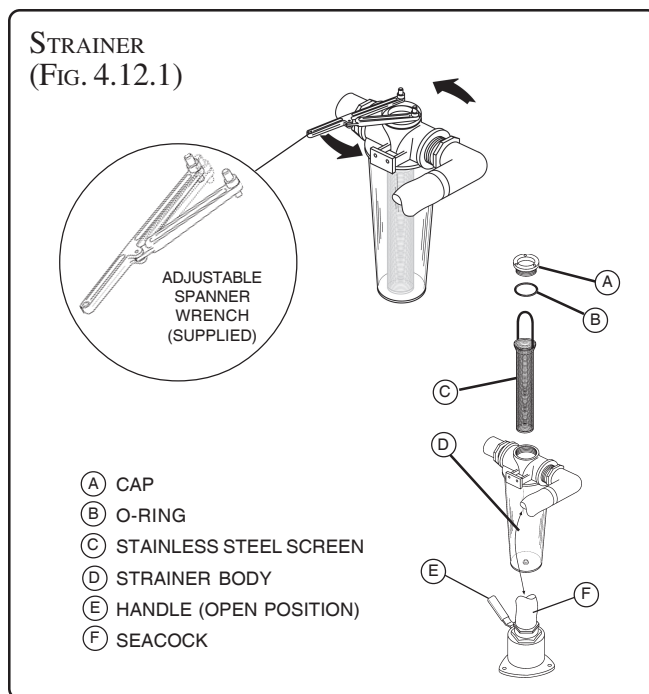
Seacocks and strainers provide cooling water to the engines, generator and A/C units located throughout the bilge area.

! CAUTION

As a safety measure, close all seacocks when leaving boat for any length of time to impede water ingress in the event of water hose failure.

To open the seacock, turn the handle in line with water flow (vertically). To close, turn the handle against water flow (horizontally). The strainers should be inspected frequently and cleaned out when plugged. If operation of the air conditioning is excessive it is important that the A/C unit strainers are inspected more frequently than other strainers.

The seacock body should be inspected and lubricated annually.



TO CLEAN THE STRAINER

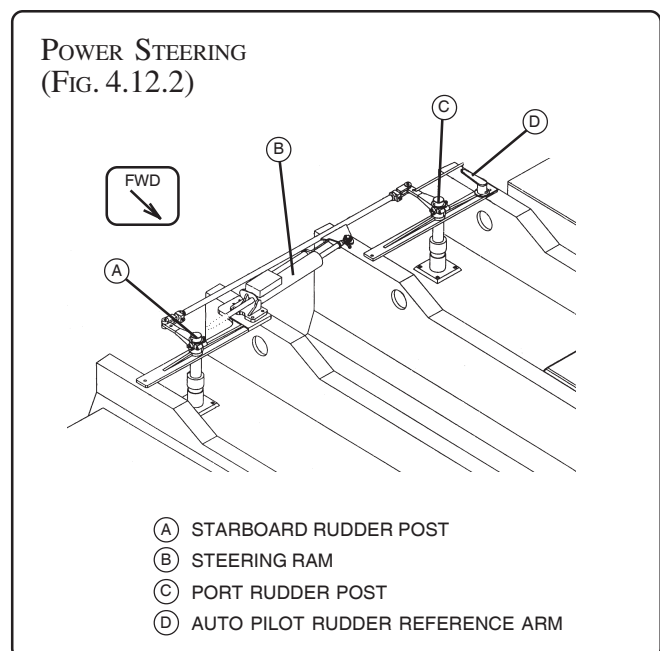
- Close the seacock by turning the handle against water flow direction (horizontally).

NOTE: Some seacocks are equipped with locking tee handles which must be loosened before operating the handle

- Loosen strainer cap with the adjustable spanner wrench provided. The wrench is located in the galley trash can when the boat is shipped. Stow the wrench in an accessible area so that it is readily available when strainer maintenance is necessary.
- Rotate strainer cap clear of strainer housing. Pull upward on stainless steel screen basket handle. Clean basket and replace.

15. HYDRAULIC STEERING CONTROL

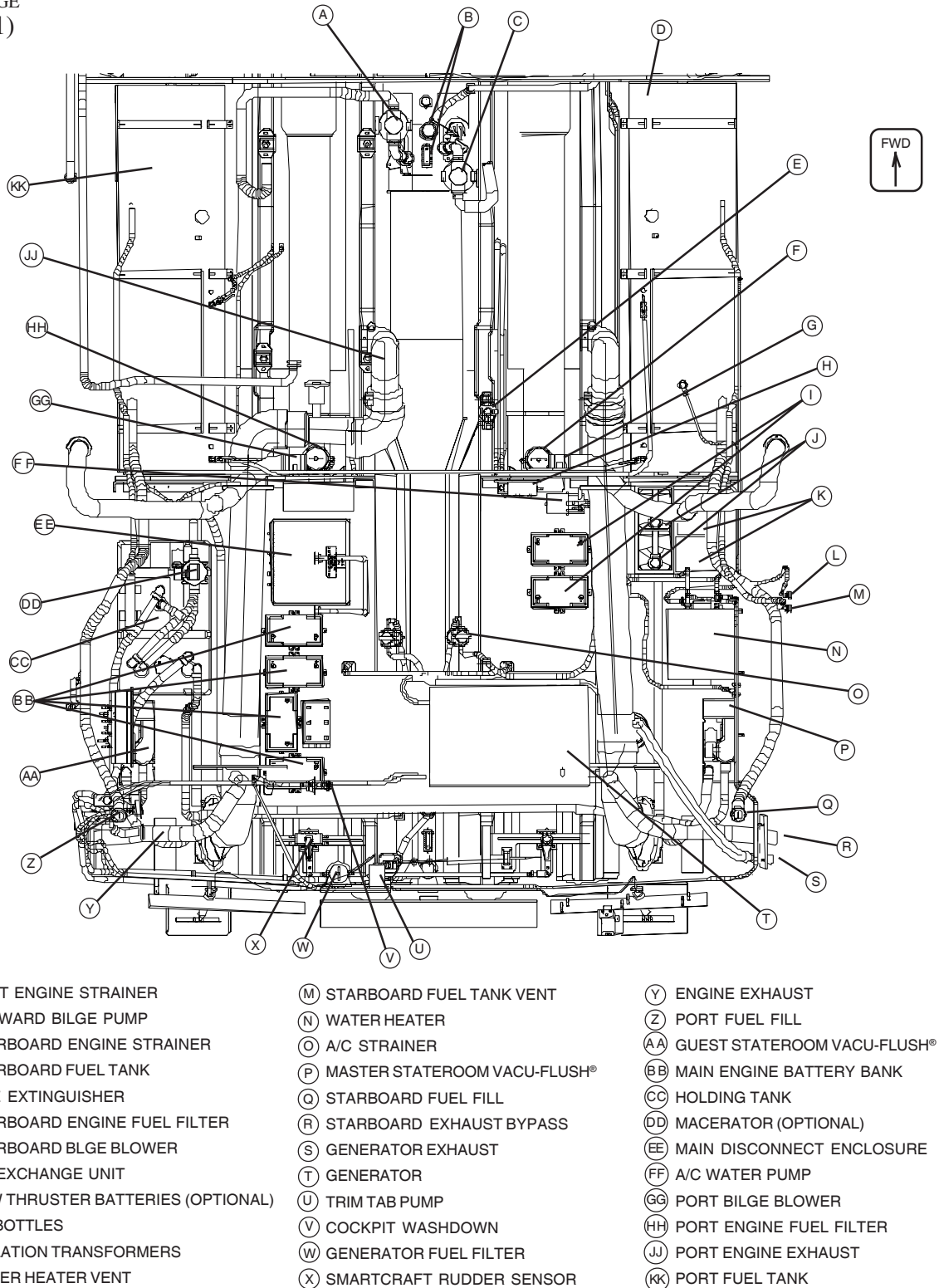
The hydraulic power steering ram ensures identical positioning of the port and starboard rudders. Check that rudder arms are tight and free of play. Ensure that fluid reservoir is up to level. Sea Ray® recommends Sea Star hydraulic steering fluid or Dextron 3 auto transmission fluid for the steering system.



SECTION 4 • BILGE & UNDERWATER GEAR

16. 44 DB BILGE LAYOUT

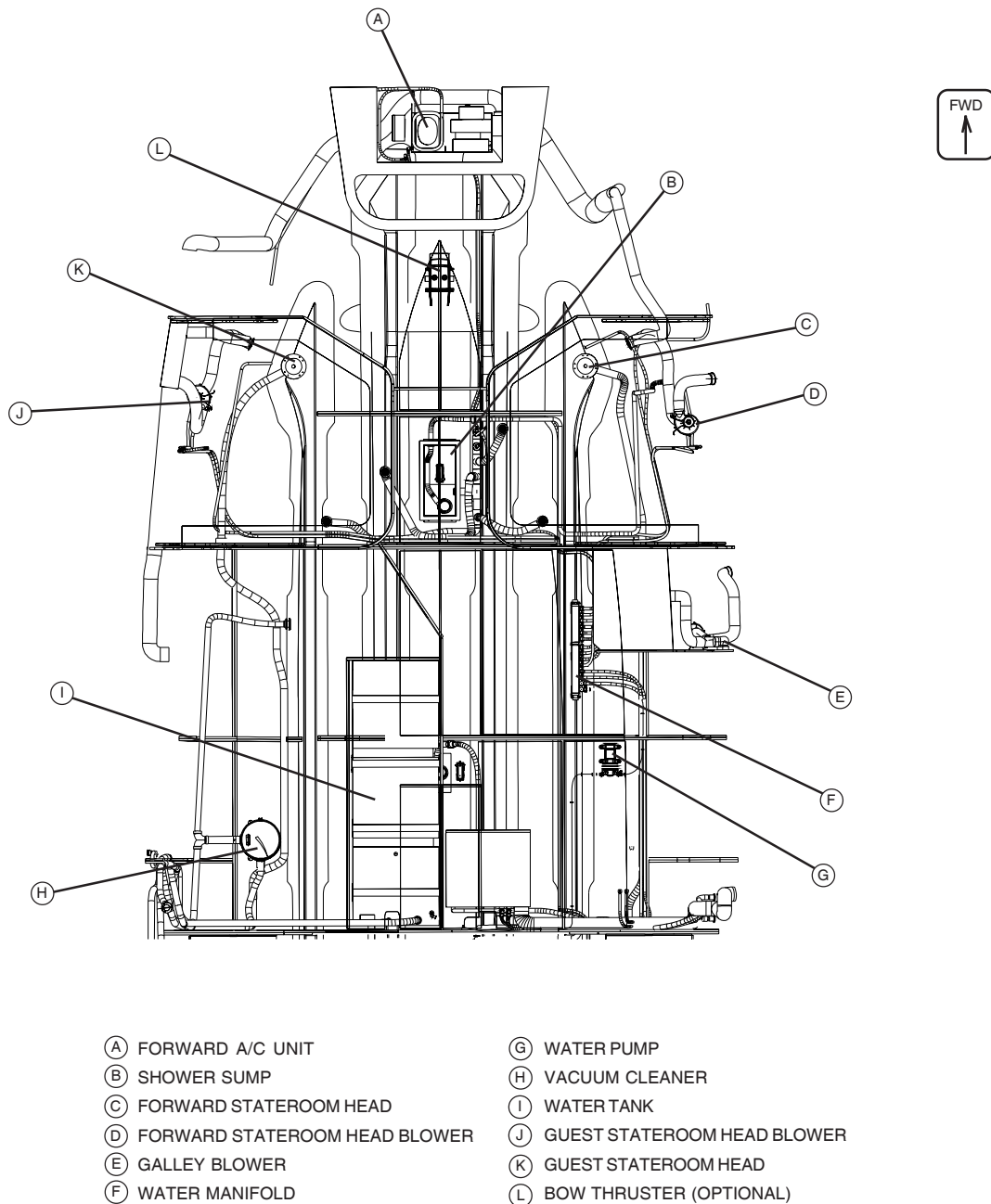
44 DB BILGE
(FIG. 4.13.1)



SECTION 4 • BILGE & UNDERWATER GEAR

44 DB BILGE LAYOUT

44 DB BILGE LAYOUT (FORWARD)
(FIG. 4.14.1)



SECTION 5 • FUEL SYSTEM

1. FUEL SYSTEM

Section 3 - Using Your Boat contains important fueling information. Take time to read all the fuel related information in the owner's manual.

Fuel lines, filters and all fuel system components should be checked at the start of each season and periodically thereafter, particularly after any work has been done aboard the boat which might have affected any part of the system. Be certain that all are in proper condition and that the entire system is fuel tight. Each fuel tank has manual shut-off valves on the top of the tank to close off the fuel system in case of leakage or line failure.

A. FUEL TANKS

The 44 DB standard fuel system consists of two (2) aluminum fuel tanks with a capacity of 175 gals. (662.45 liters) each, for a total capacity of 350 gals. (1,324.9 liters). The port and starboard fuel tanks are connected directly to their respective engine through the port and starboard Racor® fuel filters.

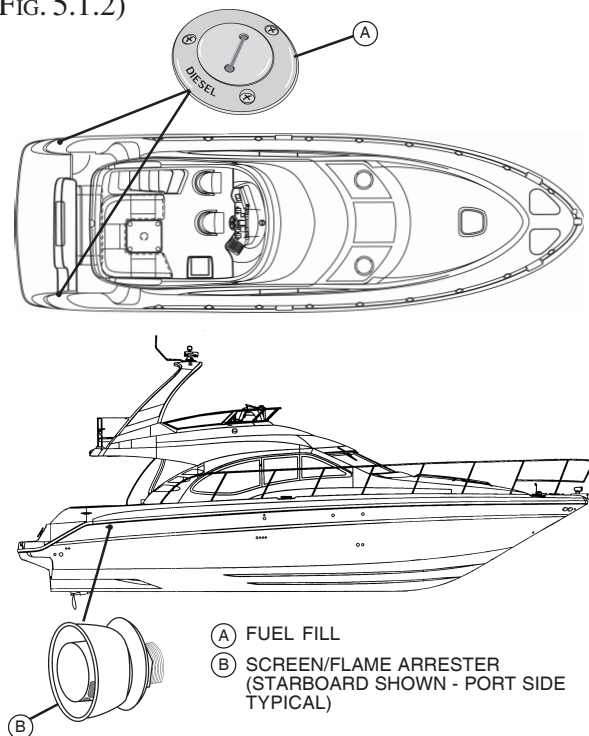
B. FUEL FILL

The fill inlets for the fuel tanks are located on the aft port and starboard gunwales.

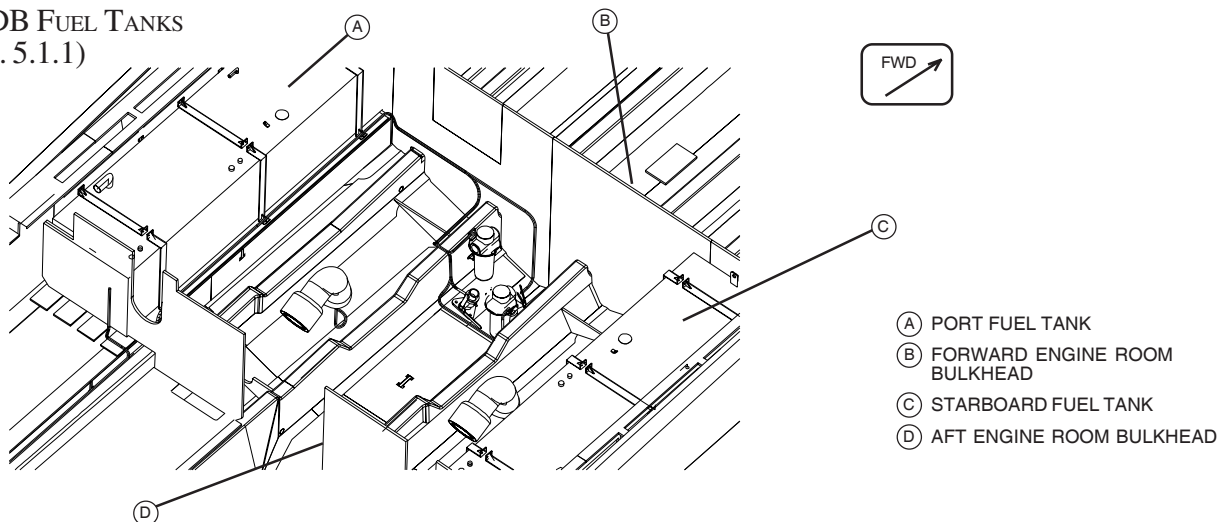
C. FUEL VENT

Your Sea Ray® is equipped with a fuel tank vent for each tank which serves as a pressure/vacuum

FUEL FILL & VENT WITH SCREEN/FLAME ARRESTER
(FIG. 5.1.2)



44 DB FUEL TANKS
(FIG. 5.1.1)



SECTION 5 • FUEL SYSTEM

release and safety overflow. The through-hull fitting has a flame arrester, making it imperative that you keep the screen clean and in excellent repair. Replace the screen immediately if it becomes damaged or displaced. Periodically check the vents to assure that they are not clogged.

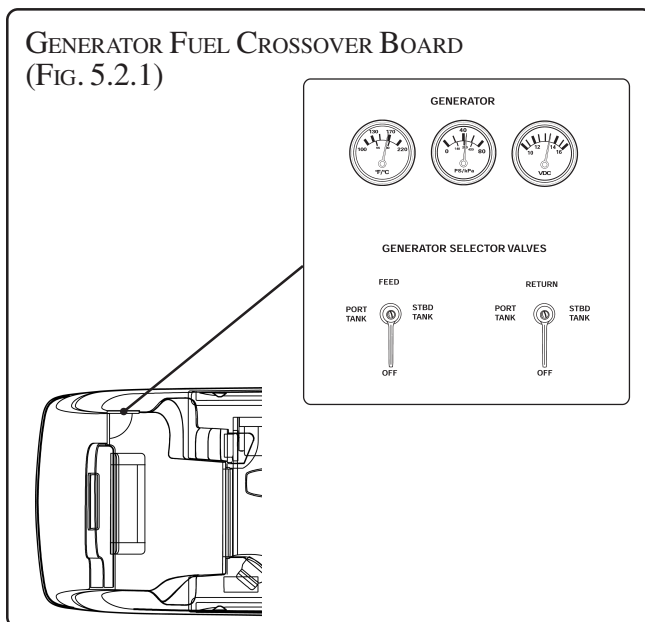
2. FUEL RECOMMENDATIONS

The quality of the fuel is very important for satisfactory engine performance and long engine life. Fuel should be clean and free of contamination. Your fuel tanks should be kept full of fuel whenever possible. This will reduce the amount of water condensation and reduce the possibility of contamination.

NOTE: In rough seas, allow approximately 15% reserve when planning fuel consumption.

3. GENERATOR FUEL CROSSOVER SYSTEM

The generator crossover fuel system allows the generator to draw fuel from either tank. This allows switching to an alternate tank in case of fuel



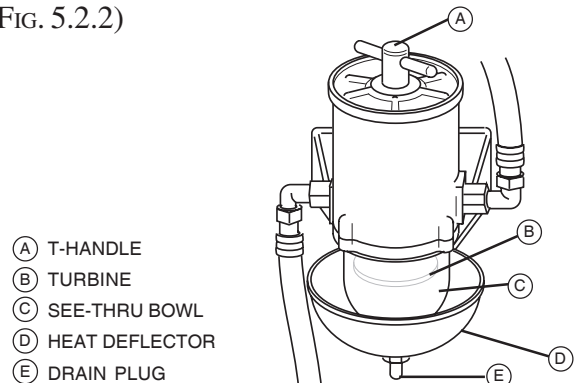
contamination or for even fuel weight distribution. The generator draws fuel from the fuel tanks utilizing valves on the fuel crossover board labeled FEED and RETURN. Under normal operation both feed and return should be on the same tank.

The generator crossover board is located behind an access door on the port aft of the cockpit

4. FUEL FILTERS

Primary fuel filters are located in-line between the fuel tank and the engine on the aft engine room bulkhead (See figure 5.3.1). To help keep the fuel as clean as possible, Sea Ray® strongly urges you to fully comply with the recommended maintenance program consisting of proper lubrication and cleaning of the fuel filters, fuel lines and air filters provided by the engine manufacturer. Improper maintenance may adversely affect the claims made under the independent warranty provided by the

RACOR® FUEL FILTER
(FIG. 5.2.2)



engine manufacturer.

NOTE: Use of any methanol, gasohol or alcohol based fuel additive will damage the fuel filter.

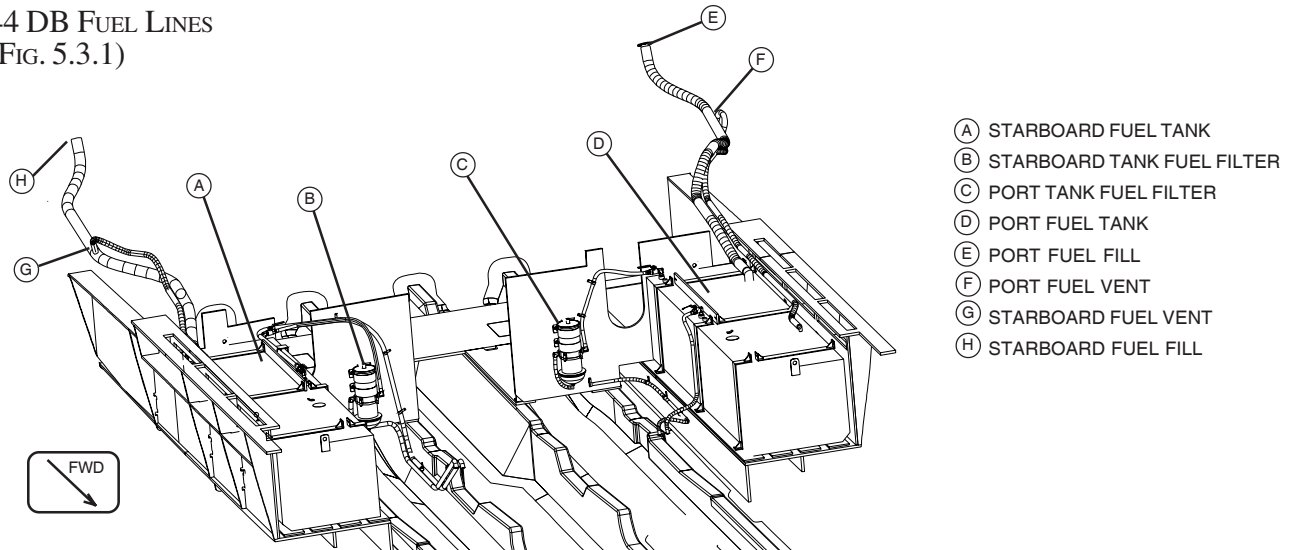
A. GENERATOR FUEL FILTER

A Racor® fuel filter located in the bilge on the transom provides clean fuel to the generator.



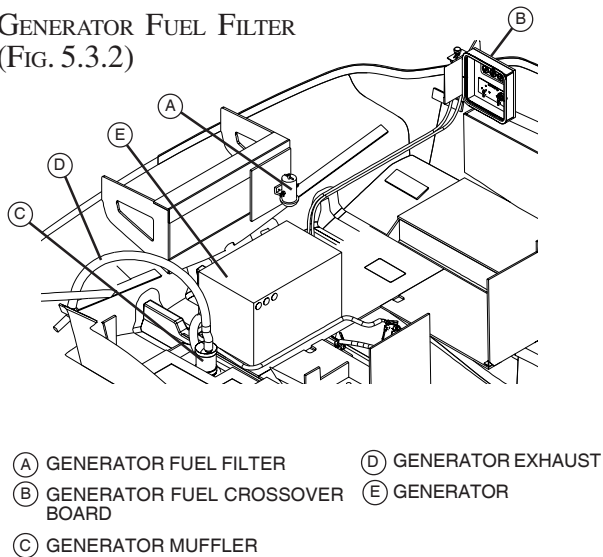
SECTION 5 • FUEL SYSTEM

44 DB FUEL LINES
(FIG. 5.3.1)



RECOMMENDED FUEL: #2 DIESEL FUEL

GENERATOR FUEL FILTER
(FIG. 5.3.2)



B. FUEL FILTER MAINTENANCE

A major cause of poor starting or power loss is the result of a clogged filter element or a fuel system air leak. Check that the filter lid and drain plug are properly tightened. Inspect and drain the collection bowl of water daily.

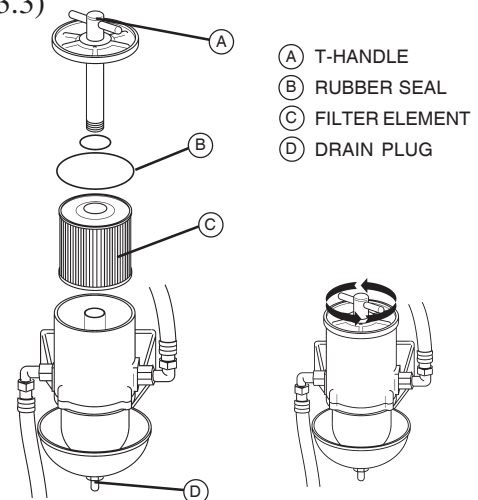
! WARNING

CALIFORNIA PROPOSITION 65
Diesel engine exhaust and some of its constituents are known to the state of California to cause cancer, birth defects, and other reproductive harm.

TO DRAIN WATER:

1. Shut down the engine.
2. Loosen the T-handle on the top lid to break the vacuum within the filter.

RACOR® FUEL FILTER MAINTENANCE
(FIG. 5.3.3)



SECTION 5 • FUEL SYSTEM

3. With a suitable collection container in place, remove the drain plug and allow water and contaminants to drain.
4. Replace the drain plug and, if necessary, prime the filter by removing the lid and filling the filter with clean fuel.
5. Replace the lid and tighten the lid T-handle by hand only. Do not overtighten.

Replace the filter element at regular intervals or if a power loss is detected.

TO REPLACE THE FILTER:

1. Shut down the engine.
2. Remove the lid .
3. Remove the old rubber lid seal and dispose of the old seal properly.
4. Apply a coating of clean fuel or motor oil to the rubber lid seal supplied with the new element.
5. Place the new seal in position on the lid.
6. Remove the filter element by holding the molded handle and slowly pulling upward with a twisting motion.
7. Insert the new filter element with a slow downward twisting motion.
8. Fill the filter with clean fuel, then replace the lid. Tighten the lid T-handle by hand only. Do not overtighten.
9. Start the engine and check for any leaks.
10. Correct any leaks with the engine shut down.

It is recommended that spare filter elements be carried aboard as contaminated fuel can easily plug a filter.

REFER TO THE ENGINE OPERATOR'S MANUAL FOR MORE DETAILED INFORMATION.

5. FUELING PRECAUTIONS

Certain precautions must be carefully and completely observed every time a boat is fueled, even with diesel fuel. Diesel fuel is nonexplosive but it will burn.

A. GENERAL:

- Fuel during daylight.
- Check fill plate label to ensure fuel is placed only in fuel tank. Fuel fill plates are located on the port and starboard aft gunwale.
- Avoid spills.
- Know your fuel capacity and consumption. Record the amount of fuel used since your last fill up, and compute the engine's hourly fuel usage. As a fuel gauge backup check, deduct the average hourly fuel usage from fuel tank capacity.
- Observe the "Rule of Thirds": one-third fuel for trip out, one-third for return and one-third for reserve.
- Allow an additional 15 percent fuel reserve when operating in rough seas.

B. BEFORE & DURING FUELING – CHECKLIST:

- Fire extinguisher – close at hand.
- Mooring – boat tied securely to fueling pier.
- Crew – at least one knowledgeable person present.
- Passengers – unnecessary people off the boat.
- Engines – stopped.
- Electrical equipment, including blowers – power off.
- Windows, doors, hatches – closed.
- Smoking material – extinguished.
- Inboard tanks – grounded.
- Filler pipe – marked DIESEL.
- Fuel nozzle – in contact with filler pipe to prevent static sparks.



SECTION 5 • FUEL SYSTEM

- Fill level – fill less than rated capacity of tank; allow for fuel expansion.
- Trim – fuel weight distributed equally.

C. AFTER FUELING – CHECKLIST:

- Windows, doors, hatches – open.
- Sniff test – if fuel fumes remain, operate blowers until fumes are gone.
- Fuel tank – secure filler cap.
- Spills – wipe; dispose of rags ashore.



CAUTION

Never start an engine until you are certain that fuel fumes are not present in the engine compartment or elsewhere in the boat.



SECTION 5 • FUEL SYSTEM

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SECTION 6 • ELECTRICAL SYSTEM

1. DC SYSTEM

The 12 volt direct current (DC) electrical system derives its power from the batteries, which are kept charged by an engine-driven alternator and/or AC converter. The battery voltage is indicated by the voltmeter on the main distribution panel and control station instrument panel. Each battery bank can be checked with the battery voltage test switch on the DC distribution panel or the voltmeters at the helm, when the ignition is on. The batteries supply power to the main DC breaker panel in the bilge. In turn, this panel distributes power to the electronic fuse block and the control station breaker panel at the helm and to the DC distribution panel in the salon. The 12 volt helmstation and cockpit systems are protected by the ELECTRONICS and CONTROL STATION breakers on the main DC breaker panel on the forward bulkhead of the bilge. The 12 volt functions on the salon DC distribution panel are protected by the "CABIN MAIN" breaker on the main DC breaker panel.

The negative terminal of each bank of batteries is attached to the main DC negative bus and the negative studs of the propulsion engines and the generator. This "negative ground system" is the approved system for marine DC electrical systems.

2. BATTERIES

The batteries in your boat have been selected for their ability to furnish starting power based on engine and generator starting requirements as well as their ability to supply power to the DC system.

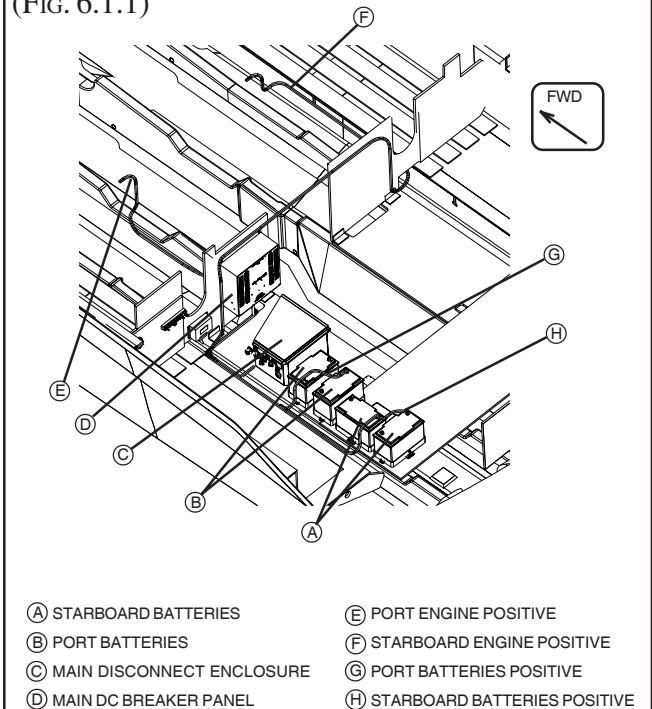
The following table describes the recommended marine cranking batteries to install in your boat.

Application	Group	Volts	CCA*	Reserve	Qty.
Engines	31DCM	12	800	200	4
Bow Thruster	31DCM	12	800	200	2

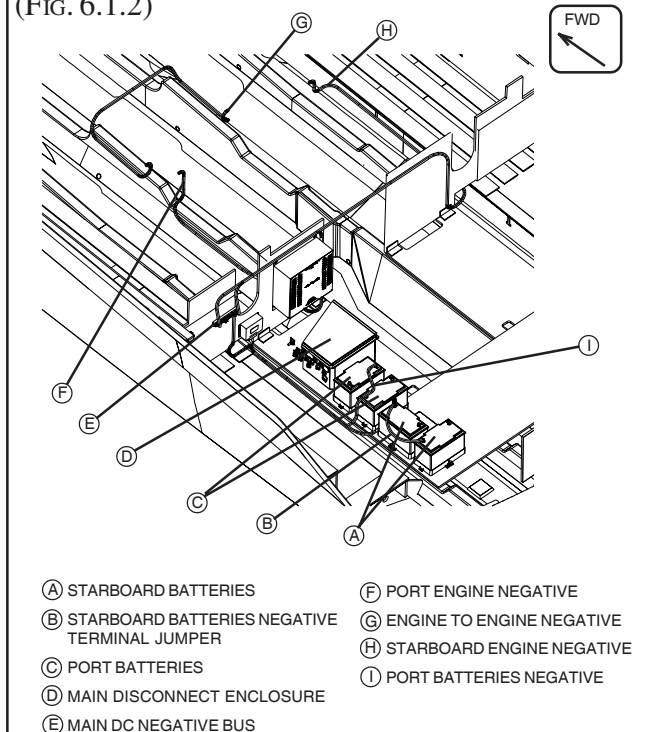
*COLD CRANKING AMPS

The main engine cranking batteries consist of four (4) 31DCM series, 12 volt batteries, two (2) for each engine. If equipped with a bow thruster, there are

BATTERIES POSITIVE CABLE ROUTING
(FIG. 6.1.1)

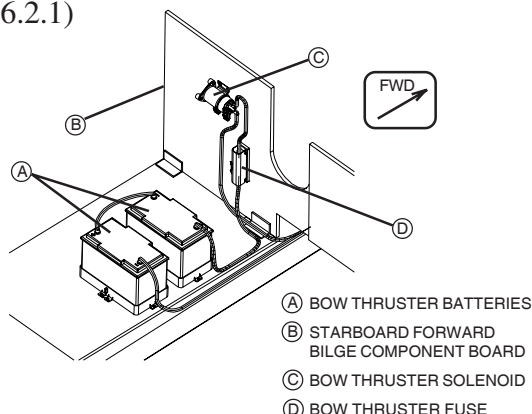


BATTERIES NEGATIVE CABLE ROUTING
(FIG. 6.1.2)



SECTION 6 • ELECTRICAL SYSTEM

BOW THRUSTER BATTERIES (OPTIONAL)
(FIG. 6.2.1)



two (2) Group 31, 12 volt marine batteries connected in series dedicated to its operation.

Recommended batteries are available through your local Sea Ray® dealer.

! DANGER

- Never use an open flame in the battery storage area.
- Avoid striking sparks near the batteries.
- A battery will explode if a flame or spark ignites the free hydrogen given off during charging.

! CAUTION

While the engine or generator is running, the battery terminal clamps must not be loosened or detached nor should the battery solenoid switch(es) be turned off. The alternator and other electronic units will be damaged.

A. TO REMOVE THE BATTERY CABLES:

1. Turn OFF all items drawing power from the batteries.
2. Turn OFF the “CONVERTER” breaker at the main distribution panel.
3. Turn OFF battery solenoid switches.
4. Remove the positive cable first, then the negative cable. To replace the cables, reverse the procedure.

! CAUTION

Always disconnect battery cables before doing any work on the engine's electrical system or alternator wiring to prevent arcing or damage to the

B. BATTERY MAINTENANCE:

- Check the fluid level in the cells approximately every 4 weeks, and more often in summer and hot zones.
- The fluid level must be between the lower and the upper markings.
- Only replenish with distilled water. Do not use metal funnels.
- Coat battery terminal clamps with silicone grease. Keep battery clean and dry.

Only use a battery charger designed to charge automotive/marine type batteries when batteries are disconnected from the boat's electrical circuit.

3. MAIN DC BREAKER PANEL

The main DC breaker panel (Figure 6.3.1) is located on the forward component board in the bilge. The breaker panel contains breakers for various equipment.

The bilge pumps, emergency bilge pumps, bilge blowers, stereo memory and systems monitor remain energized at all times and CANNOT be turned OFF with the battery solenoids. The entire remaining DC system CAN be turned OFF with the battery solenoid switches.

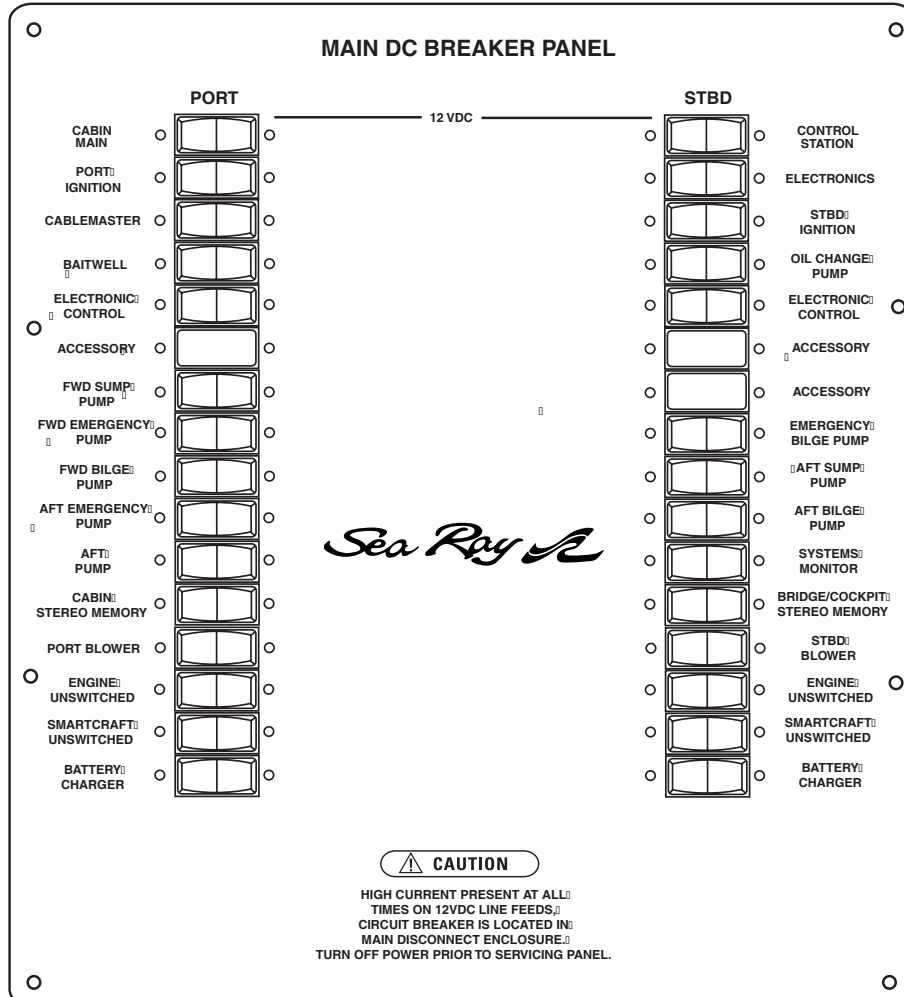
! DANGER

Use ONLY Marine Rated parts to replace such items as starters, distributors, alternators, generators, etc. Do not use Automotive Parts because they are not ignition protected and could cause a fire or explosion.



SECTION 6 • ELECTRICAL SYSTEM

MAIN DC BREAKER PANEL
(FIG. 6.3.1)



NOTE: Panel layout and labeling are subject to variance due to customized optional accessories and equipment.

12 Volt DC Breakers	Amperage	12 Volt DC Breakers	Amperage
Cabin Main	60	Control Station Main	50
Port Ignition	15	Electronics	50
Cable Master	20	STBD Ignition	15
Baitwell	15	Oil Change Pump	20
Electronic Control	10	Electronic Control	10
Accessory	XX	Accessory	XX
Fwd Sump Pump	15	Accessory	XX
Fwd Emergency Pump	15	Emergency Bilge Pump	15
Fwd Bilge Pump	15	Aft Sump Pump	15
Aft Emergency Pump	15	Aft Bilge Pump	15
Aft Pump	15	Systems Monitor	5
Cabin Stereo Memory	15	Bridge/Cockpit Stereo Memory	15
Port Blower	6	STBD Blower	6
Engine Unswitched	15	Engine Unswitched	15
SmartCraft® Unswitched	15	SmartCraft® Unswitched	15
Battery Charger	60	Battery Charger	60



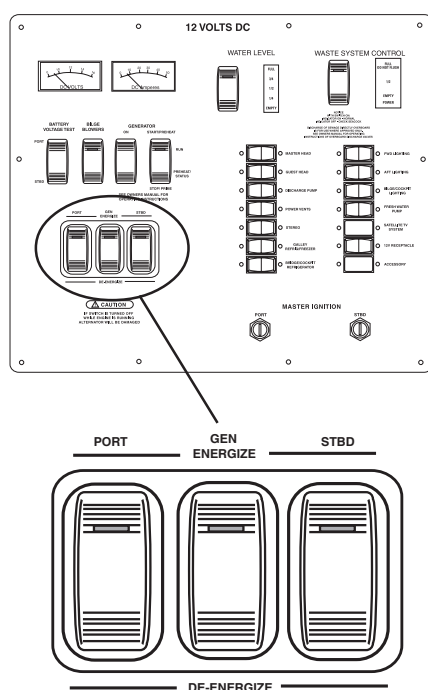
SECTION 6 • ELECTRICAL SYSTEM

4. BATTERY SWITCHES AND SOLENOIDS

A. BATTERY SWITCHES

Battery switches for the main engines and generator battery solenoids are located on the Main DC Distribution Panel located in the port salon and inside the Main Disconnects Enclosure which is located portside in the bilge forward of the main battery bank.

BATTERY SOLENOID SWITCHES
(FIG. 6.4.1)



B. MAIN BATTERY SOLENOIDS

The main engines and generator battery solenoids are inside the Main Disconnects Enclosure which is located portside in the bilge forward of the main engine battery bank (See figure 6.5.1).

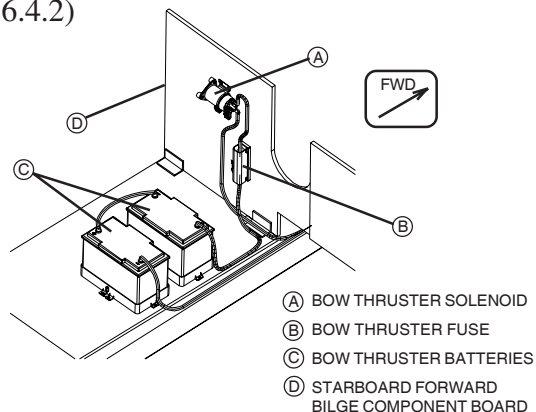
When the solenoids are in the OFF position all current to the engines and accessories are turned off except power to the bilge pumps and other line side circuits (i.e. systems monitor, blowers, etc.). The battery solenoids must be ON to start

the engines or generator. when leaving your boat for an extended duration, turn the battery solenoids OFF by placing the battery switches on the Main DC Distribution panel in the De-Energized position .

C. BOW THRUSTER SOLENOID (OPTIONAL)

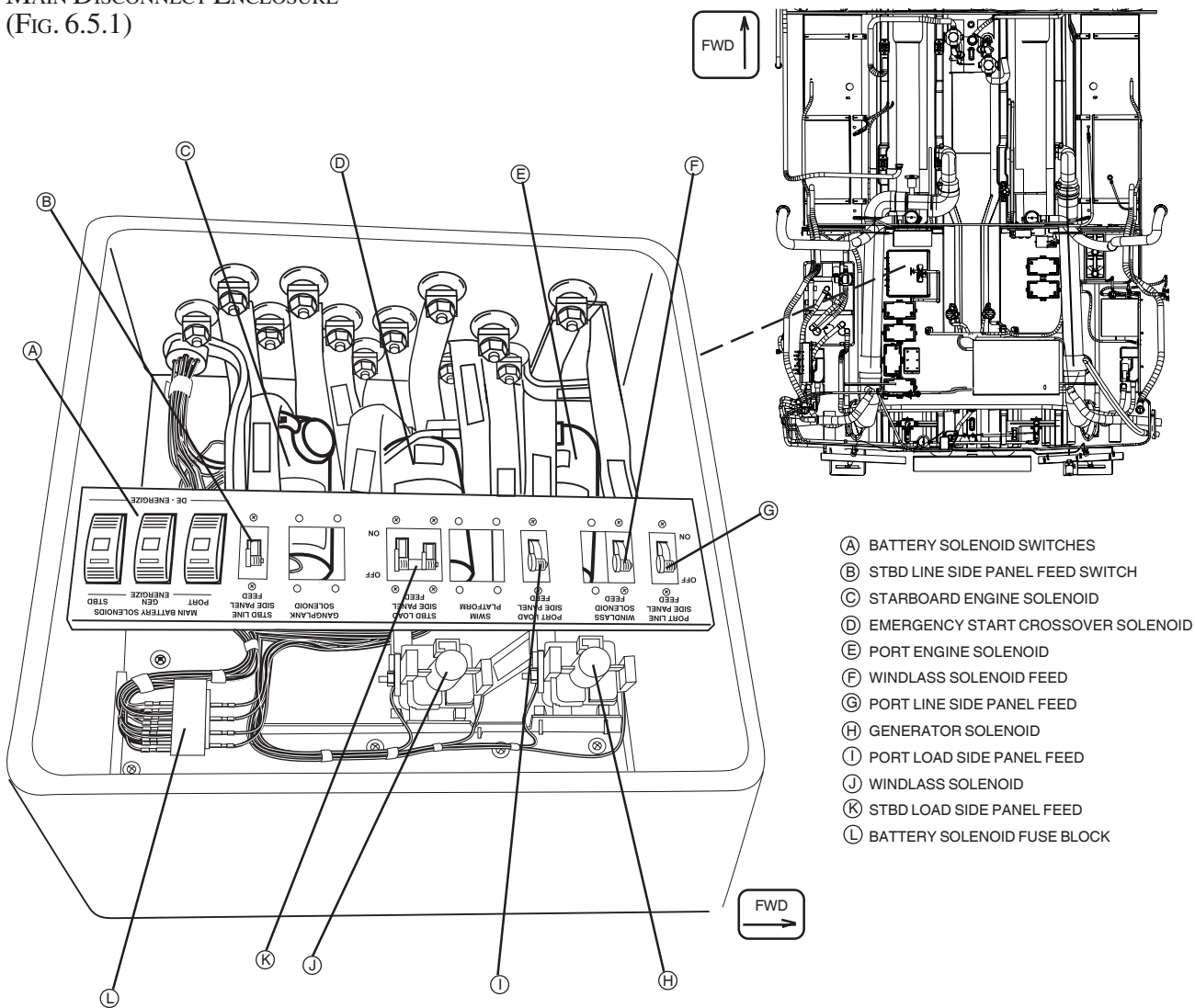
The latching solenoid for the bow thruster is located on the forward bilge component board.

BOW THRUSTER SOLENOID (OPTIONAL)
(FIG. 6.4.2)



SECTION 6 • ELECTRICAL SYSTEM

MAIN DISCONNECT ENCLOSURE
(FIG. 6.5.1)



Function	Amperage
Port Line Side Panel Feed	100
Windlass Solenoid Feed	100
Port LoadSide Panel Feed	100
Swim Platform	N/A
STBD Load Side Panel Feed	150
Gangplank/Davit Solenoid	N/A
STBD Line Side Panel Feed	100



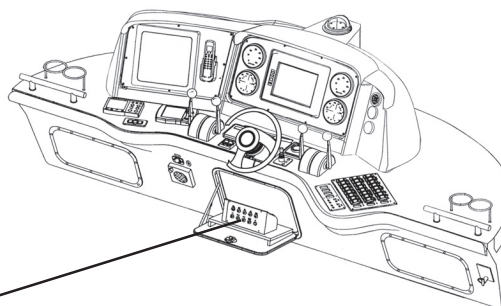
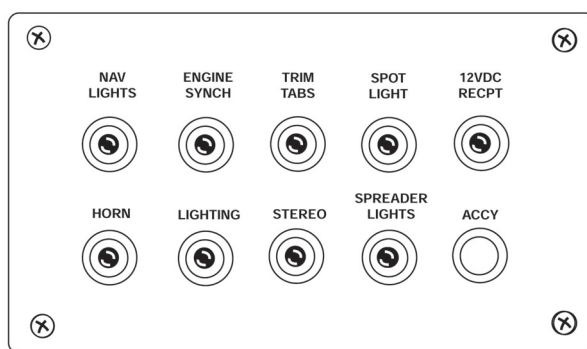
SECTION 6 • ELECTRICAL SYSTEM

5. CONTROL STATIONS BREAKER PANEL

In the event one of the breakers trip, determine and correct the fault, then reset by depressing the tripped breaker.

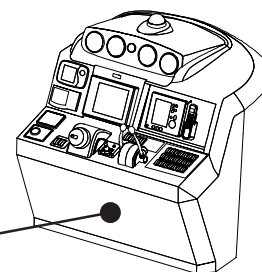
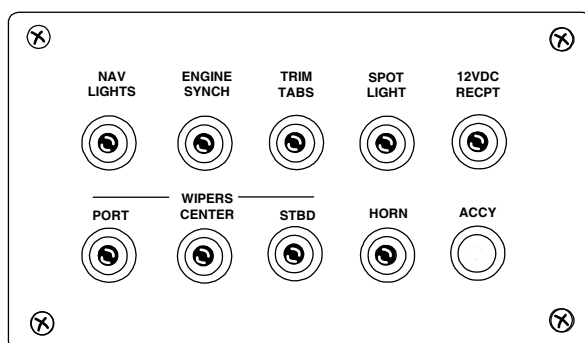
The control station breaker panel is located behind an access door under the helm at the control station.

CONTROL STATION BREAKER PANEL
(FIG. 6.6.1)



Function	Amperage	Function	Amperage
Navigation Lights	10	Horn	25
Engine Synchronizer (Optional)	7	Lighting	20
Trim Tabs	20	Stereo	25
Spotlight	15	Spreader Lights	15
12V DC Receptacle	15	Accessory	XX

OPTIONAL LOWER CONTROL STATION BREAKER PANEL
(FIG. 6.6.2)



Function	Amperage	Function	Amperage
Navigation Lights	10	Wipers (3)	5
Engine Synchronizer (Optional)	7	Horn	5
Trim Tabs	20	Accessory	XX
Spotlight	15		
12V DC Receptacle	15		



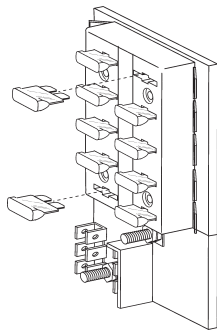
SECTION 6 • ELECTRICAL SYSTEM

6. ELECTRICAL SYSTEM FUSE BLOCKS & BREAKERS

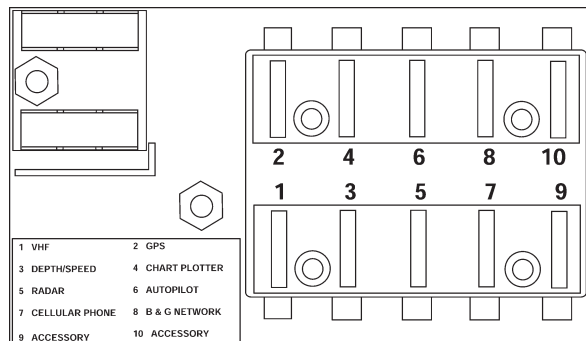
Fuse blocks utilizing automotive type blade fuses are used to provide overload protection to the electronic components at the helm and to the CO monitors in the cabin.

The electronics fuse block is located on the control station component board and can be accessed by opening the door below the helm. The fuse block for the CO monitors throughout the vessel is located inside the Main DC Distribution Panel in the aft salon.

FUSE BLOCK, TYPICAL
(FIG. 6.7.1)



ELECTRONICS FUSE BLOCK AT CONTROL STATION
(FIG. 6.7.2)



A. WINDLASS BREAKER

The windlass breaker is located inside the Main Disconnects Enclosure which is located portside in the bilge forward of the main engine battery bank.

B. REPLACING A FUSE OR BREAKER

! WARNING

Use of higher amperage fuses or breakers is a fire hazard.

Use fuses and breakers having the same amperage rating as the original or as specified.

In the event it becomes necessary to replace a fuse or an electrical breaker, **REPLACE THE FUSE OR BREAKER ONLY WITH A FUSE OR BREAKER OF THE SAME RATING.** The amperage is marked on the fuse or breaker.

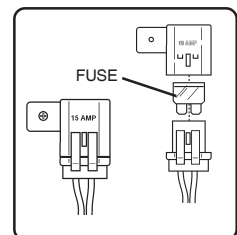
If a fuse or breaker is replaced with one of lower amperage, it will be insufficient to carry the electrical load of the equipment it is connected to and cause nuisance tripping or blowing.

Conversely if a fuse or breaker is replaced with one of higher amperage, it will not provide adequate protection against an electrical malfunction and could create a possible fire hazard.

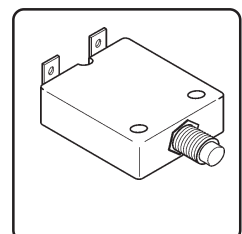
It is recommended that you carry spare fuses and breakers. See pages 6.6 & 6.11 thru 6.13 for the proper breaker and/or fuse size.

Some of the various types of breakers used on your boat are as follows:

This type is an in-line fuse holder and uses an automotive-type blade fuse.



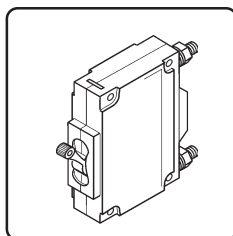
This type of breaker is found on the control station DC breaker panel located behind the access panel below the control station switch panel. These breakers protect the



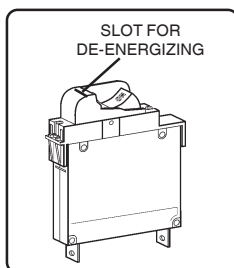
SECTION 6 • ELECTRICAL SYSTEM

trim tabs, wipers (with lower control station option only), navigation lights, spot light, engine synchronizer, horn, instrument lights, 12V receptacle and accessories.

This type of breaker is typically found on the main distribution panel. It selects the electrical power source, either from the generator or from shore power.

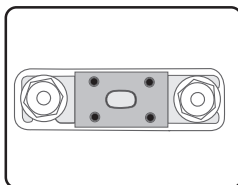


This type of breaker is found on the main DC breaker panel. It is used to protect the bilge pumps, sump pumps, bilge blowers, control station main, electronics, systems monitor, oil change pump, stereo memory and accessories.



This is a manual reset breaker. It can be turned off by inserting a small screwdriver in the slot on the toggle switch.

This type is a current limiting fuse which is used to isolate faults in battery operated systems and equipment (motor circuits, panel feeders, etc.).



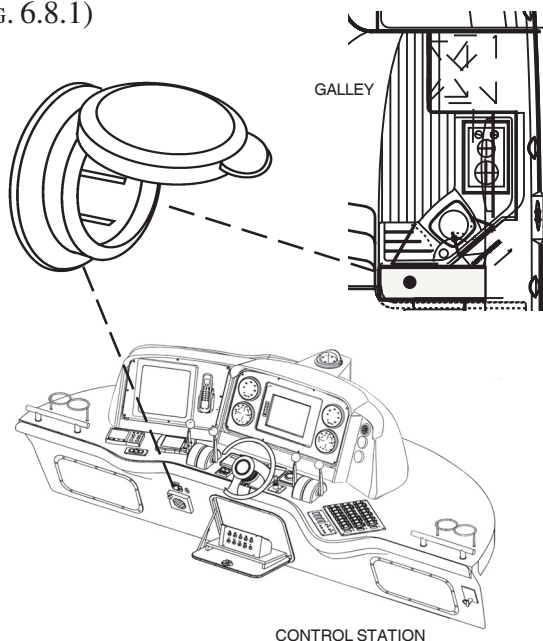
7. 12 VOLT ACCESSORY RECEPTACLE

The 44 DB is equipped with two (2) 12 volt accessory receptacles. One is located on the port side of the control station and the other is in the upper aft cabinet of the galley. The receptacle is to be used with any 12 volt accessories using this type of plug.

8. EMERGENCY START SYSTEM

The emergency start system utilizes a momentary switch located on the control station switch panel and an emergency start solenoid in the Main

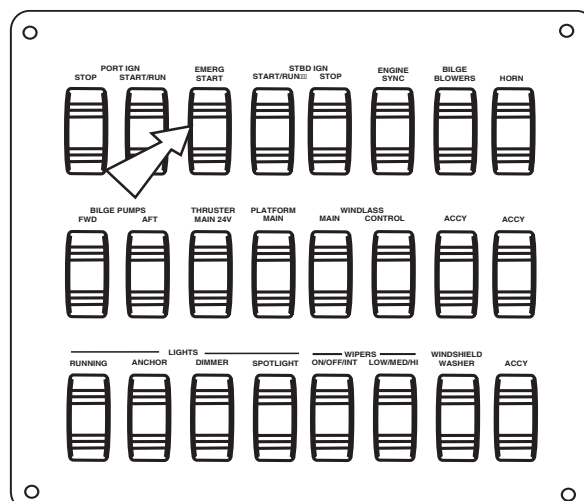
12 VOLT ACCESSORY RECEPTACLE
(FIG. 6.8.1)



Disconnects Enclosure which is located in the portside bilge forward of the main battery bank.

Holding the switch energizes the solenoid which parallels the batteries to assist in starting. Use the emergency start system when the charge of one bank of batteries is insufficient to start its corresponding engine.

EMERGENCY START SYSTEM
(FIG. 6.8.2)



SECTION 6 • ELECTRICAL SYSTEM

To engage the engine emergency start system, start whichever engine has sufficient battery power, then hold the emergency start switch while starting the other engine

9. AC SYSTEM

! DANGER

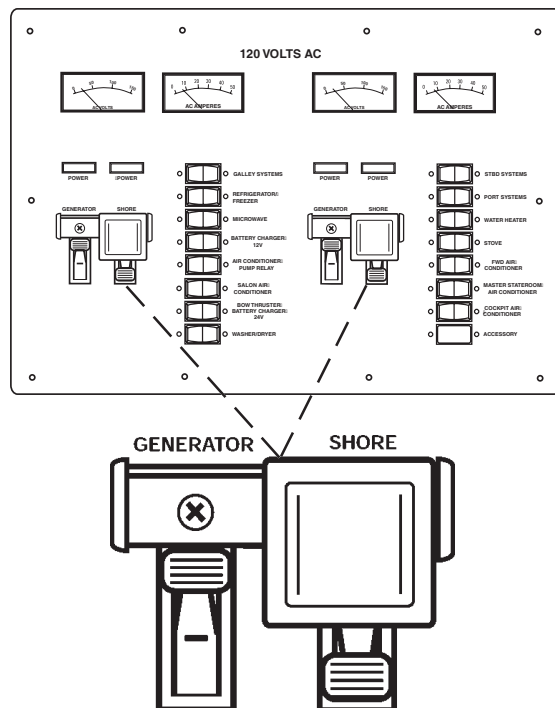
EXTREME HAZARD – Swimming near a boat operating on AC electrical system can lead to severe shock and death. Never swim or allow swimming when AC system is in use.

The 44 DB's AC electrical system operates on a dual 120V/60 cycle, 30 amp shore power system or the onboard 120V/60 cycle generator.

Take time to become familiar with the Main Distribution Panel in the port salon.

NOTE: Actual usage of equipment will depend on the amperage output of the power source available.

AC SYSTEM SOURCE SELECTOR
(FIG. 6.9.1)



Voltage from the generator or shore power is shown by the voltmeters on the AC main distribution panel. The ammeters indicate amperes being drawn

! WARNING

Under no circumstances override the source select system.

through the selected power source's circuit breakers on the main distribution panel.

The main breakers located on the AC Main Distribution Panel (See figure 6.11.1) receive power through a source selector slide. This selector prevents the generator and shore power from being energized at the same time and damaging the electrical system. Both generator and shore power breakers must be in the OFF position before switching to an alternate power source.

The main breakers may trip if there is a surge in line voltage, an electrical storm or an onboard system overload. The main breaker interrupts both the neutral and hot feeds in the AC circuit to prevent

! CAUTION

Never operate 120 volt shore power at less than 105 volts.

equipment damage due to internal overloads and external surges.

The 120 volt wiring installed on Sea Ray® boats consists of three (3) color-coded wires. The black wire is the "hot" feed, white is the common, or neutral, and the green wire is the ground. All branch breakers and switches for AC equipment are installed on the "hot" wire. The green conductor of the shore power is connected through the isolation transformers to the AC grounding bus bar behind the main distribution panel.

NOTE: The 220V/50Hz European (CE) option uses Brown (Hot), Lt. Blue (Neutral) and Green (Ground) wiring.



SECTION 6 • ELECTRICAL SYSTEM

10. DC DISTRIBUTION PANEL

Your boat is equipped with a DC distribution panel located on the port salon. The breaker panel contains switches for various equipment throughout the boat plus control switches for a duplicate set of switches on the Main DC Breaker Panel in the bilge and the main battery and generator solenoids.

The bilge pumps, emergency bilge pumps, blowers, system monitors, stereo memory and engine ECM remain energized at all times and

CANNOT be turned OFF with the battery solenoids. The entire remaining DC system CAN be turned OFF with the battery solenoids.

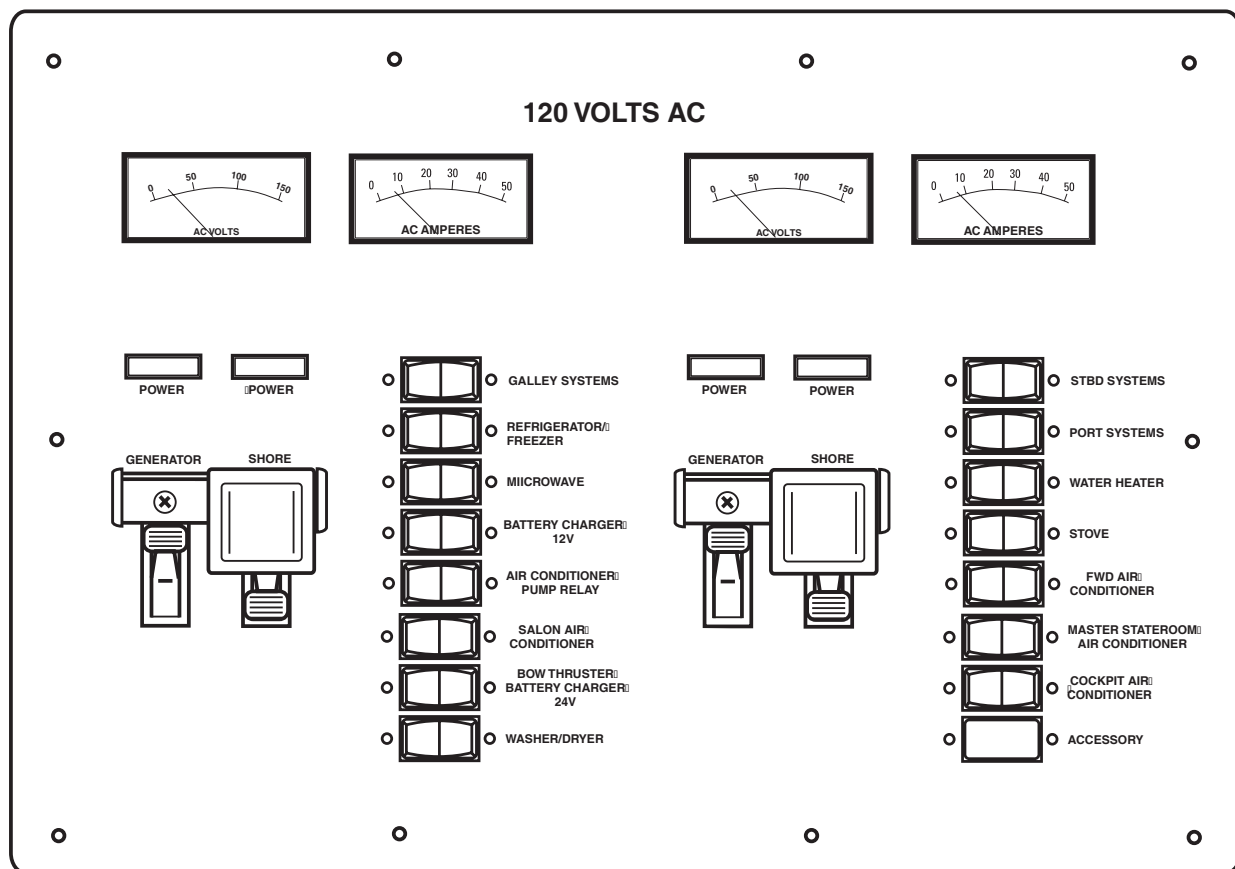
A. SERVICING THE MAIN DISTRIBUTION PANEL

NOTE: Servicing should be referred to a qualified electrician.



SECTION 6 • ELECTRICAL SYSTEM

AC MAIN DISTRIBUTION PANEL
(FIG.6.11.1)

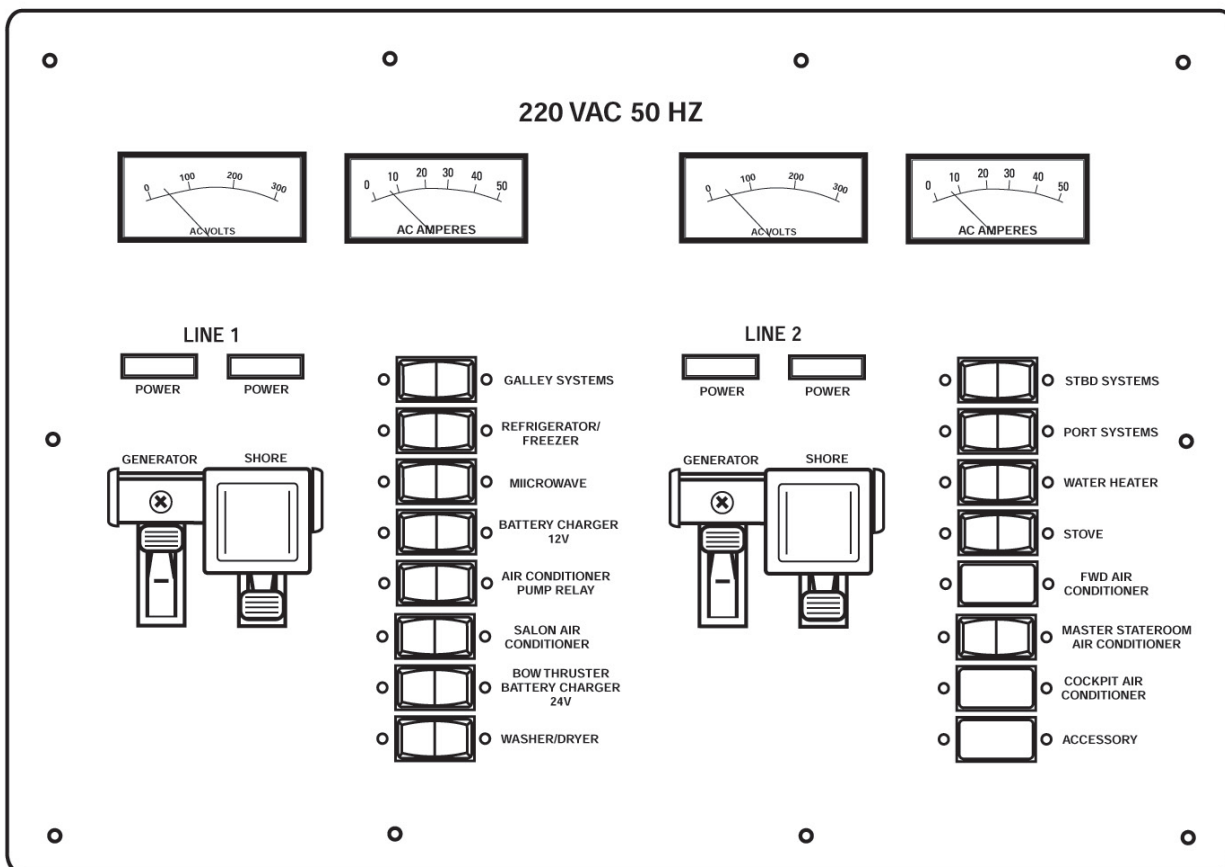


NOTE: Panel layout and labeling are subject to variance due to customized optional accessories and equipment upgrades

Function	Amperage	Function	Amperage
Galley Systems	20	STBD Systems	20
Refrigerator/Freezer	15	Port Systems	20
Microwave	15	Water Heater	15
Battery Charger 12V	15	Stove	20
Air Conditioner Pump/Relay	10	FWD Air Conditioner	XX
Salon Air Conditioner	30	Master Stateroom Air Conditioner	30
Bow Thruster Battery Charger 24V (Optional)	15	Cockpit Air Conditioner (Optional)	XX
Washer/Dryer (Optional)	20	Accessory	XX
Source Selectors		Amperage	
Shore	30		
Generator	50		

SECTION 6 • ELECTRICAL SYSTEM

AC MAIN DISTRIBUTION PANEL (CE OPTION)
(FIG. 6.12.1)



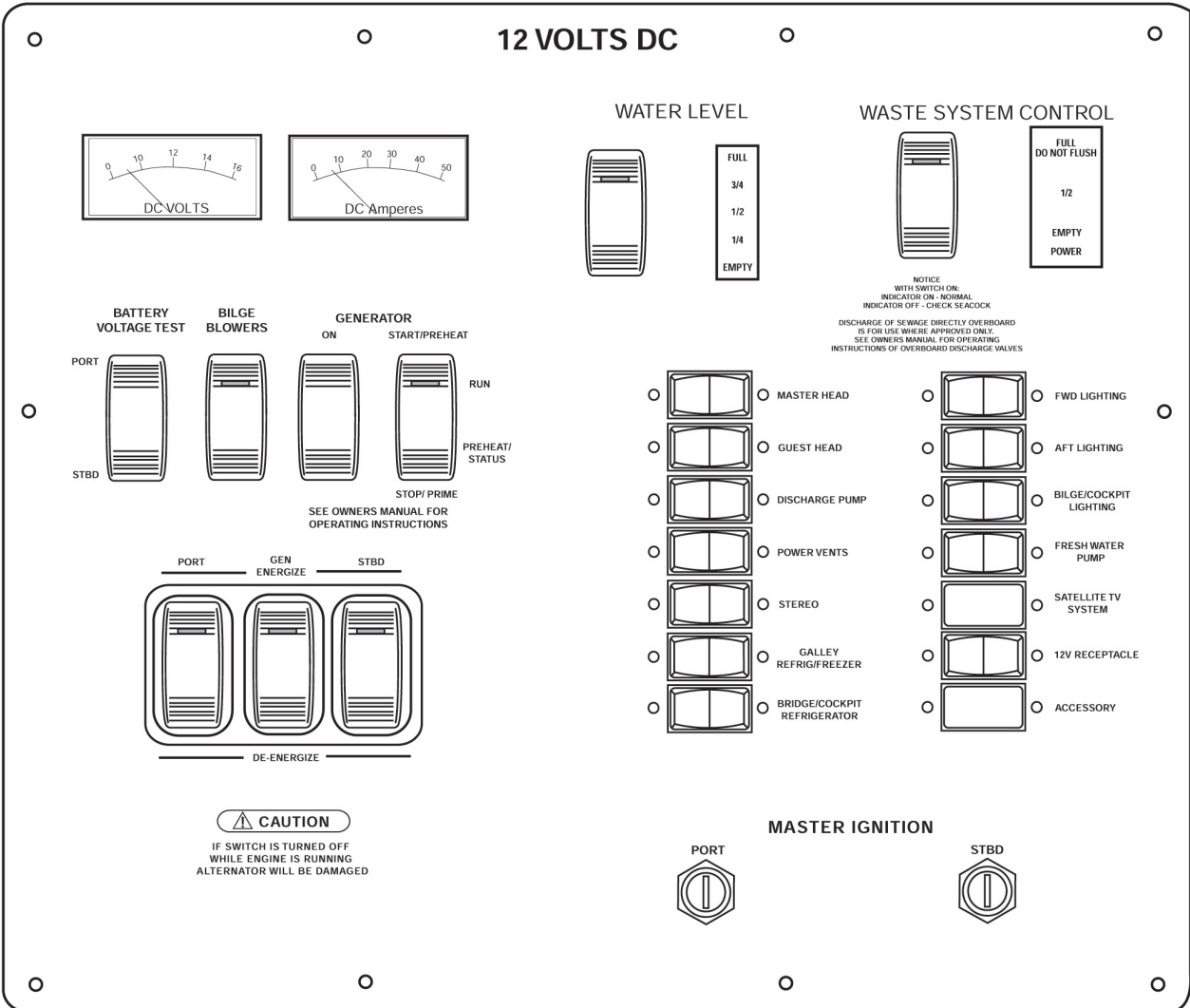
NOTE: Panel layout and labeling are subject to variance due to customized optional accessories and equipment upgrades

Function	Amperage	Function	Amperage
Galley Systems	10	STBD Systems	10
Refrigerator/Freezer	10	Port Systems	10
Microwave	10	Water Heater	10
Battery Charger 12V	5	Stove	10
Air Conditioner Pump/Relay	5	FWD Air Conditioner	XX
Salon Air Conditioner	15	Master Stateroom Air Conditioner	15
Bow Thruster Battery Charger 24V (Optional)	5	Cockpit Air Conditioner (Optional)	XX
Washer/Dryer (Optional)	10	Accessory	XX
Source Selectors		Amperage	
Shore	20		
Generator	35		



SECTION 6 • ELECTRICAL SYSTEM

DC MAIN DISTRIBUTION PANEL
(FIG. 6.13.1)



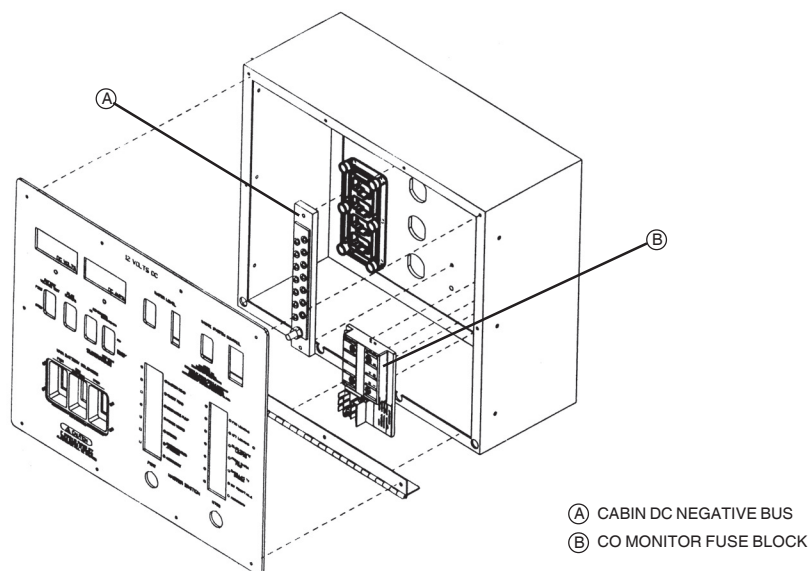
NOTE: Panel layout and labeling are subject to variance due to customized optional accessories and equipment upgrades

Function	Amperage	Function	Amperage
Master Head	10	FWD Lighting	20
Guest Head	10	AFT Lighting	20
Discharge Pump (Optional)	10	Bilge/Cockpit Lighting	20
Power Vents	20	Fresh Water Pump	20
Stereo	50	Satellite TV System (Optional)	5
Galley Refrigerator/freezer	15	12V Receptacle	15
Bridge/Cockpit Refrigerator	15	Accessory	XX



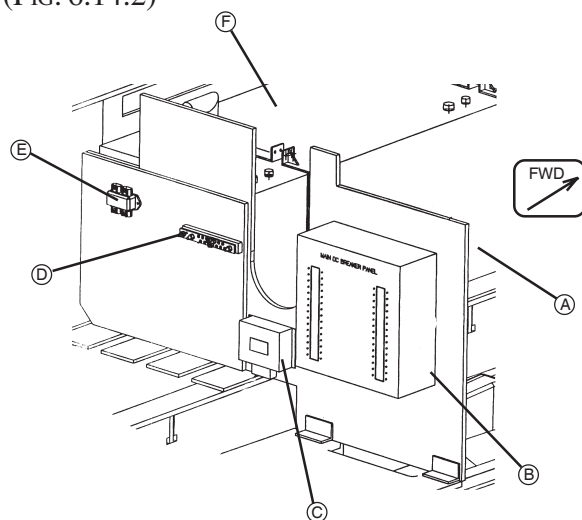
SECTION 6 • ELECTRICAL SYSTEM

DC MAIN DISTRIBUTION PANEL
(FIG. 6.14.1)



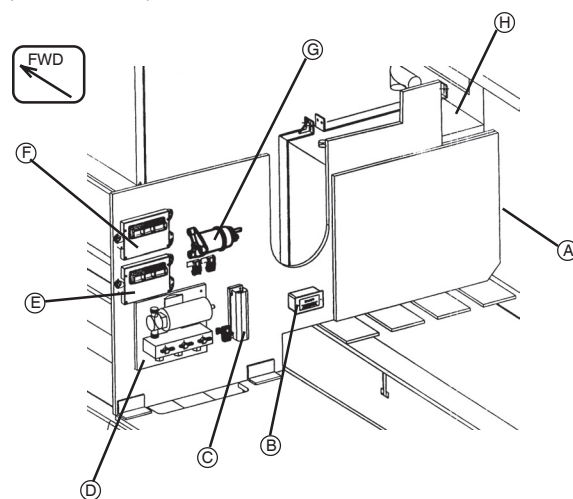
- (A) CABIN DC NEGATIVE BUS
- (B) CO MONITOR FUSE BLOCK

BILGE PORT COMPONENT BOARD
(FIG. 6.14.2)



- (A) BILGE PORT COMPONENT BOARD
- (B) MAIN DC BREAKER PANEL
- (C) SYSTEMS MONITOR MODULE
- (D) MAIN DC NEGATIVE BUSS
- (E) SMARTCRAFT JUNCTION BOX
- (F) PORT FUEL TANK

BILGE STARBOARD COMPONENT BOARD
(FIG. 6.14.3)



- (A) BILGE STARBOARD COMPONENT BOARD
- (B) A/C PUMP JUNCTION BOX
- (C) BOW THRUSTER FUSE (OPTIONAL)
- (D) OIL EXCHANGE UNIT
- (E) STARBOARD ENGINE DCM
- (F) PORT ENGINE DCM
- (G) BOW THRUSTER SOLENOID (OPTIONAL)
- (H) STARBOARD FUEL TANK



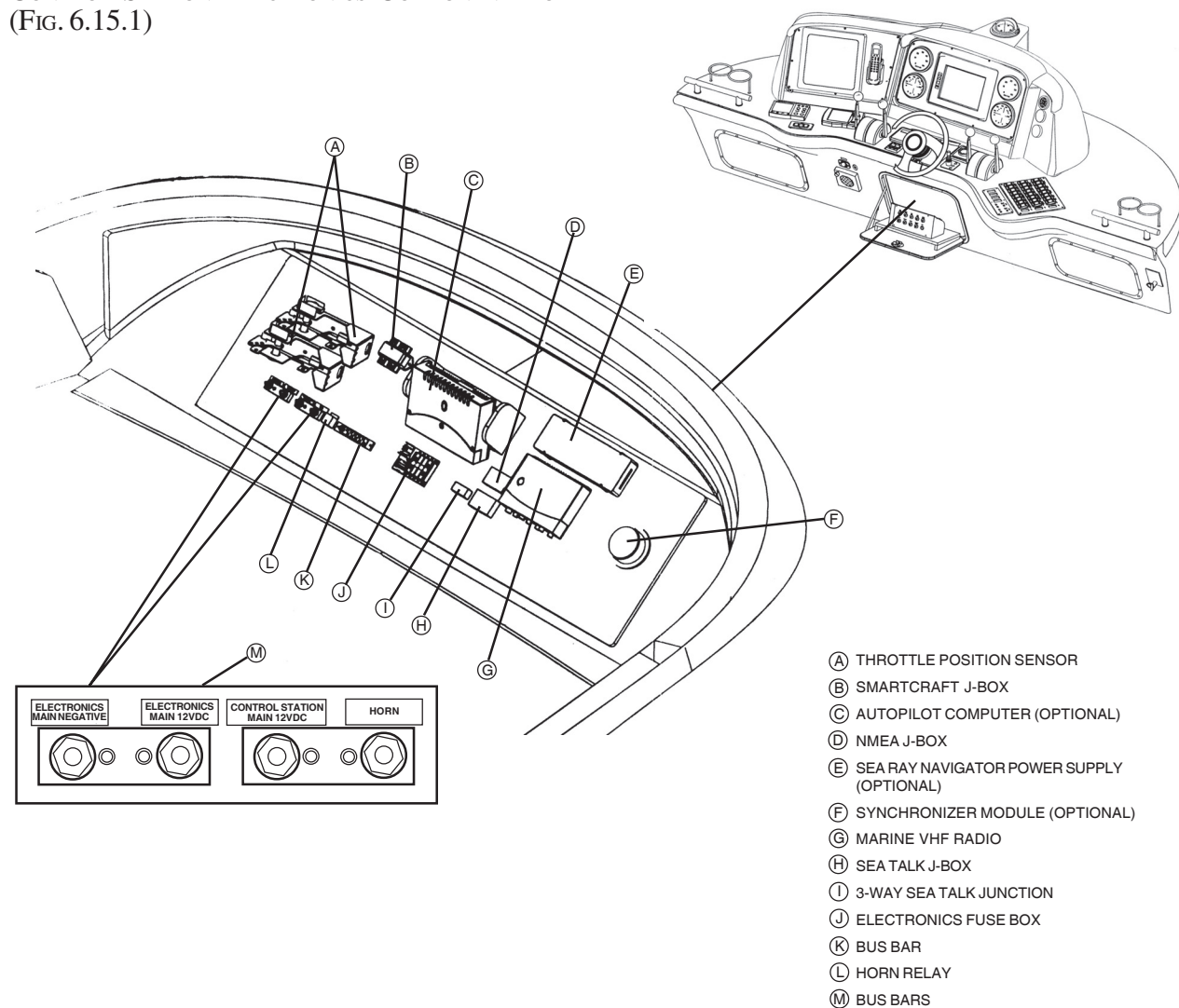
SECTION 6 • ELECTRICAL SYSTEM

11. ELECTRONICS CIRCUIT

The 50 AMP/12V electronics circuit utilizes the ELECTRONICS breaker on the Main DC Breaker Panel located on the forward port bilge component board to energize the electronics fuse block at the

control station. There is a static ground buss located at the control station for connection of electronic equipment **static grounds only**, not for current carrying grounds.

CONTROL STATION ELECTRONICS COMPONENT BOARD
(FIG. 6.15.1)



SECTION 6 • ELECTRICAL SYSTEM

12. SHORE POWER

A. SHORE POWER CORDS

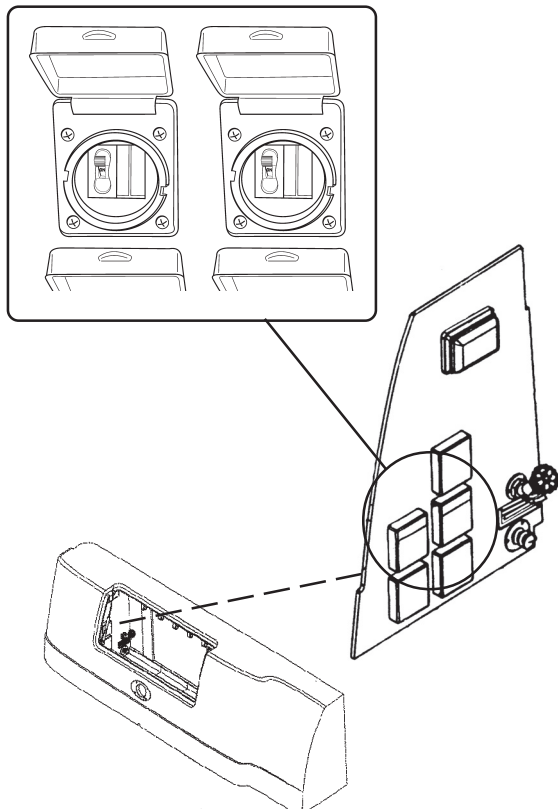
The 44 DB is equipped with dual 30AMP/ 120V/ 60 cycle, 50' shore power cords for hookup to dockside power. The cords are stored in the transom storage box.

B. SHORE POWER BREAKERS

There are two (2) 120VAC shore power breaker boxes located on the port side of the transom storage box above the shore power receptacles.

The breakers must be ON to operate the shore AC power system.

SHORE POWER BREAKERS
(FIG. 6.16.1)



C. SHORE POWER OPERATION

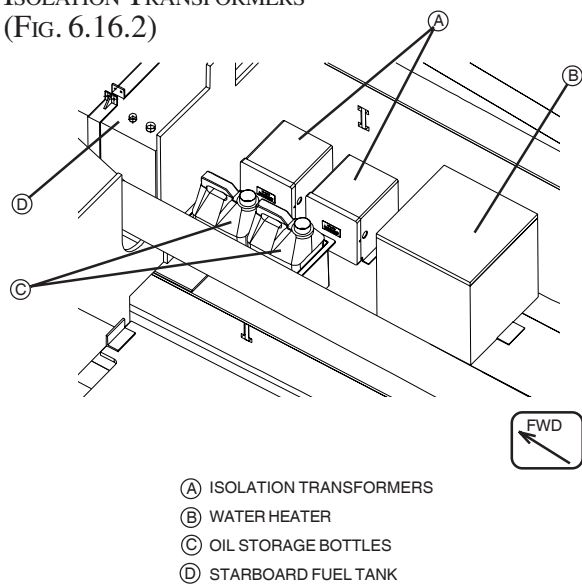
The Main AC Distribution Panel located in the aft port salon distributes the required voltage for all the boat's AC equipment and accessories. It is very important to know and understand where the power originates and how the power is distributed to the different voltage equipment and accessories.

To access shore power see "Shore Power" in Section 3 - *Using Your Boat*, page 3.9.

D. ISOLATION TRANSFORMER

Your yacht is equipped with an isolation transformer located in the starboard bilge aft of the starboard fuel tank. The boat's electrical system and grounding conductor are not actually connected to the dockside system. The Isolation Transformer transfers power from the dockside electrical system to the boat's electrical system by magnetic coupling. This means there is no direct electrical connection between the earth-grounded shore AC power and boat AC power. Isolating the power this way has several benefits which are listed below:

ISOLATION TRANSFORMERS
(FIG. 6.16.2)



SECTION 6 • ELECTRICAL SYSTEM

1. Eliminates shock hazards to people swimming around the boat.
2. Prevents reverse polarity due to a miss-wired shore power pedestal providing further protection to people onboard as well as sensitive AC appliances.
3. Prevents galvanic current corrosion due to the direct connection to AC shore power.

REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

The generator is located in the aft bilge. Generator gauges are located on the crossover board in the aft port cabinet of the cockpit and on the generator.

Sea Ray® strongly urges you to fully comply with the manual provided by the generator manufacturer. **The generator is warranted separately by the generator manufacturer, NOT Sea Ray®.** Follow the recommended maintenance and warranty schedule in your Generator Operator's Manual included in the Owner's Manual Packet. Generator abuse or improper maintenance may adversely affect claims made under generator manufacturer separate warranty.

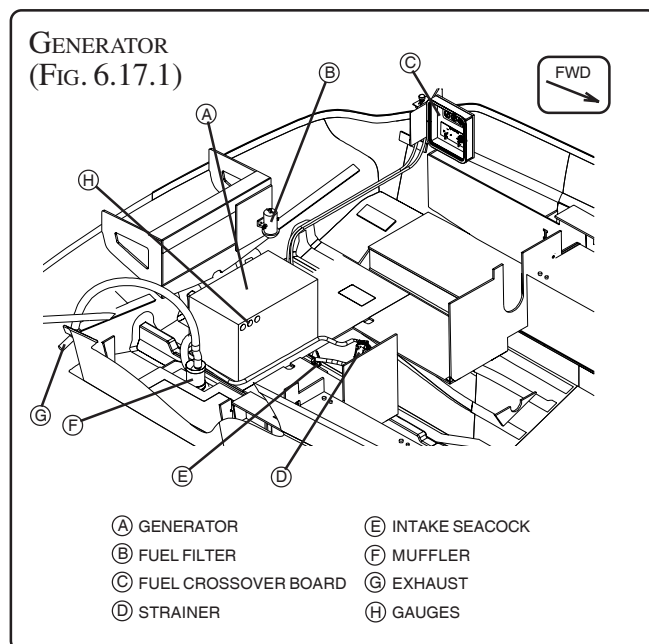
13. GENERATOR

! CAUTION

Do not run the generator in an enclosed area, such as a closed boathouse, as there is a possibility of build-up and inhaling of carbon monoxide.

A. GENERATOR OPERATION

The procedures for starting, stopping and switching between generator and shore power are explained in Section 3 - *Using Your Boat*, pages 3.10 thru 3.15.



SECTION 6 • ELECTRICAL SYSTEM

14. BATTERY CHARGERS

The main battery, generator and bow thruster battery charging units are located on the forward component board in the utility room. The utility room is accessed by lifting the galley companionway steps. These units are fully automatic and designed specifically for the marine environment. The high frequency characteristic has allowed these chargers to achieve a size and weight reduction over their previously used equipment. Commonly called high frequency or smart chargers, these units bring a new sophistication to the battery charger field. These units feature a built-in amperage indicator and a dual color power-on LED. When the charger is on

! WARNING

Never block air circulation through the unit. Never store any gear on top of the units.

NOTICE

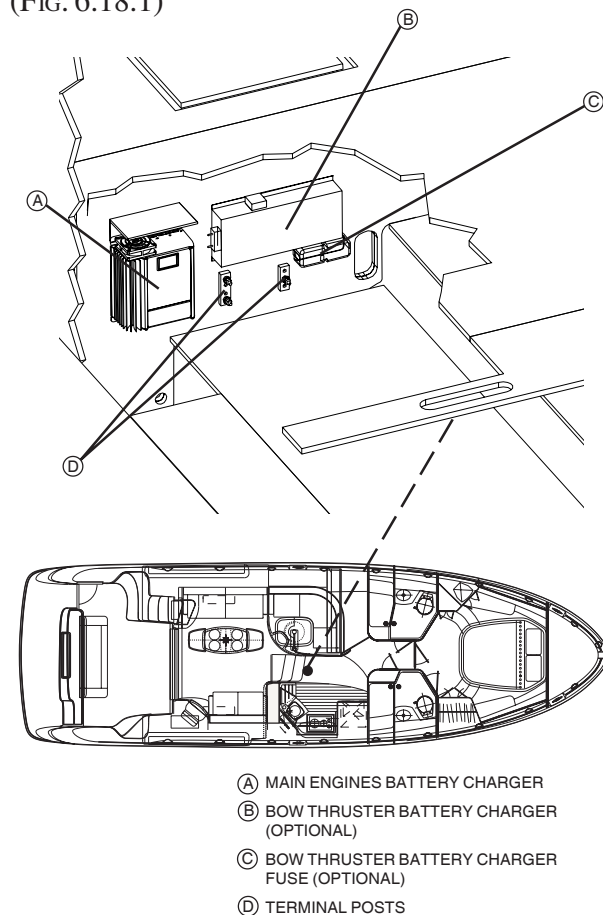
Leave the converter running at all times to maintain the 12 volt system voltage.

the LED will be RED, indicating charger is in fast charge mode. After the absorption cycle is complete (approx. 3 hours) the LED will change to GREEN, indicating the charger is in float mode. To verify that the charger is functioning properly, turn on lights or other load. The ammeter should register an increase.

A. CHARGING CHARACTERISTICS

- **Bulk Charge** - this is initiated at power up and provides the chargers full-rated current to the battery bank until a predetermined voltage level of 14.2V to 14.4V is achieved and/or a certain time has passed.
- **Absorption Charge** - this stage immediately follows the bulk charge mode. It maintains the battery voltage at the bulk charge voltage level, but gradually decreases the current as the

BATTERY CHARGERS
(FIG. 6.18.1)



battery accepts the charge until it reaches a predetermined current level.

- **Float Charge** - this stage is designed to hold the battery at a safe, low voltage (typically 13.3V) providing up to the chargers full rated amperage to accommodate DC load requirements. The charge will remain in this mode until the AC power is cycled off and then on again.

B. CHARGING CHARACTERISTICS OF THE BOW THRUSTER BATTERY CHARGER.

- **Bulk Charge** - this is initiated at power up and provides the chargers full-rated current to the battery bank until a predetermined voltage level of 28.5V to 28.8V is achieved and/or a certain time has passed.



SECTION 6 • ELECTRICAL SYSTEM

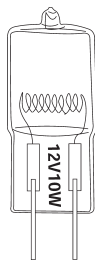
- **Absorption Charge** - this stage immediately follows the bulk charge mode. It maintains the battery voltage at the bulk charge voltage level, but gradually decreases the current as the battery accepts the charge until it reaches a predetermined current level.
- **Float Charge** - this stage is designed to hold the battery at a safe, low voltage (typically 26.5V) providing up to the chargers full rated amperage to accommodate DC load requirements. The charge will remain in this mode until the AC power is cycled off and then on again.

REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

15. HALOGEN LIGHTING

Your 44 DB uses 12 volt Halogen lights as the primary lighting system. The system is powered by the lighting breakers on the DC distribution panel located in the salon and activated by lighting switches throughout the boat (See Section 2 - *General Boat arrangement*, Figures 2.25.1 thru 2.28.1).

HALOGEN BULB
(FIG. 6.19.1)



! CAUTION

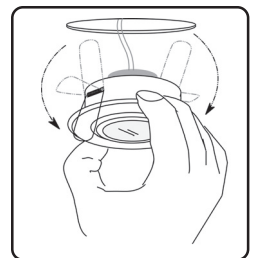
The filament bulbs used in all halogen-cycle lamps generate intense heat. To avoid the possibility of fire, do not use lamp at close range to materials that are combustible or affected by heat or drying. Halogen-cycle bulbs are pressurized and could shatter if scratched or damaged. Glass halogen-cycle bulbs should be protected against contact with liquids when operating.

A. CHANGING A BLOWN BULB

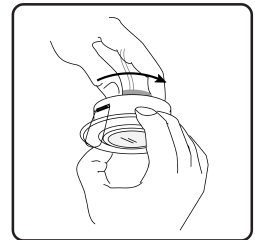
Use appropriate protection, such as a clean cloth or gloves when handling or disposing of all Halogen-cycle bulbs. Wear eye protection. Turn power off when installing or before removing lamp. Allow lamp to cool before removal.

Remove grease or fingerprints from new Halogen bulbs with a grease-free solvent before use.

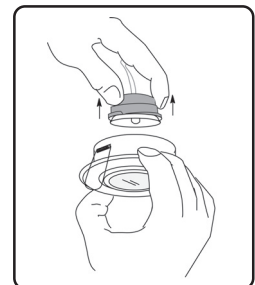
Grab light fixture housing and pull gently from ceiling or wall. Take care when pulling the housing as it is spring loaded in the socket and the clips will snap quickly downward when released from the ceiling or wall.



Grab the fixture containing the bulb and twist counter clockwise.

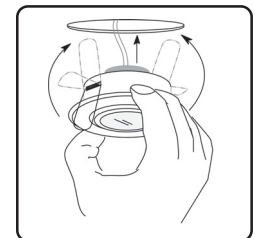


Pull the fixture out of the housing and replace the bulb with a bulb of equal wattage.



NOTE: The glass face plate in the housing is very fragile. Be careful that it remains in place and does not fall out, as it will break easily.

To replace the housing, reverse the previous directions. Grab the clips and hold them upwards until the housing is placed into its receptacle in the wall or ceiling. Push gently to seat the light housing securely.



SECTION 6 • ELECTRICAL SYSTEM

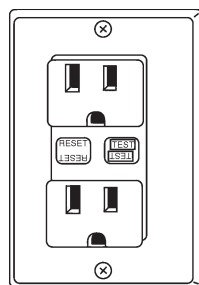
16. GROUND FAULT INTERRUPTER RECEPTACLE (GFI)

⚠ CAUTION

Persons with heart problems or other conditions which make them susceptible to electric shock may still be injured by ground faults on circuits protected by the GFI receptacle. No safety devices yet designed will protect against all hazards or carelessly handled or misused electrical equipment or wiring.

Ground fault interrupter receptacles are located in the galley inside the upper cabinet, in the master head upper cabinet over the sink, in the guest head upper cabinet over the sink, under the salon entry steps and in the cockpit under the wet bar. The GFI receptacles are out of sight and wired in-line with the exposed Vmar receptacles throughout the yacht. This allows your yacht to have an elegant exposed receptacle while still providing protection from shock hazards. Please read and understand the CAUTION block above.

GFI OUTLET
(FIG. 6.20.1)



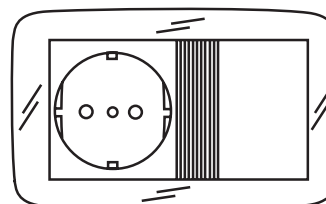
The GFI receptacle is designed to protect people from the line-to-ground shock hazards which could occur from defective power tools or appliances operating from this device, or from down-line outlets protected by it. It does not prevent line-to-ground electric shock, but does limit the time of exposure to a period considered safe for normally healthy persons. It does not protect persons against line-to-line or line-to-neutral faults.

The GFI receptacle does not protect against short circuits or overloads. This is the function of the circuit breaker.

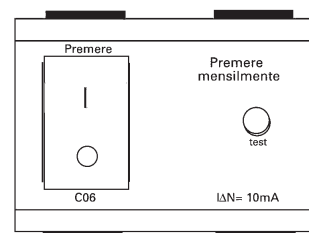
A. INTERNATIONAL RECEPTACLE

All readily accessible 220V outlets are protected by a Residual Current Circuit Breaker (RCCB) located in an out-of-sight location such as under a cabinet and includes a test switch to verify proper operation. Its function is similar, but not identical to the 120V GFI.

INTERNATIONAL RECEPTACLE
(FIG. 6.20.2)



RCCB
(FIG. 6.20.3)



17. ELECTROLYTIC CORROSION AND ZINC ANODES

Electrolysis corrosion of metals on power boats can result in serious deterioration. The boat owner must be aware of the possibilities of galvanic action (the deterioration of metals due to dissimilar characteristics when placed in salt water), and/or electrolysis. It is the owner's responsibility to check for and replace damaged parts due to galvanic deterioration. Refer to your Sea Ray® dealer to investigate the source of stray corrosive currents.

Zinc plates are installed on the transom and trim tabs to protect underwater hardware. Zinc, being much less "noble" than copper based alloys and aluminum used in underwater fittings, will deteriorate first and protect the more noble parts.



SECTION 6 • ELECTRICAL SYSTEM

Zinc anodes generally require replacement about once a year. (In salt water areas, replace every six (6) months). The need to replace anodes more frequently may indicate a stray current problem within the boat or at the slip or mooring. If zinc anodes do not need replacing after one year, they may not be providing proper protection. Loose anodes or low-grade zinc may be the problem.



CAUTION

Replace zinc anodes if they are corroded 50% or more.

When an AC shore power system is connected to the boat, the underwater metal fittings will, in effect, be connected through the water to grounded metals ashore. The zincs will be consumed at a faster rate unless the marina maintains a protective system to prevent this. In this case, hanging a zinc in the water bonded to the metal outlet box on the dock will reduce zinc loss on the boat. DO NOT connect this zinc to the boat's ground system.

It is extremely important that all electrically operated DC equipment and accessories be wired so that the ground polarity of each device is the same as that of the battery. Sea Ray® boats have a negative ground system, which is the recommended practice throughout the marine industry. All metal items (fuel tanks, underwater gear, etc.) in the boat are connected to the zinc anode by the green bonding wire.



CAUTION

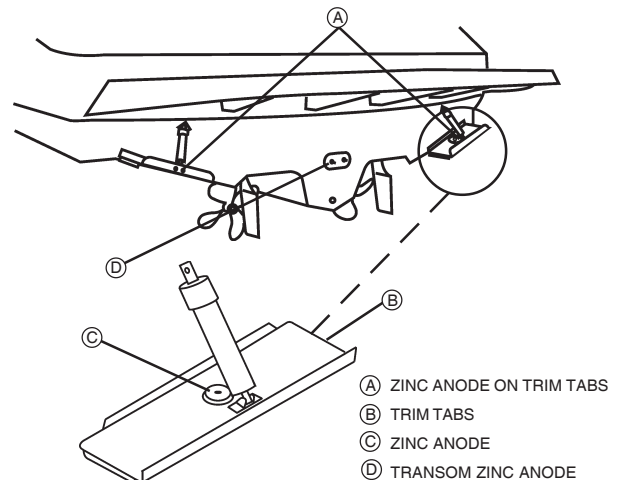
Never disconnect the green wire (safety ground) from the engine terminal.

Electrolytic corrosion can also be caused by "stray currents" due to a fault in an electrical item, even though correctly grounded.

NOTICE

DO NOT PAINT BETWEEN THE ZINC AND THE METAL IT CONTACTS, AND DO NOT PAINT OVER THE ZINC.

ZINC ANODES ON TRANSOM AND TRIM TABS
(FIG. 6.21.1)



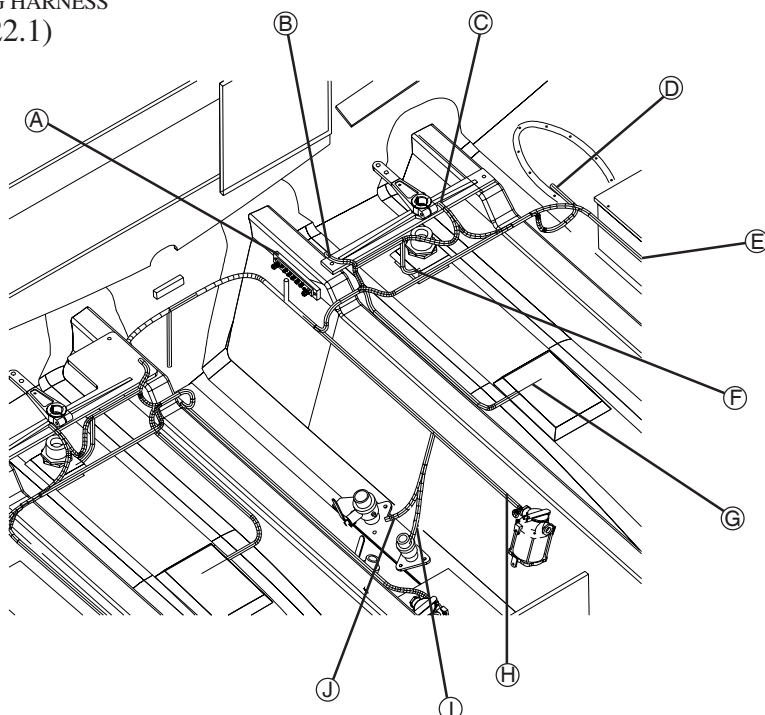
18. AC & DC ELECTRICAL SCHEMATICS & WIRING HARNESES

This owner's manual contains electrical schematics and wiring harness illustrations for your boat (See pages 6.22 thru 6.70). These electrical schematics were generated by electrical CAD designers at the engineering division for technical reference and service technicians. Sea Ray® does not recommend that you attempt to work on the boat's electrical system yourself. Instead we recommend that you take your boat to your authorized Sea Ray® dealer for service. Sea Ray® reserves the right to change or update the electrical system on any model at any time without notice to the consumer and is NOT obligated to make any updates to units built prior to changes.



SECTION 6 • ELECTRICAL SYSTEM

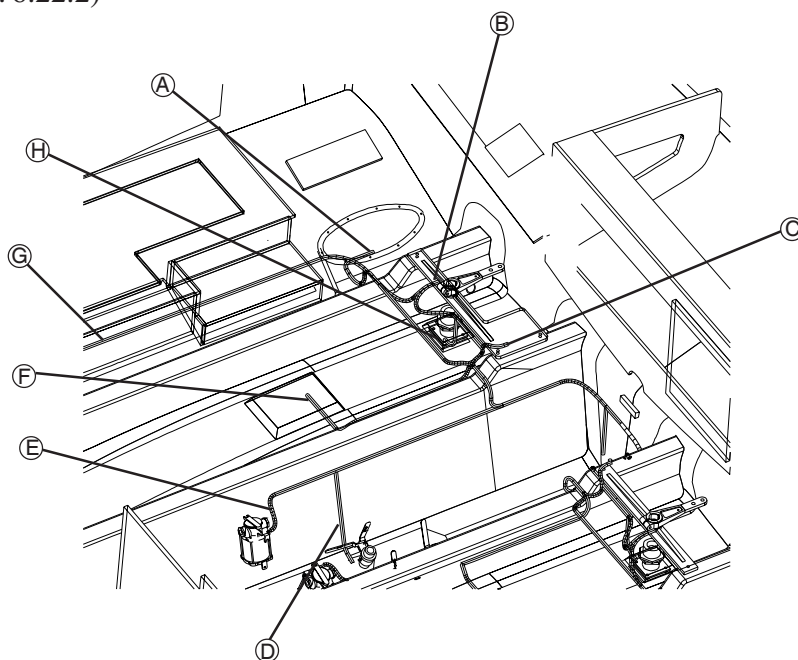
BONDING HARNESS
(FIG. 6.22.1)



- (A) BONDING BUS
- (B) PORT RUDDER SUPPORT
- (C) PORT RUDDER ARM
- (D) PORT EXHAUST OUTLET
- (E) TO MAIN DC NEGATIVE BUS, ENGINE SEACOCK
- (F) PORT RUDDER PACKING GLAND
- (G) PORT STRUT
- (H) A/C STRAINER
- (I) A/C SEACOCK
- (J) WASTE DISCHARGE SEACOCK (OPTIONAL)

DRAWING NO. 09-201 (1 OF 4)

BONDING HARNESS
(FIG. 6.22.2)



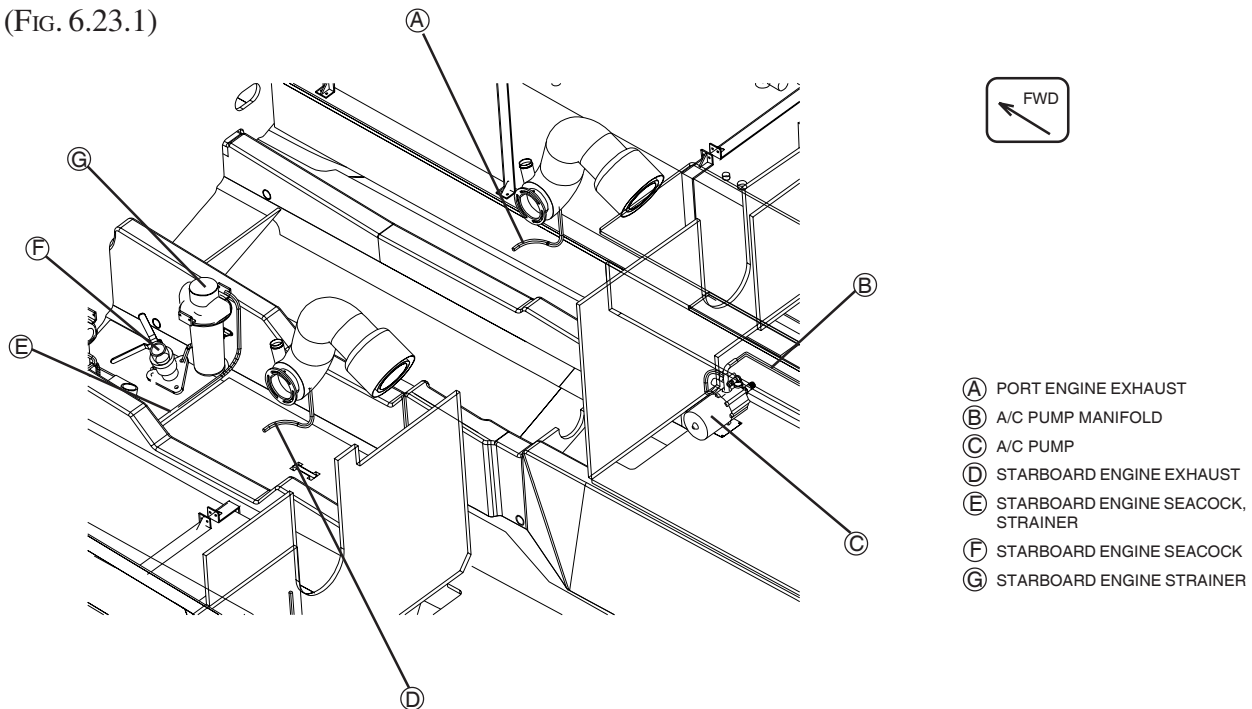
- (A) STARBOARD EXHAUST OUTLET
- (B) STARBOARD RUDDER ARM
- (C) STARBOARD RUDDER SUPPORT
- (D) GENERATOR SEACOCK
- (E) GENERATOR STRAINER
- (F) STARBOARD STRUT
- (G) ROUTE TO A/C PUMP MANIFOLD
- (H) STARBOARD RUDDER PACKING GLAND

DRAWING NO. 09-201 (2 OF 4)



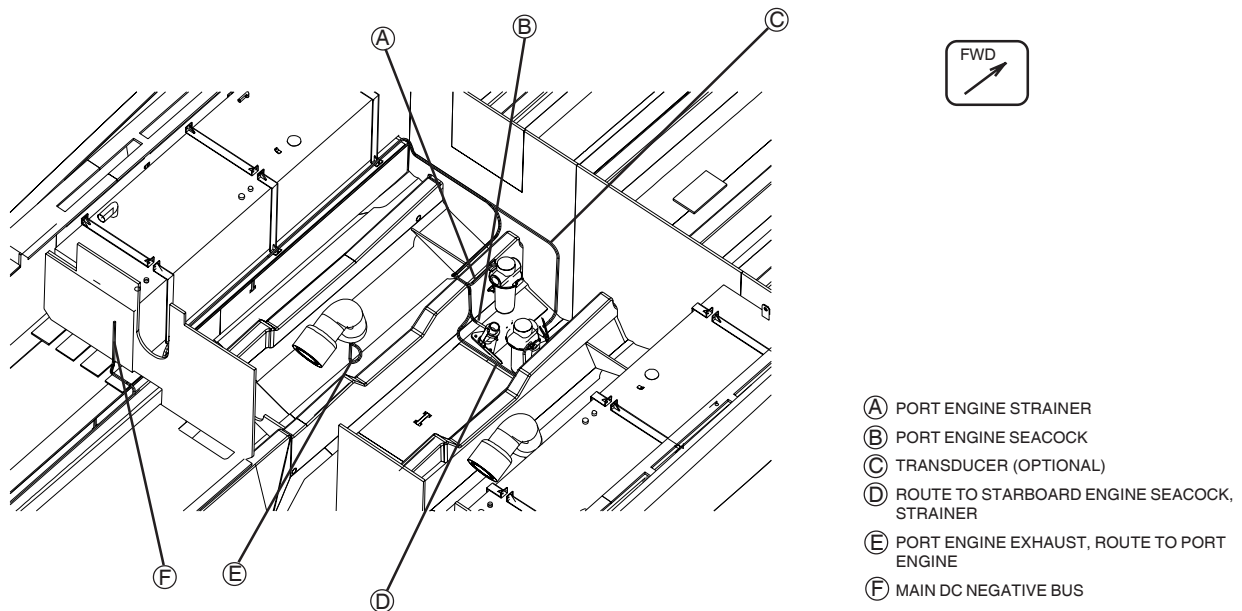
SECTION 6 • ELECTRICAL SYSTEM

BONDING HARNESS
(FIG. 6.23.1)



DRAWING NO. 09-201 (3 OF 4)

BONDING HARNESS
(FIG. 6.23.2)

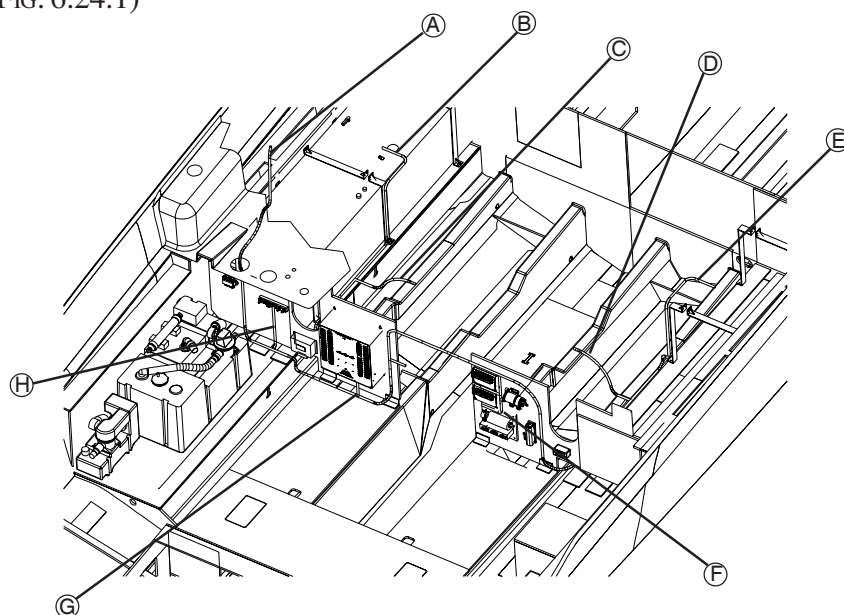


DRAWING NO. 09-201 (4 OF 4)



SECTION 6 • ELECTRICAL SYSTEM

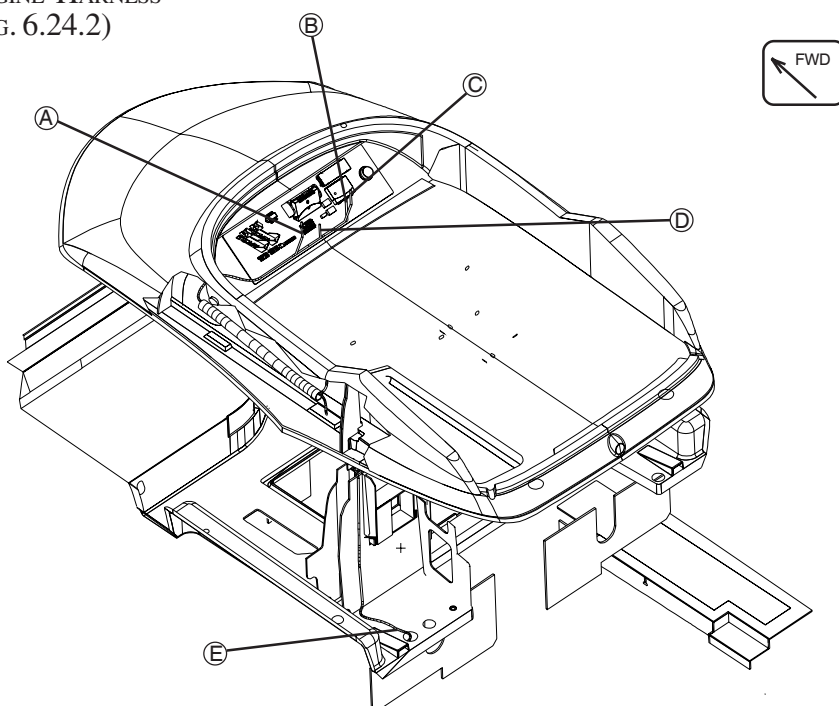
ENGINE HARNESS
(FIG. 6.24.1)



- (A) ROUTE TO BRIDGE SYSTEM
- (B) PORT FUEL SENDER
- (C) PORT ENGINE CONNECTORS
- (D) STARBOARD ENGINE CONNECTORS
- (E) STARBOARD FUEL SENDER
- (F) SMARTCRAFT DCM'S
- (G) MAIN DC BREAKER PANEL
- (H) MAIN DC NEGATIVE BUS

DRAWING NO. 09-806 (1 OF 2)

ENGINE HARNESS
(FIG. 6.24.2)



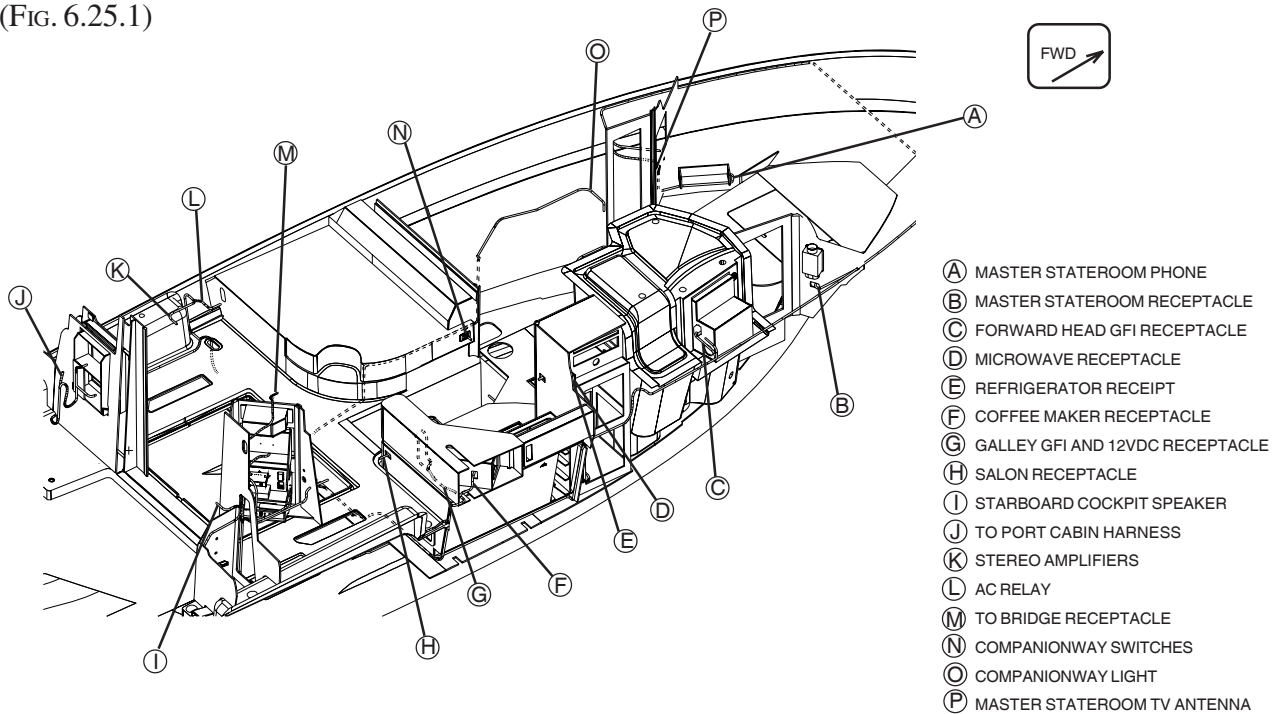
- (A) PORT SHIFT SWITCHES
- (B) CONTROL STATION SWITCH PANEL
- (C) STARBOARD SHIFT SWITCHES
- (D) INSTRUMENT PANEL
- (E) MAIN DC NEGATIVE BUS

DRAWING NO. 09-806 (2 OF 2)



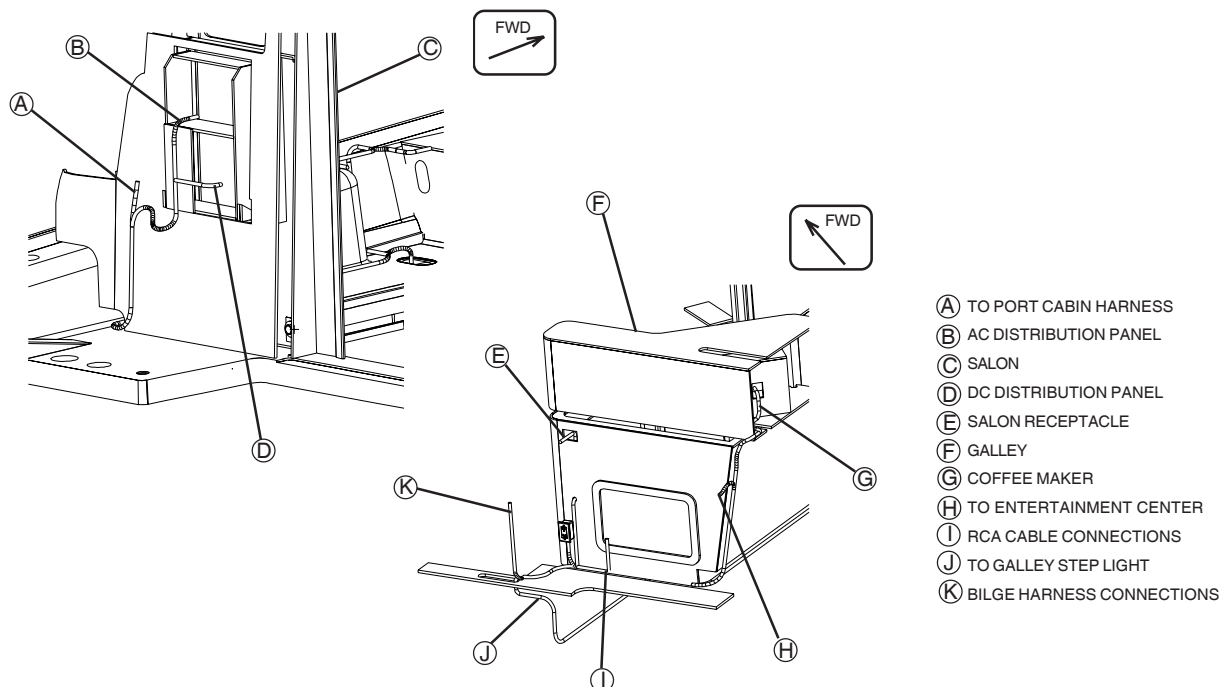
SECTION 6 • ELECTRICAL SYSTEM

STARBOARD CABIN HARNESS
(FIG. 6.25.1)



DRAWING NO. 09-811 (1 OF 4)

STARBOARD CABIN HARNESS
(FIG. 6.25.2)

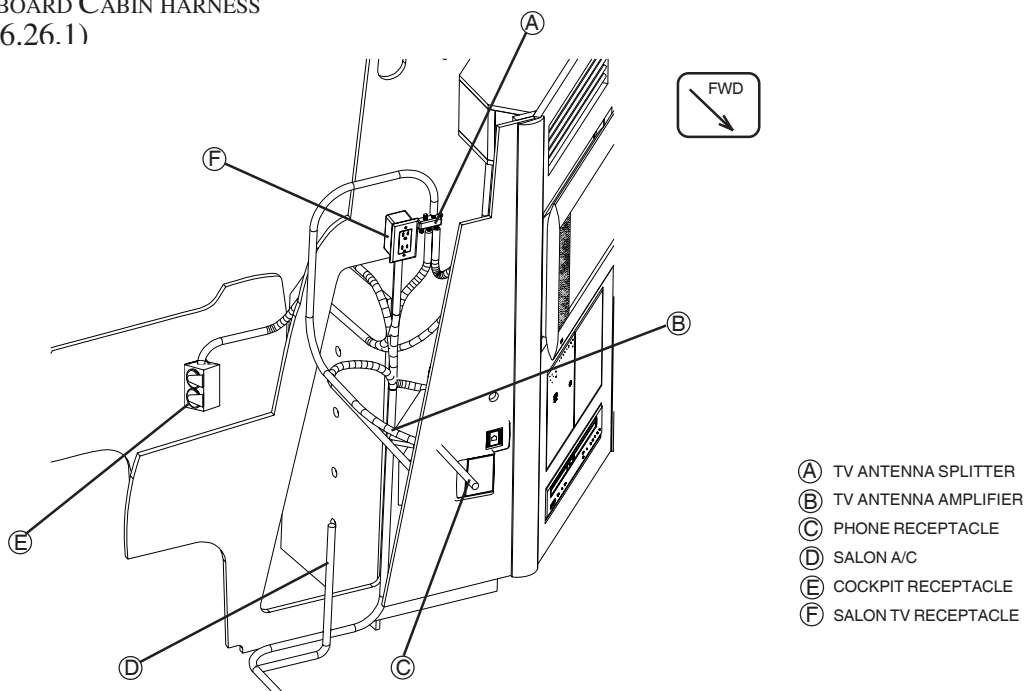


DRAWING NO. 09-811 (2 OF 4)



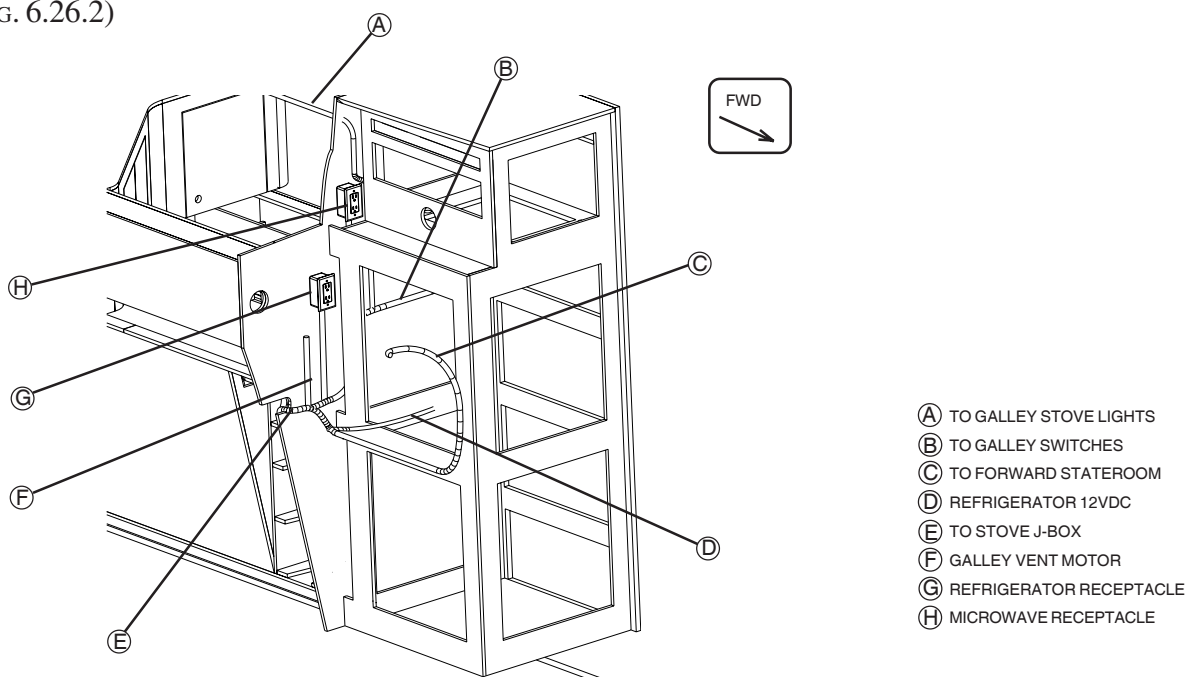
SECTION 6 • ELECTRICAL SYSTEM

STARBOARD CABIN HARNESS
(FIG. 6.26.1)



DRAWING NO. 09-811 (3 OF 4)

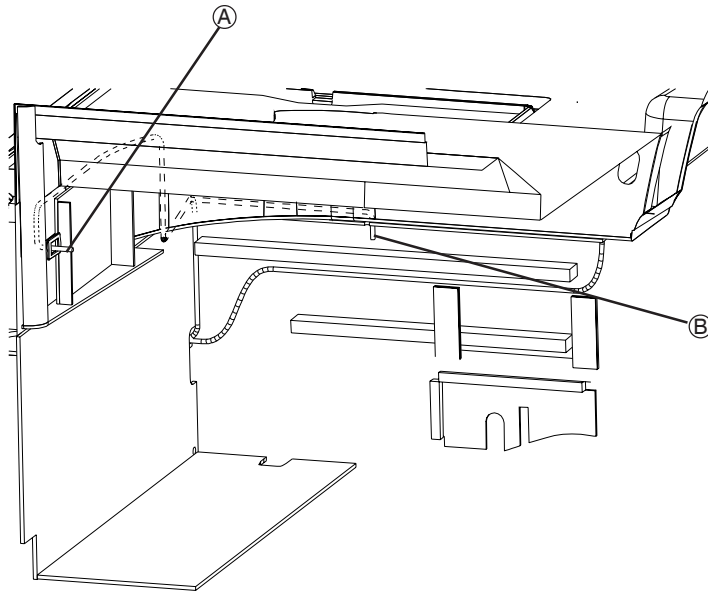
STARBOARD CABIN HARNESS
(FIG. 6.26.2)



DRAWING NO. 09-811 (3 OF 4)

SECTION 6 • ELECTRICAL SYSTEM

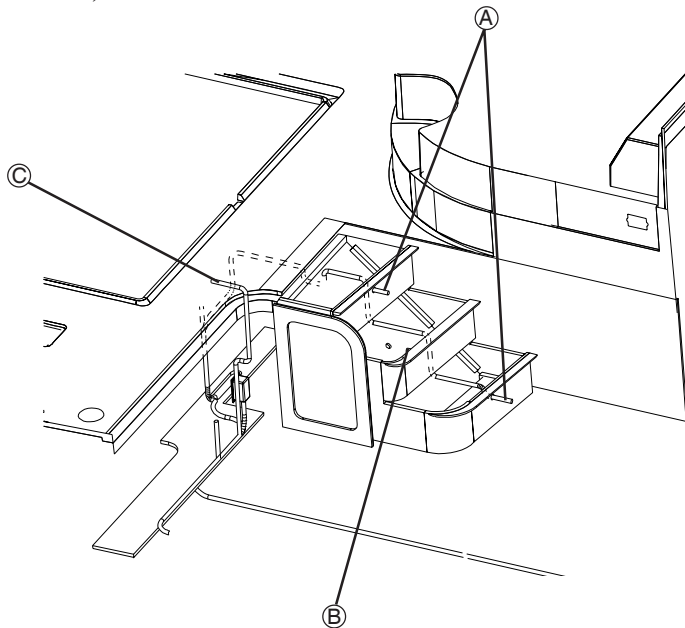
STARBOARD CABIN HARNESS
(FIG. 6.27.1)



- (A) PORT STATEROOM SWITCHES
- (B) BUNK INDIRECT LIGHT

DRAWING NO. 09-811 (4 OF 4)

STARBOARD CABIN HARNESS
(FIG. 6.27.2)



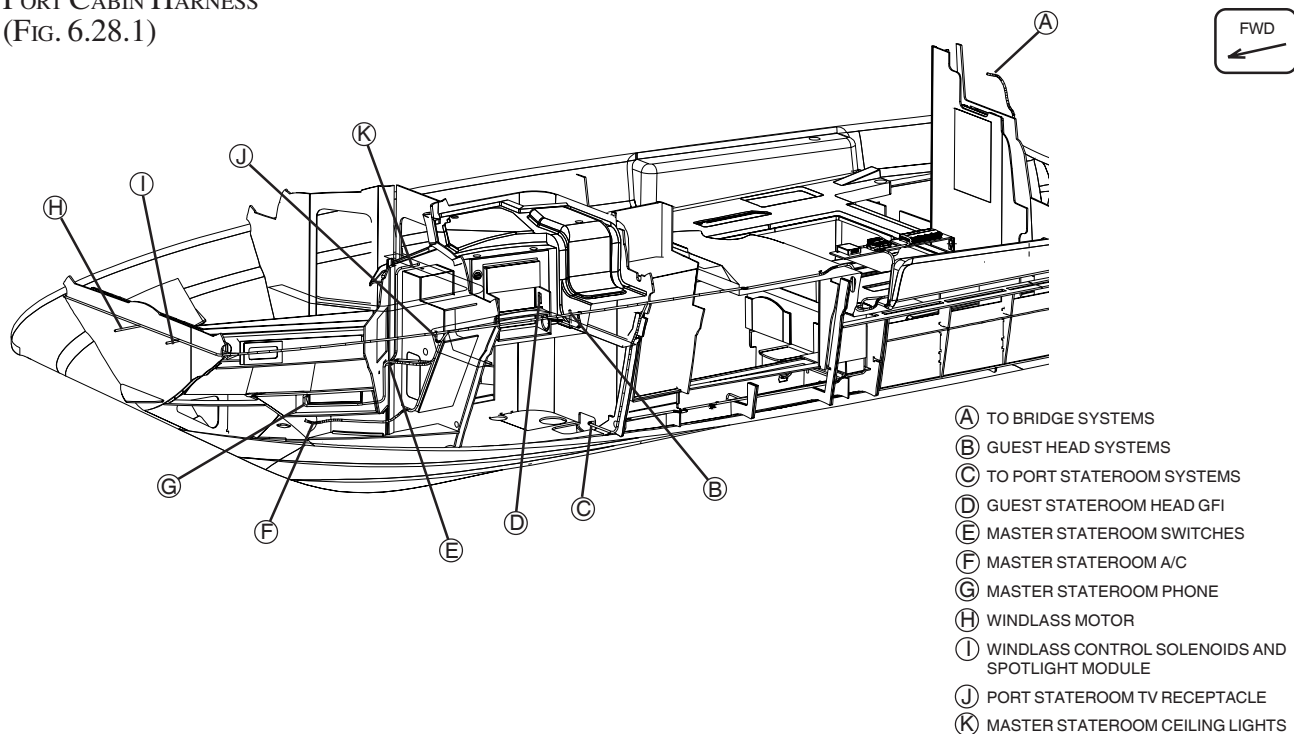
- (A) GALLEY STEP LIGHTS
- (B) UTILITY ROOM LIGHTS
- (C) SALON RECEPTACLE

DRAWING NO. 09-811 (4 OF 4)



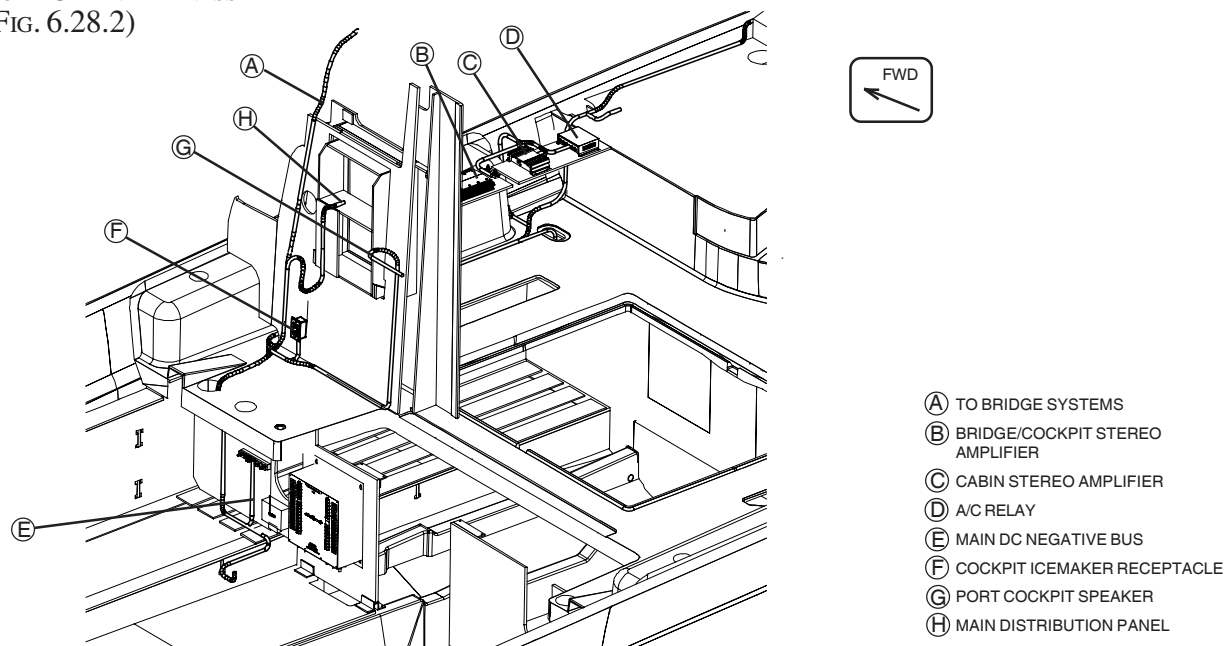
SECTION 6 • ELECTRICAL SYSTEM

PORT CABIN HARNESS
(FIG. 6.28.1)



DRAWING NO. 09-813 (1 OF 4)

PORT CABIN HARNESS
(FIG. 6.28.2)

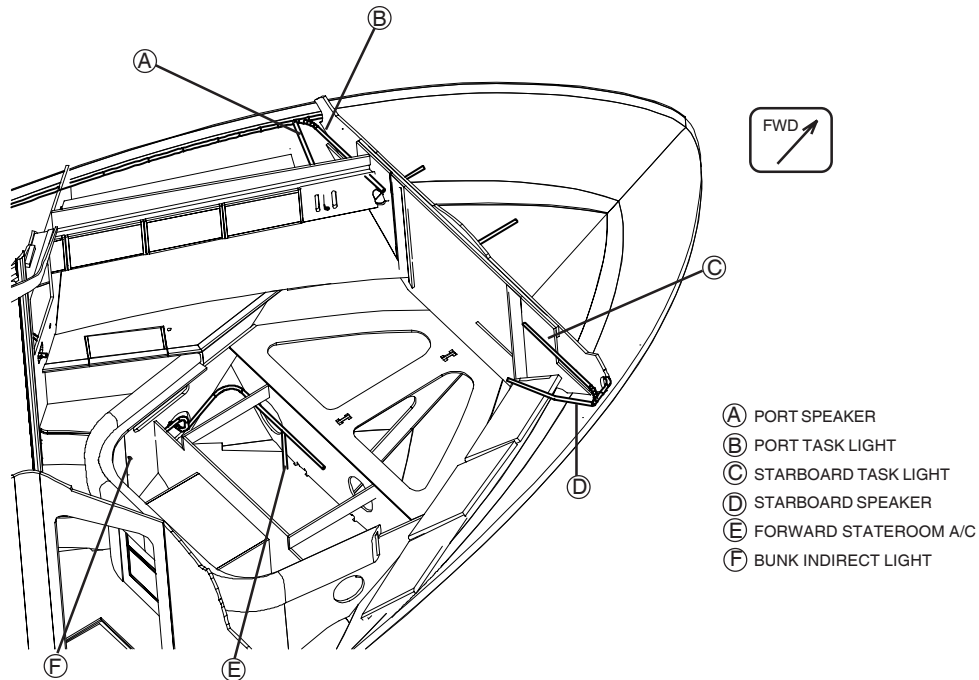


DRAWING NO. 09-813 REVISION 1 (2 OF 4)



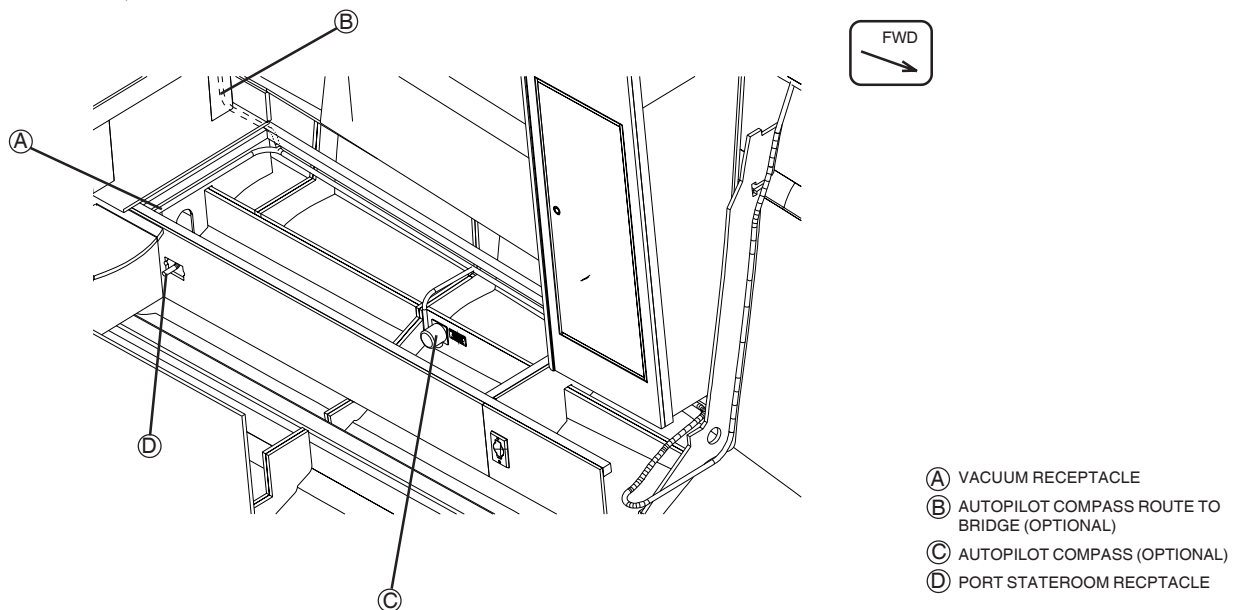
SECTION 6 • ELECTRICAL SYSTEM

PORT CABIN HARNESS
(FIG. 6.29.1)



DRAWING NO. 09-813 REVISION 1 (3 OF 4)

PORT CABIN HARNESS
(FIG. 6.29.2)

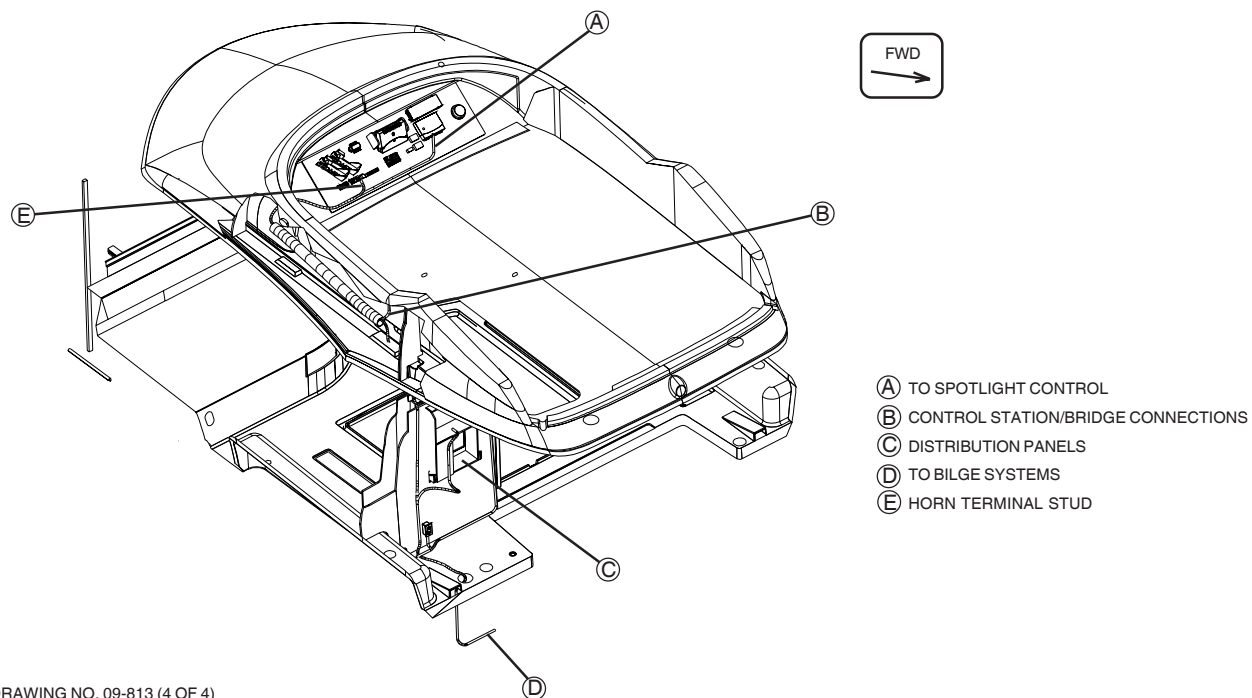


DRAWING NO. 09-813 REVISION 1 (3 OF 4)



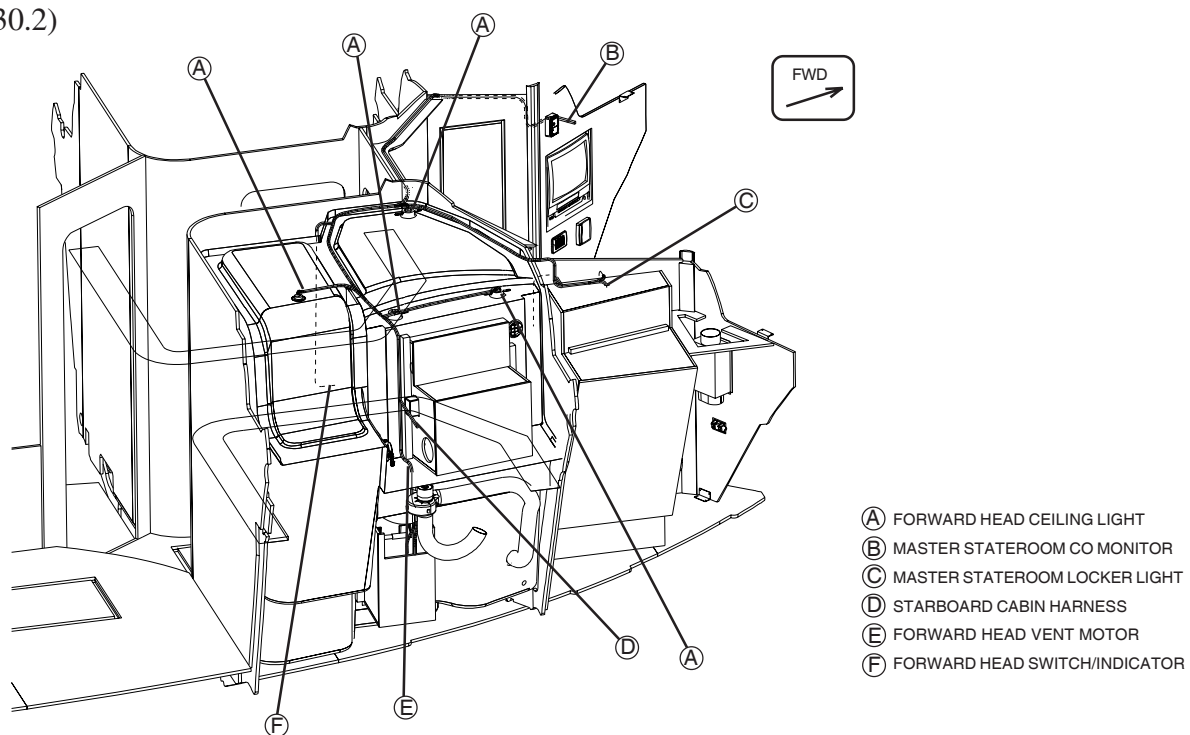
SECTION 6 • ELECTRICAL SYSTEM

PORT CABIN HARNESS
(FIG. 6.30.1)



DRAWING NO. 09-813 (4 OF 4)

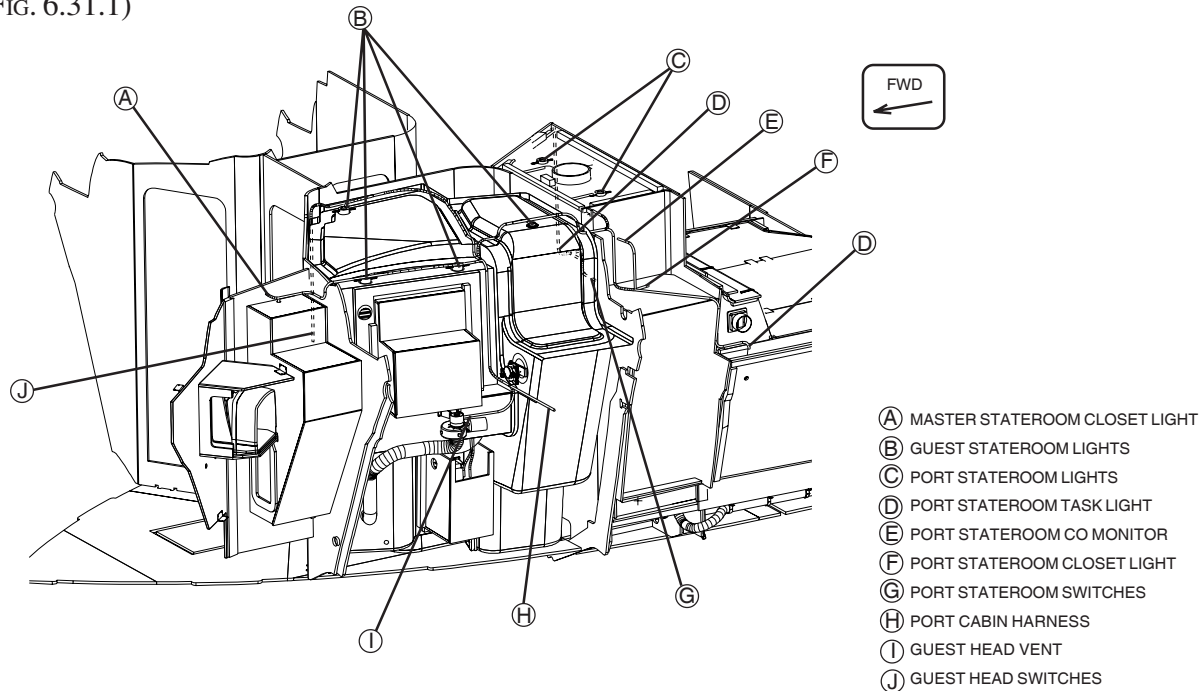
FORWARD HEAD HARNESS
(FIG. 6.30.2)



DRAWING NO. 09-819

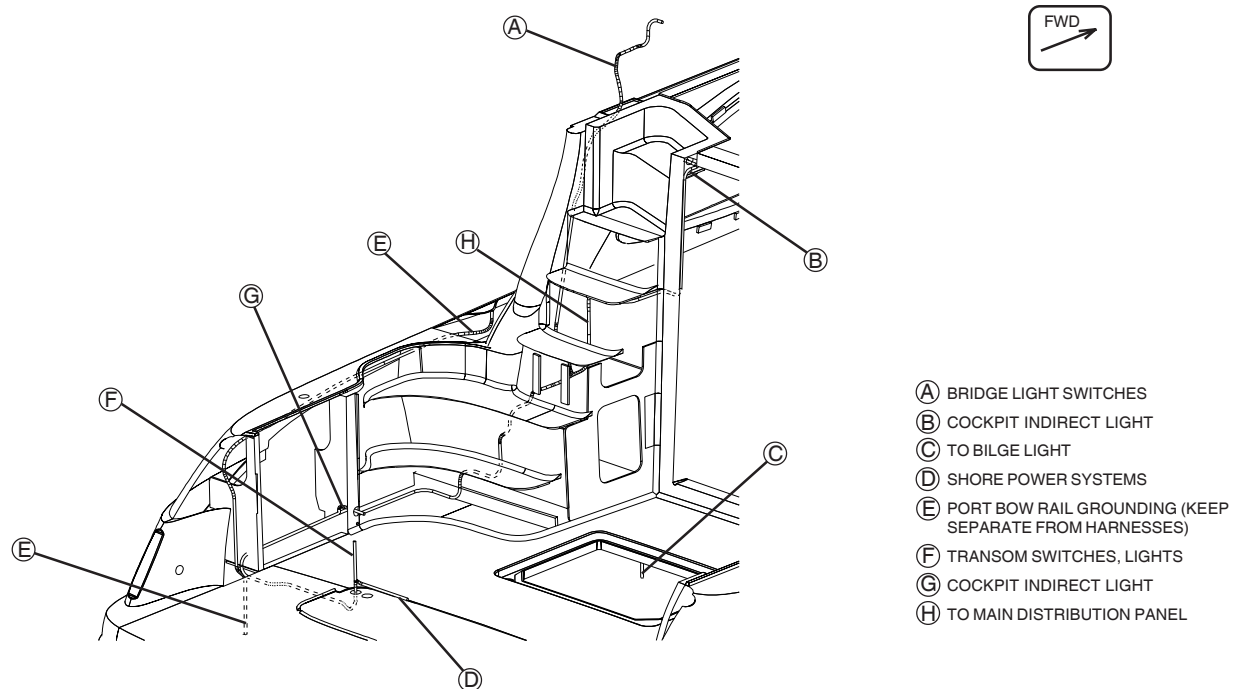
SECTION 6 • ELECTRICAL SYSTEM

GUEST HEAD HARNESS
(FIG. 6.31.1)



DRAWING NO. 09-823

DECK HARNESS
(FIG. 6.31.2)

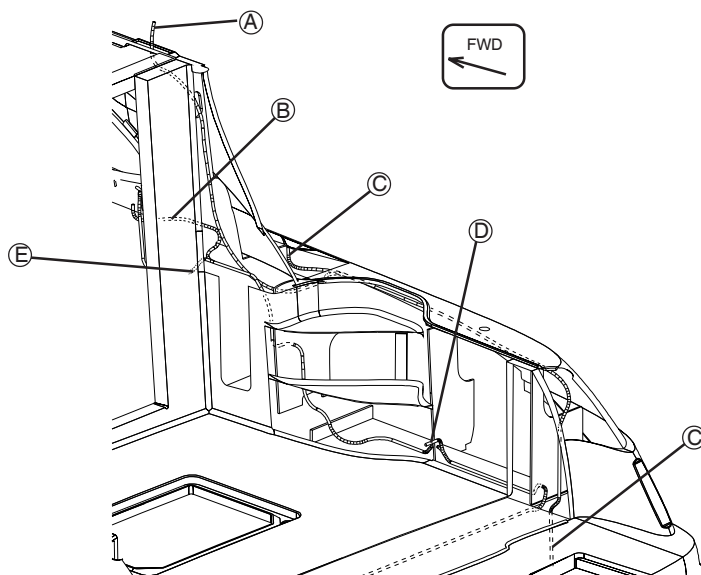


DRAWING NO. 09-835 (1 OF 4)



SECTION 6 • ELECTRICAL SYSTEM

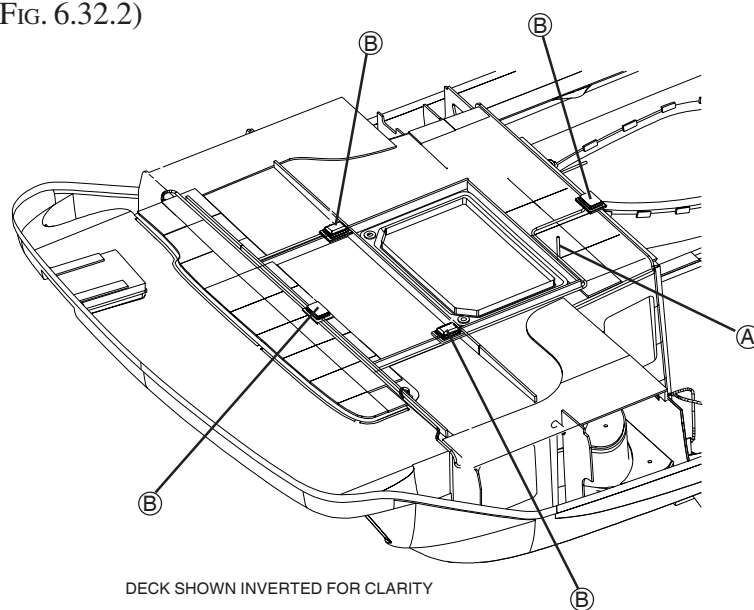
DECK HARNESS
(FIG. 6.32.1)



- (A) MAST LIGHT GROUNDING
(TO STARBOARD RUDDER ARM, KEEP
SEPARATE FROM HARNESSES)
- (B) TO SALON ENTRANCE SWITCH
- (C) STARBOARD BOW RAIL GROUNDING
(TO STARBOARD RUDDER ARM, KEEP
SEPARATE FROM HARNESSES)
- (D) COCKPIT INDIRECT LIGHT
- (E) TO TV GAIN CONTROL

DRAWING NO. 09-835 (2 OF 4)

DECK HARNESS
(FIG. 6.32.2)

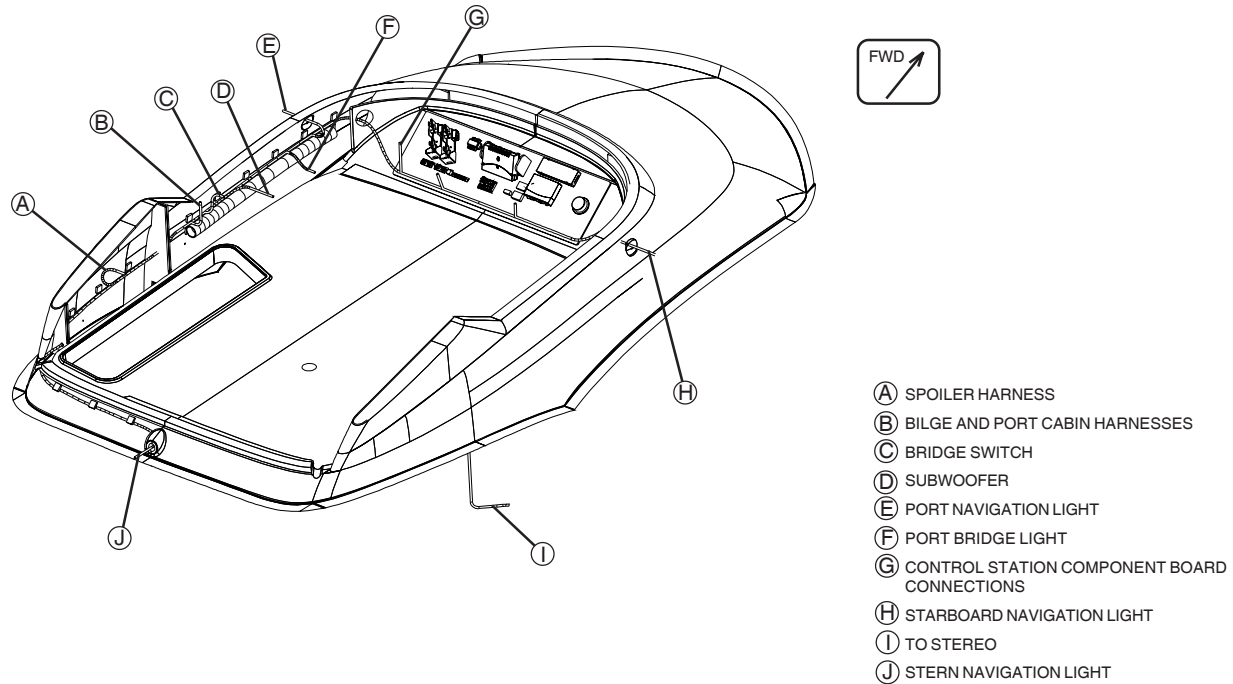


- (A) BILGE HARNESS CONNECTIONS
(TO PORT BILGE COMPONENT BOARD)
- (B) BILGE LIGHTS

DRAWING NO. 09-835 (3 OF 4)

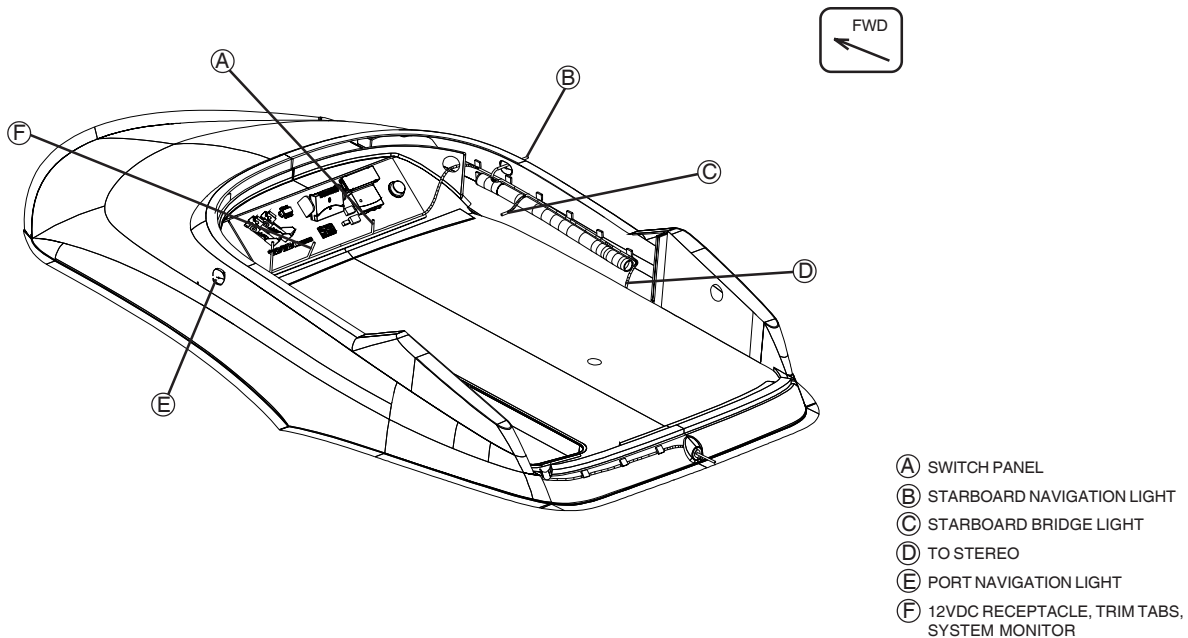
SECTION 6 • ELECTRICAL SYSTEM

BRIDGE HARNESS
(FIG. 6.33.1)



DRAWING NO. 09-839 (1 OF 2)

BRIDGE HARNESS
(FIG. 6.33.2)

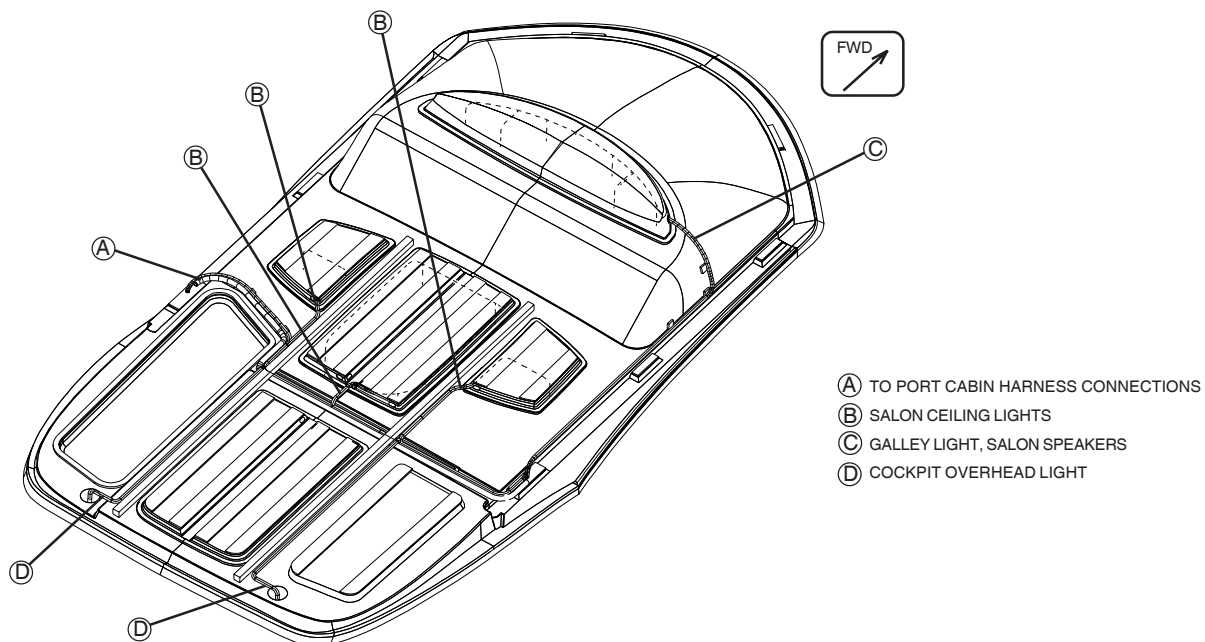


DRAWING NO. 09-839 (2 OF 2)



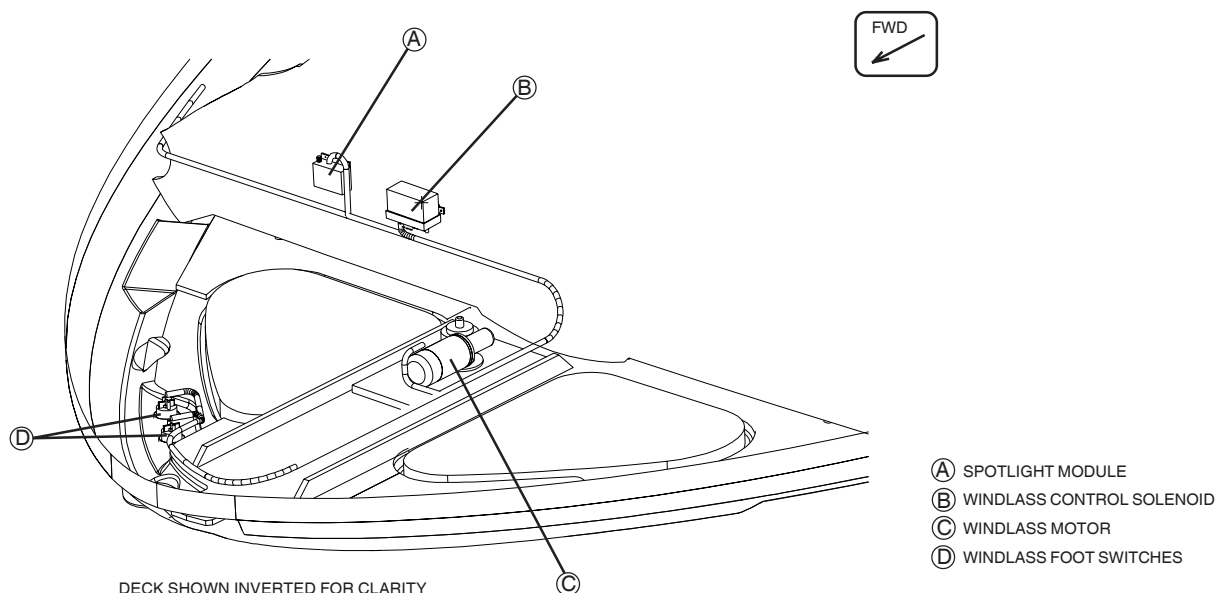
SECTION 6 • ELECTRICAL SYSTEM

SALON CEILING HARNESS
(FIG. 6.34.1)



DRAWING NO. 09-831 (1 OF 2)

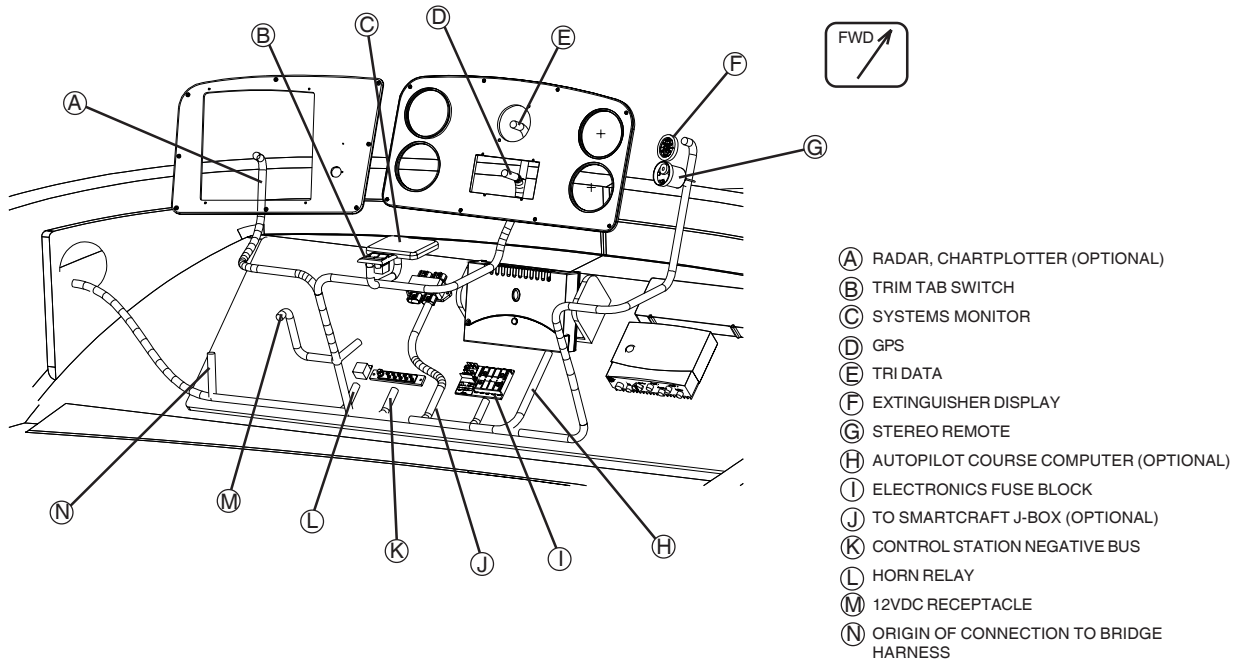
WINDLASS HARNESS
(FIG. 6.34.2)



DRAWING NO. 09-863

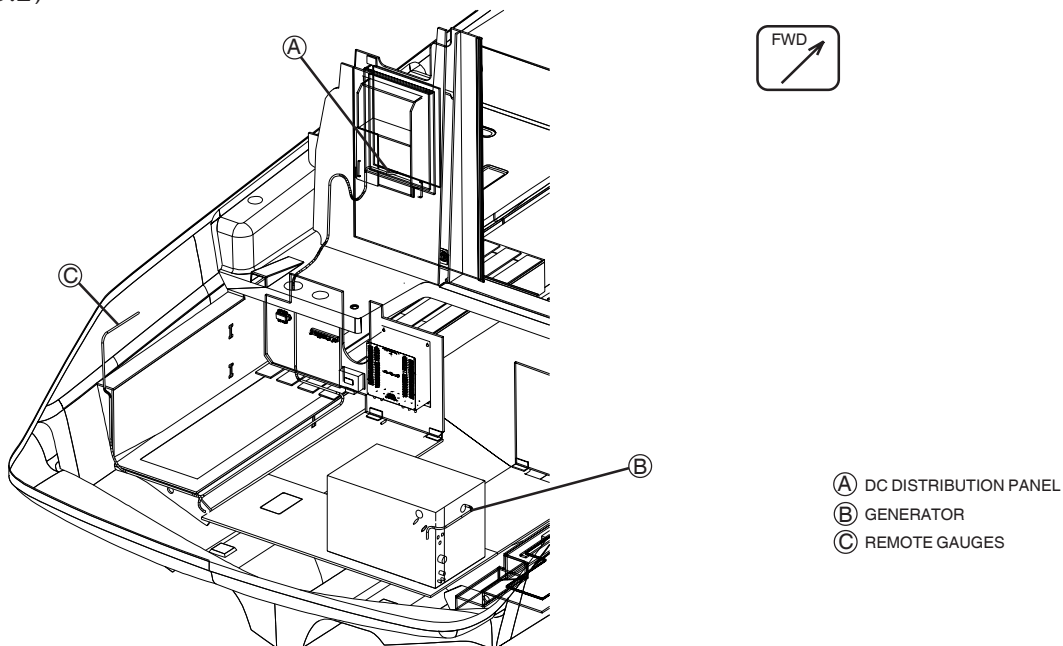
SECTION 6 • ELECTRICAL SYSTEM

CONTROL STATION HARNESS
(FIG. 6.35.1)



DRAWING NO. 09-809

GENERATOR HARNESS
(FIG. 6.35.2)

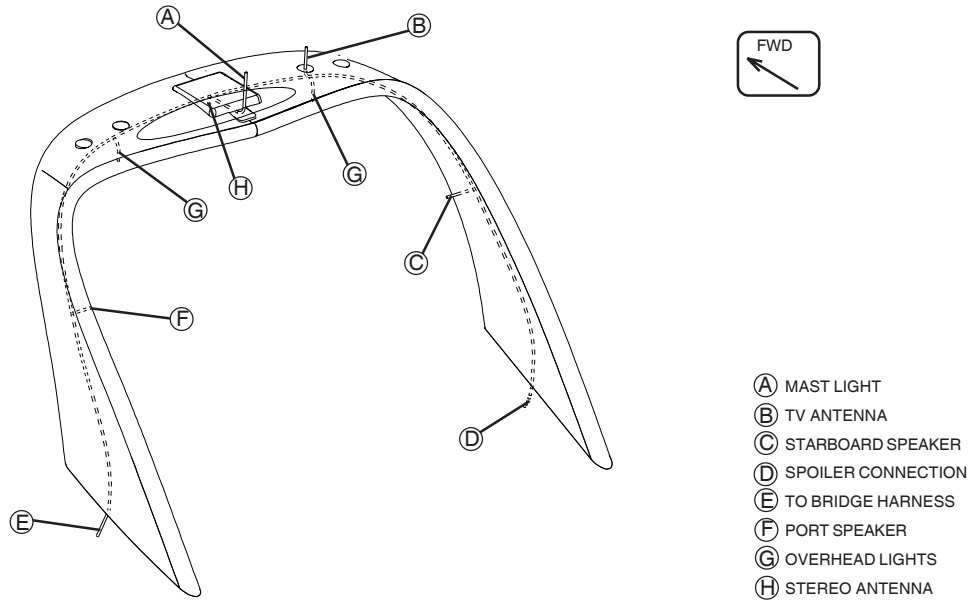


DRAWING NO. 09-817



SECTION 6 • ELECTRICAL SYSTEM

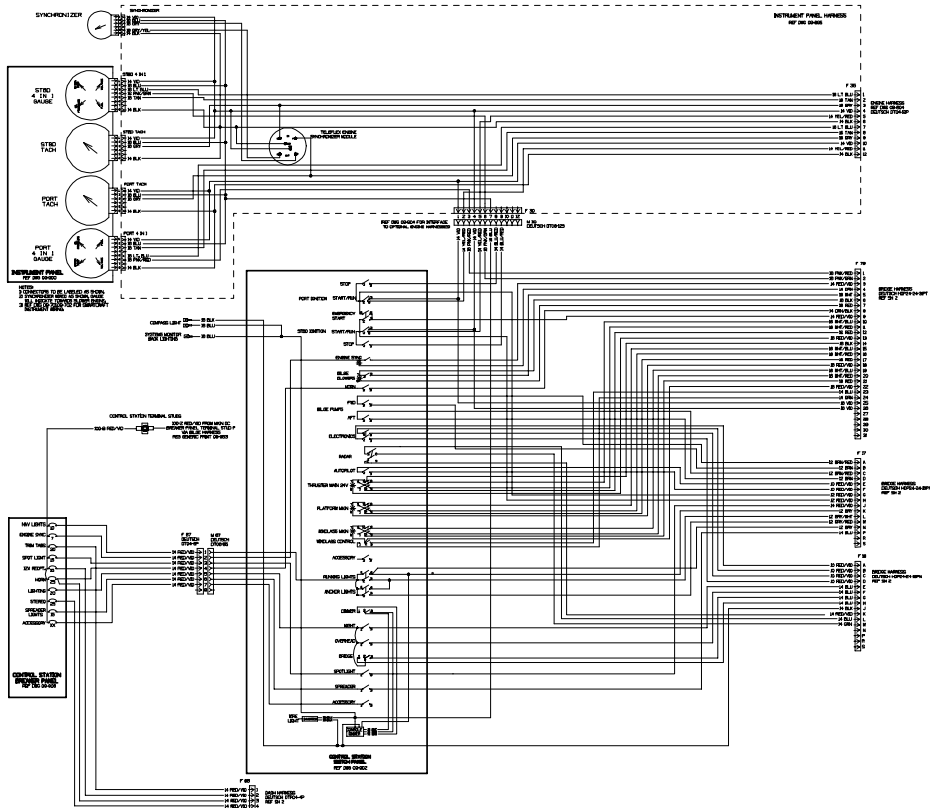
SPOILER HARNESS
(FIG. 6.36.1)



DRAWING NO. 09-893

SECTION 6 • ELECTRICAL SYSTEM

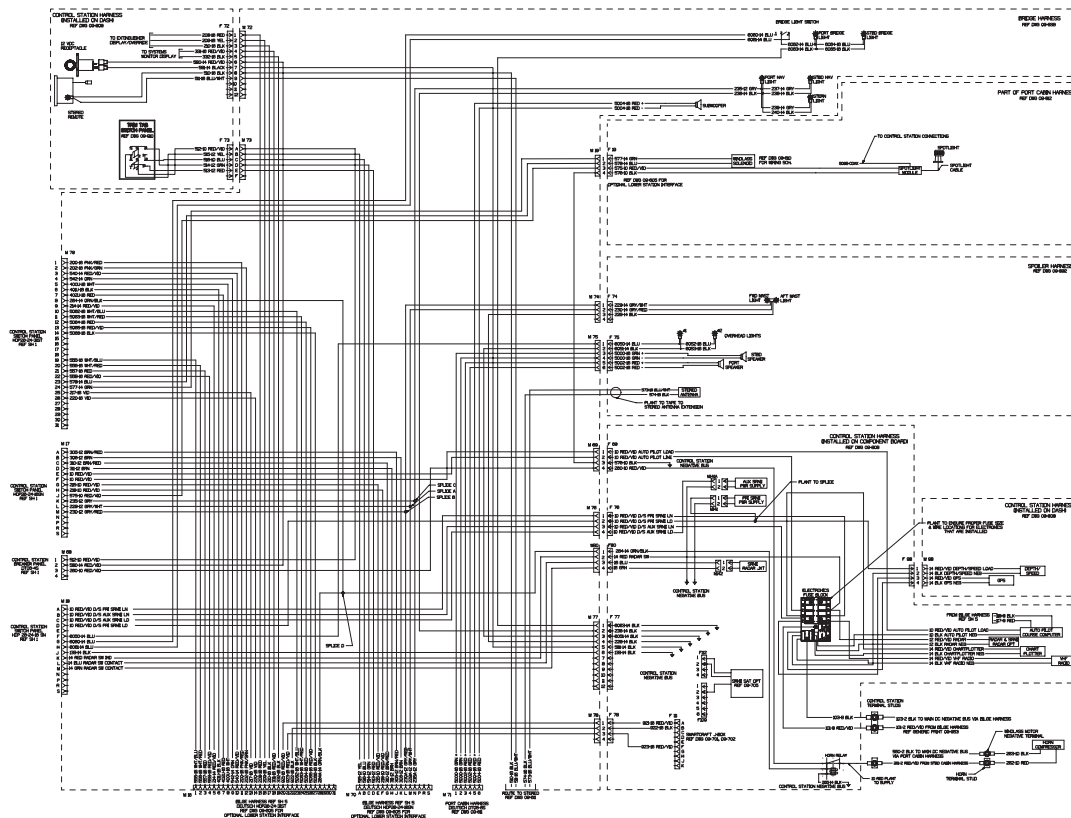
DC WIRING SCHEMATIC (FIG. 6.37.1)



Drawing No. 09-601 revision 4 (1 of 4)

SECTION 6 • ELECTRICAL SYSTEM

DC WIRING SCHEMATIC
(Fig. 6.38.1)

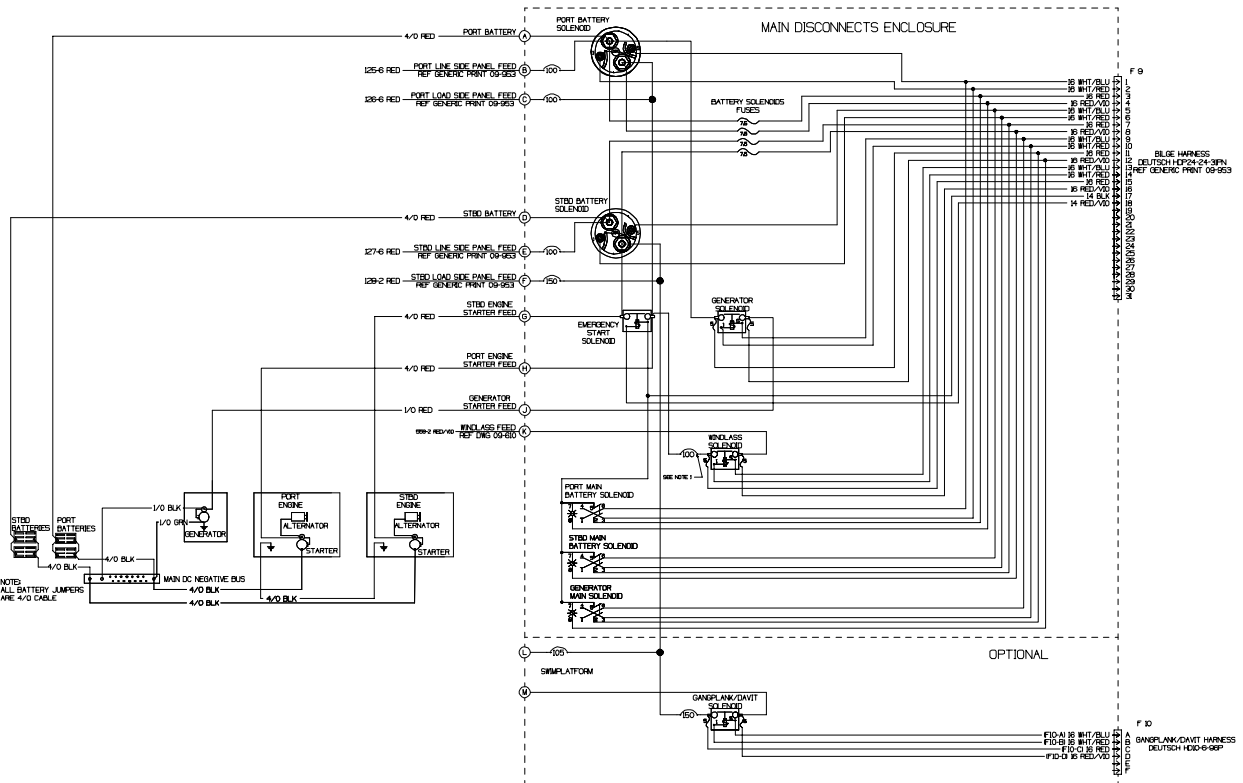


Drawing No. 09-601 (2 Of 5)



SECTION 6 • ELECTRICAL SYSTEM

DC WIRING SCHEMATIC
(Fig. 6.39.1)

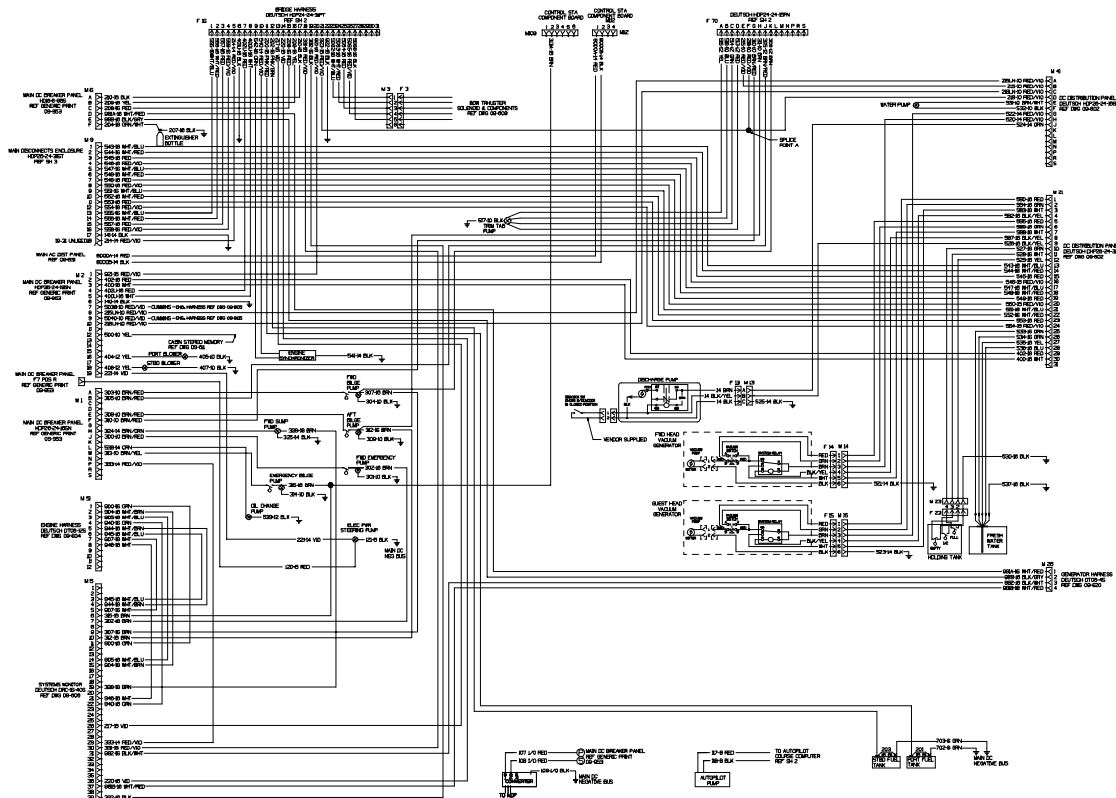


Drawing No. 09-601 (3 of 5)



SECTION 6 • ELECTRICAL SYSTEM

DC WIRING SCHEMATIC
(Fig. 6.40.1)

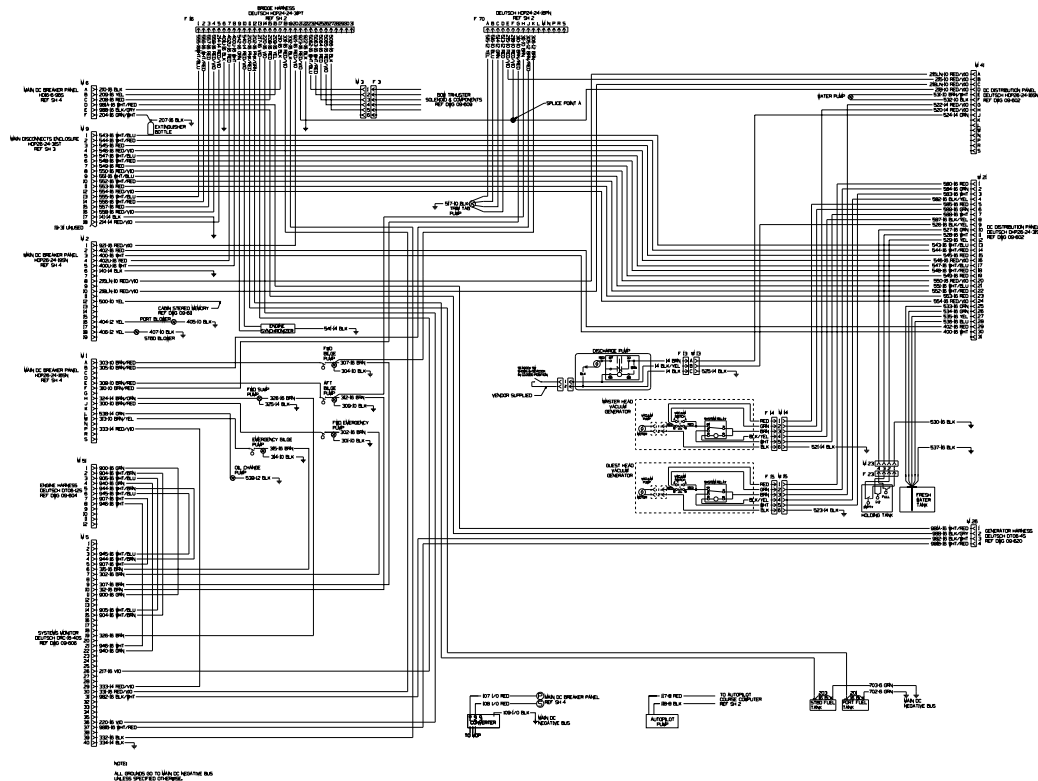


Drawing No. 09-601 (4 of 5)



SECTION 6 • ELECTRICAL SYSTEM

DC WIRING SCHEMATIC
(Fig. 6.41.1)

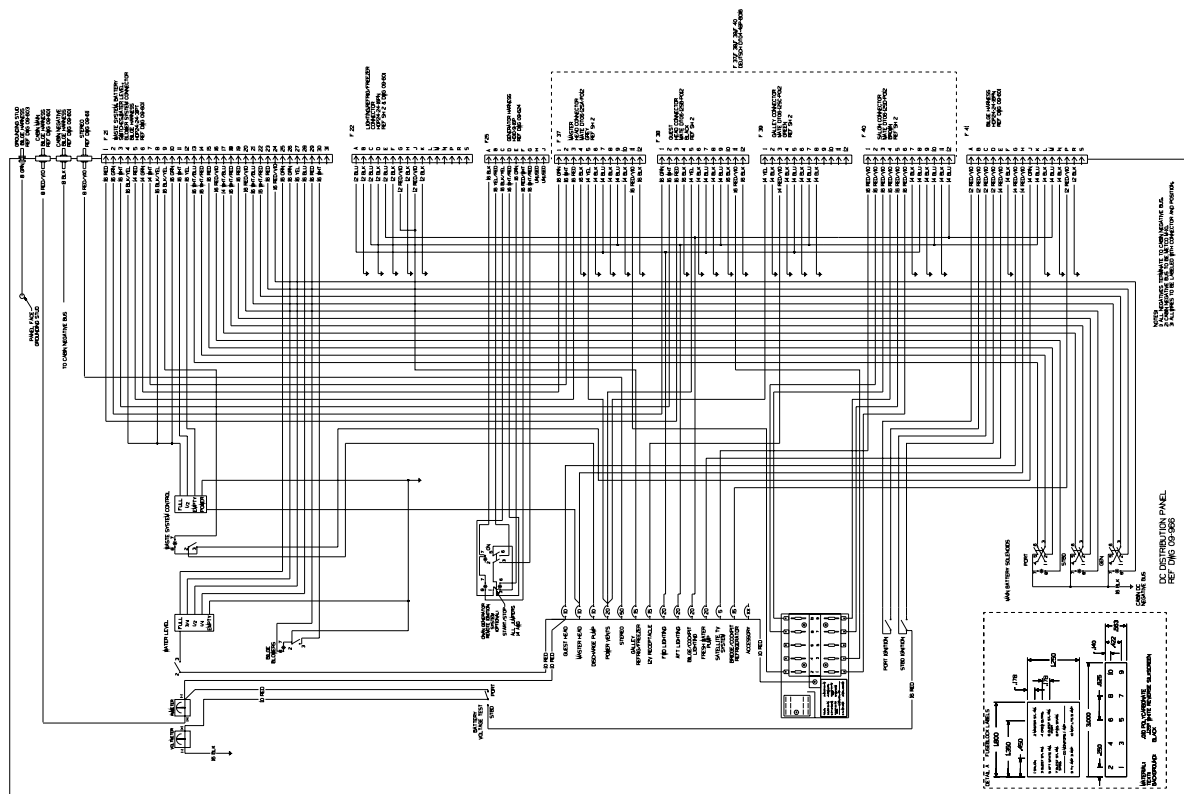


Drawing No. 09-601 (5 of 5)



SECTION 6 • ELECTRICAL SYSTEM

CABIN DC WIRING SCHEMATIC
(FIG. 6.42.1)

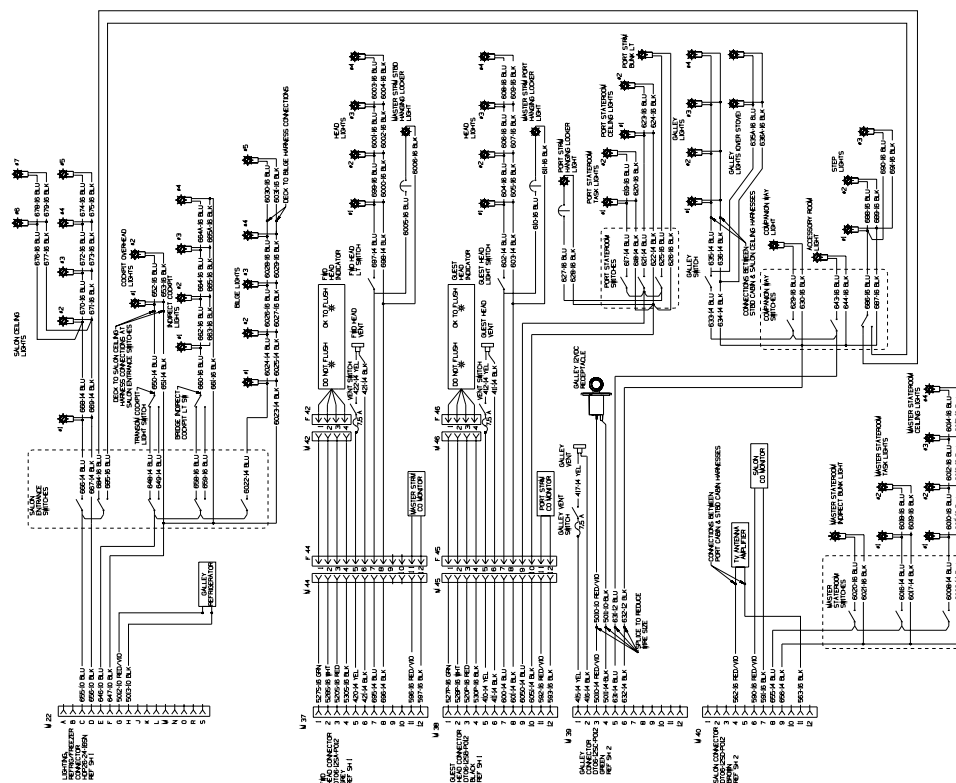


Drawing No. 09-602 (1 Of 2)



SECTION 6 • ELECTRICAL SYSTEM

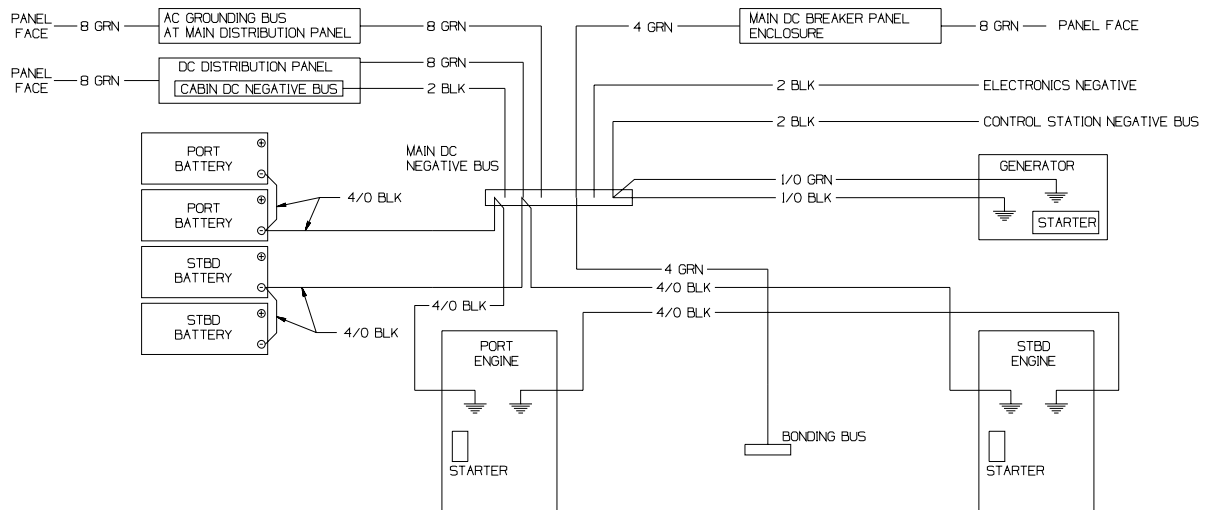
CABIN DC WIRING SCHEMATIC (FIG. 6.43.1)



Drawing No. 09-602 (2 of 2)

SECTION 6 • ELECTRICAL SYSTEM

MAIN NEGATIVES, GROUNDING & BONDING SCHEMATIC
(FIG. 6.44.1)

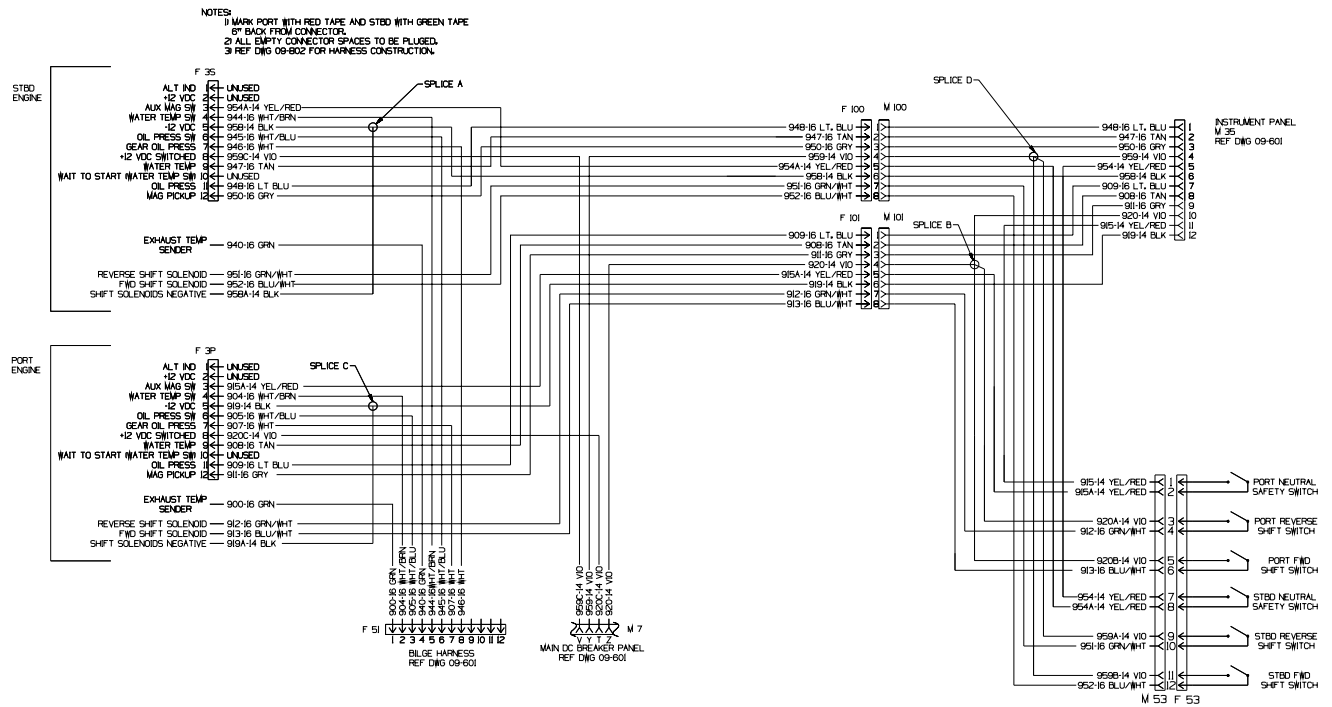


Drawing No. 09-603



SECTION 6 • ELECTRICAL SYSTEM

ENGINE HARNESS SCHEMATIC
(FIG. 6.45.1)

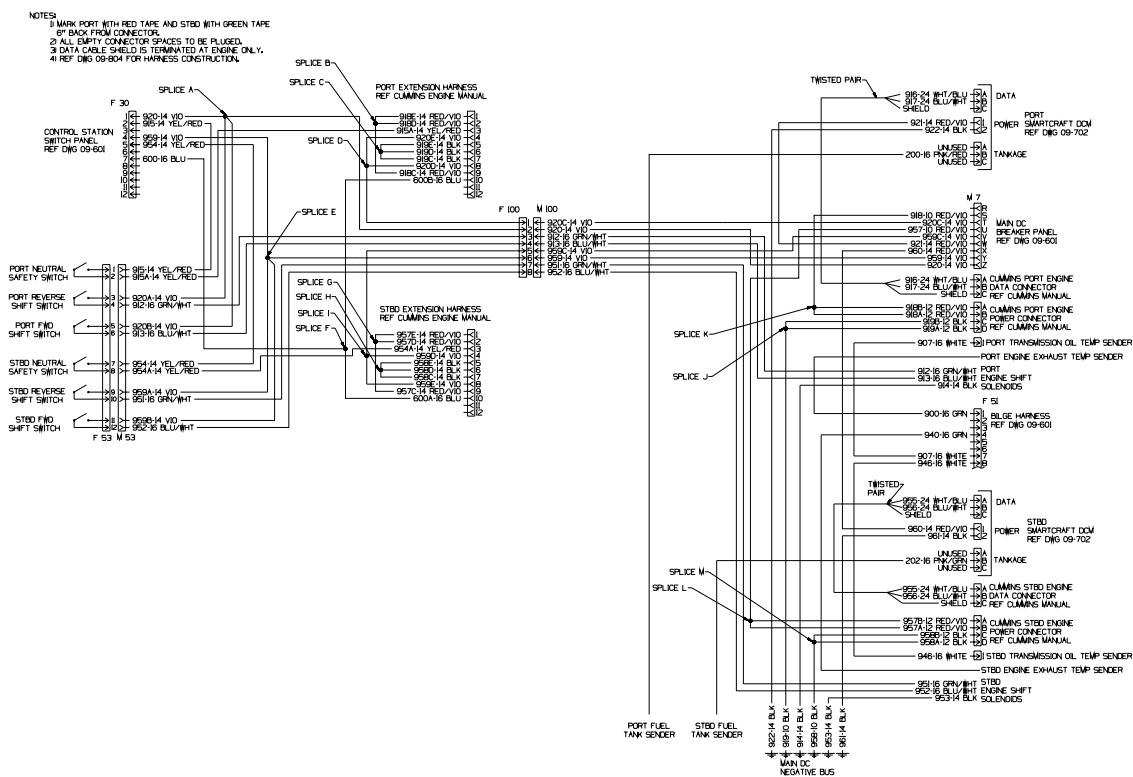


Drawing No. 09-604 (1 of 2)



SECTION 6 • ELECTRICAL SYSTEM

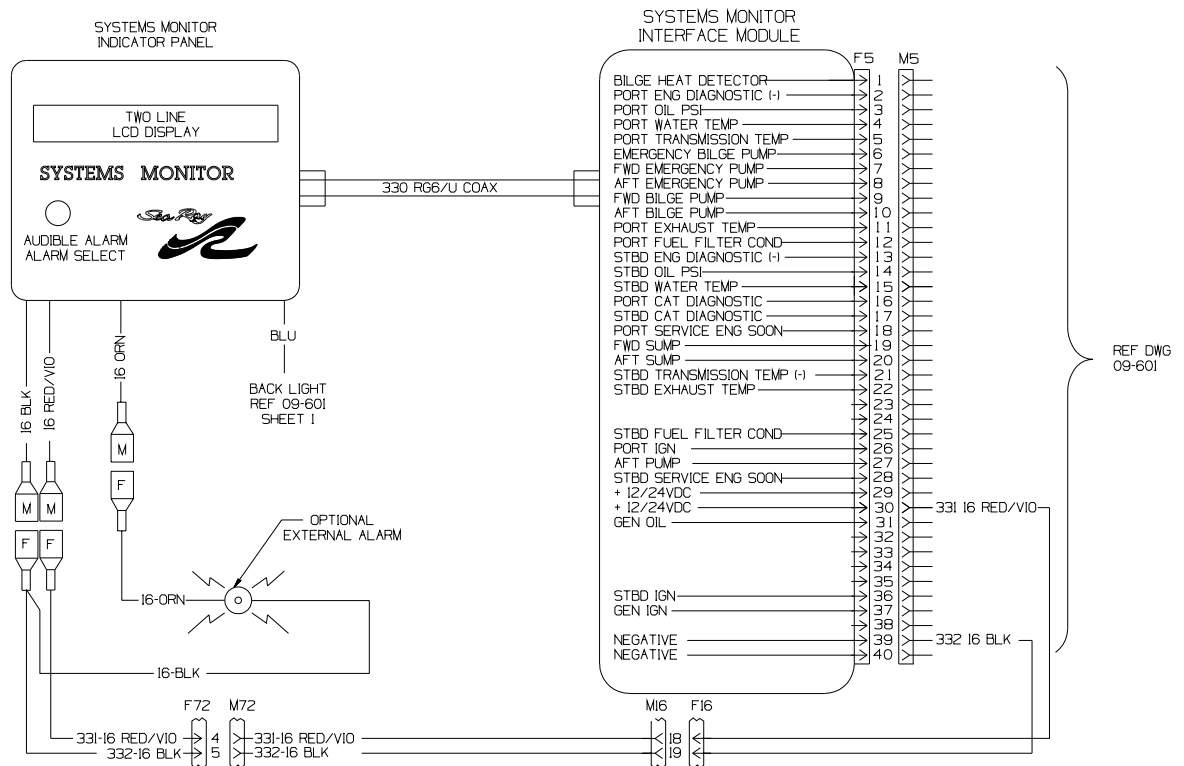
ENGINE HARNESS SCHEMATIC (FIG. 6.46.1)



Drawing No. 09-604 (2 OF 2)

SECTION 6 • ELECTRICAL SYSTEM

SYSTEMS MONITOR WIRING DIAGRAM
(Fig. 6.47.1)

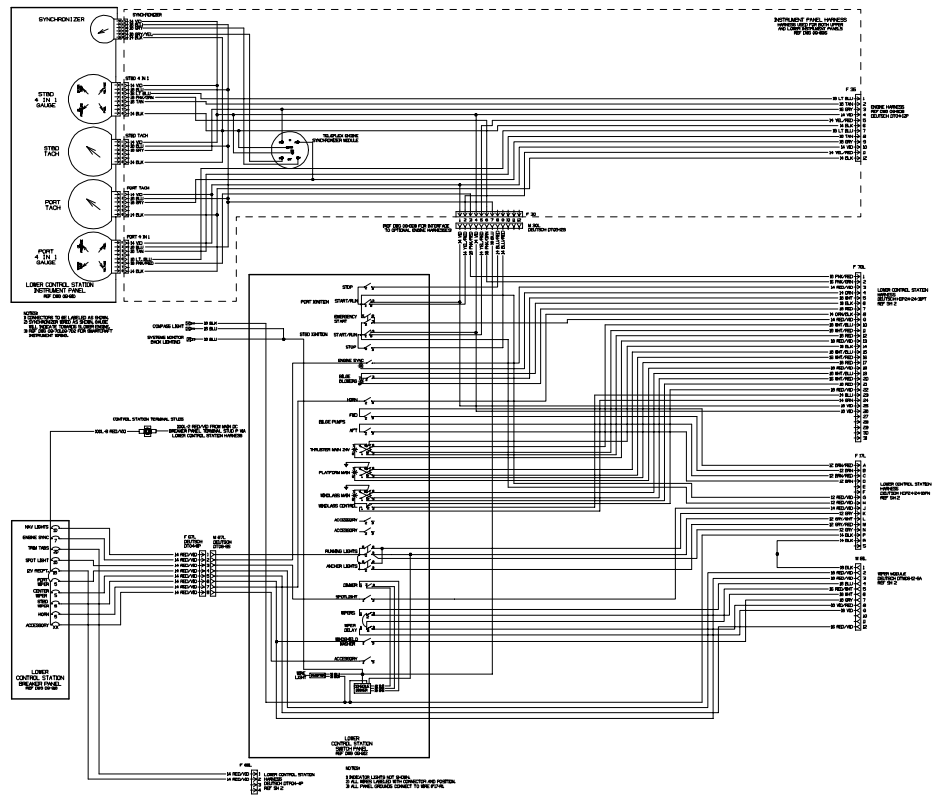


Drawing No. 09-606 (1 of 2)



SECTION 6 • ELECTRICAL SYSTEM

DC Wiring Schematic (Lower Control Station)
(Fig. 6.48.1)

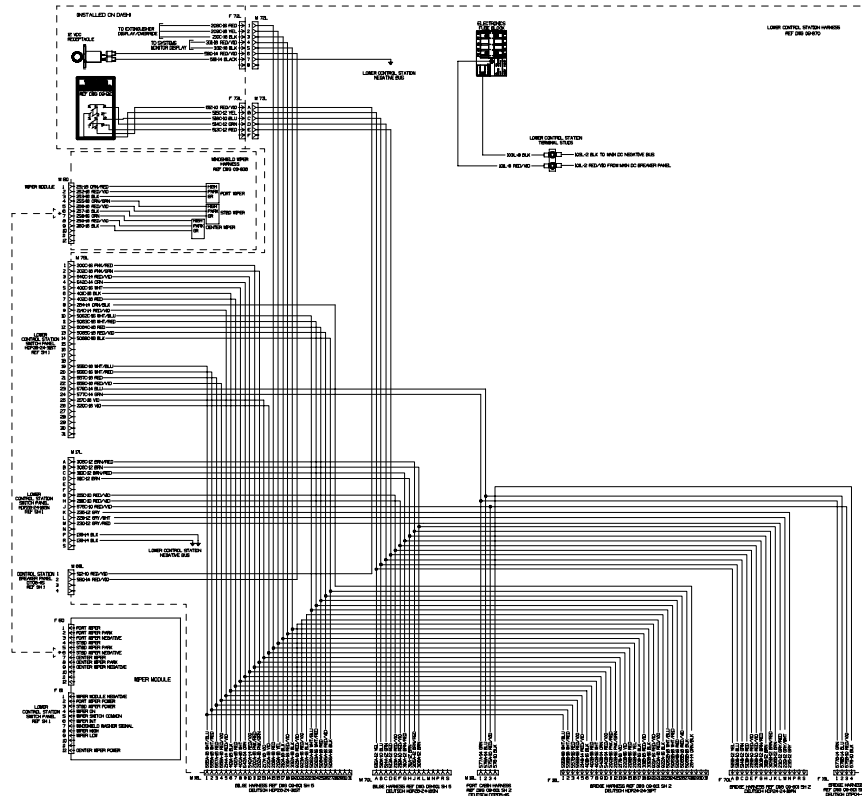


Drawing No. 09-605 (1 of 2)



SECTION 6 • ELECTRICAL SYSTEM

DC WIRING SCHEMATIC (LOWER CONTROL STATION)
(FIG. 6.49.1)

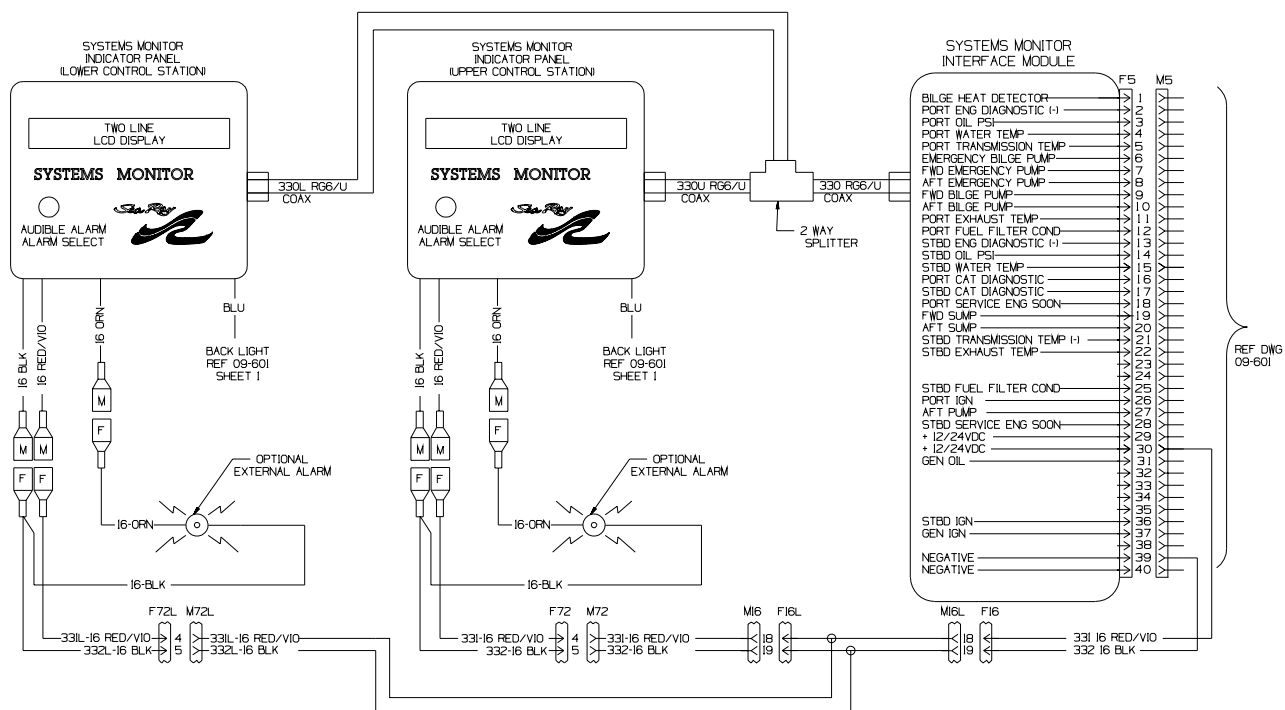


Drawing No. 09-605 (2 of 2)



SECTION 6 • ELECTRICAL SYSTEM

SYSTEMS MONITOR WIRING DIAGRAM (OPTIONAL LOWER CONTROL STATION)
(FIG. 6.50.1)



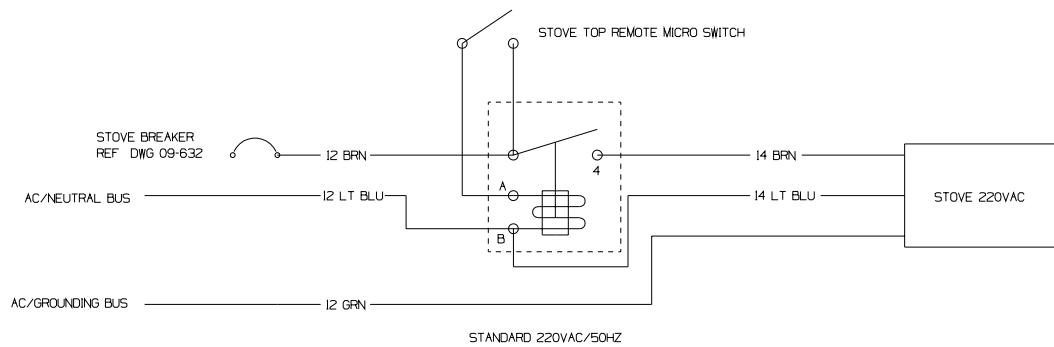
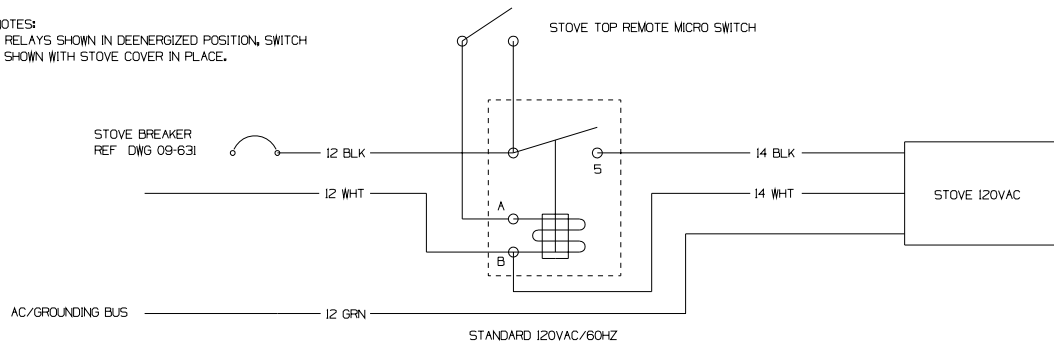
Drawing No. 09-606 (2 of 2)



SECTION 6 • ELECTRICAL SYSTEM

STOVE TOP SWITCH SCHEMATIC
(Fig. 6.51.1)

NOTES:
1) RELAYS SHOWN IN DEENERGIZED POSITION, SWITCH
SHOWN WITH STOVE COVER IN PLACE.

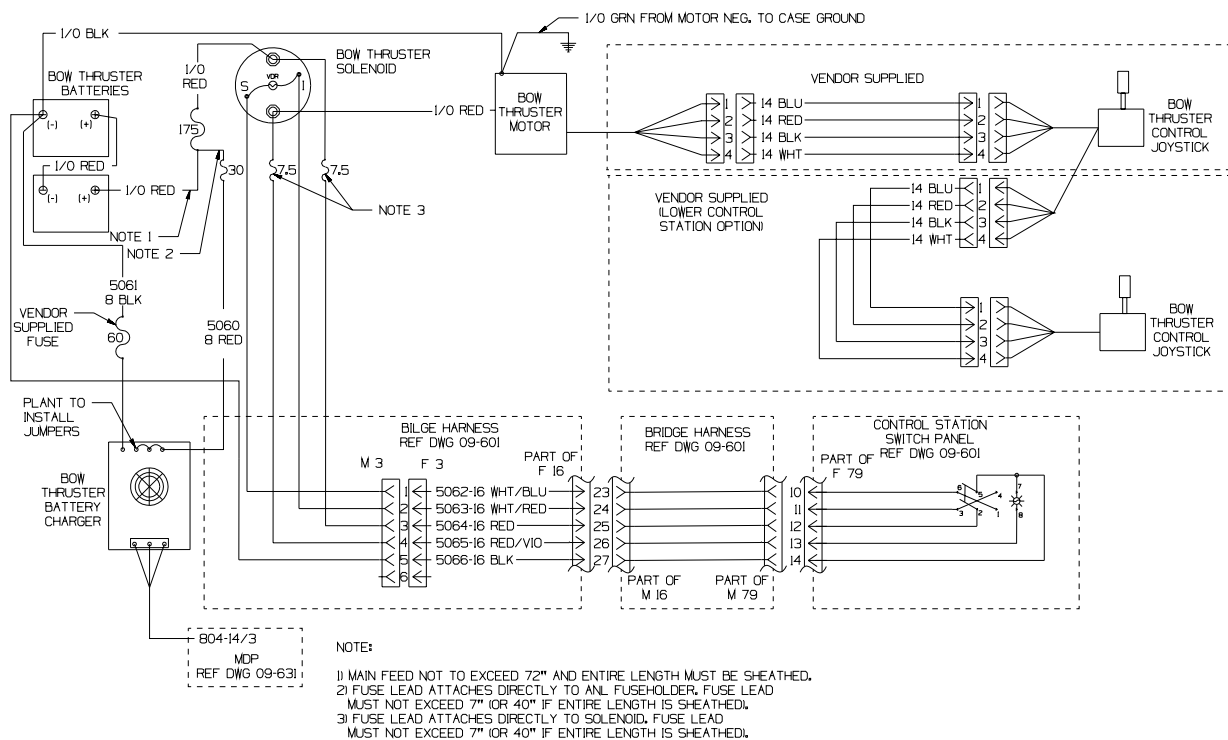


Drawing No. 09-607



SECTION 6 • ELECTRICAL SYSTEM

BOW THRUSTER SCHEMATIC
(FIG. 6.52.1)

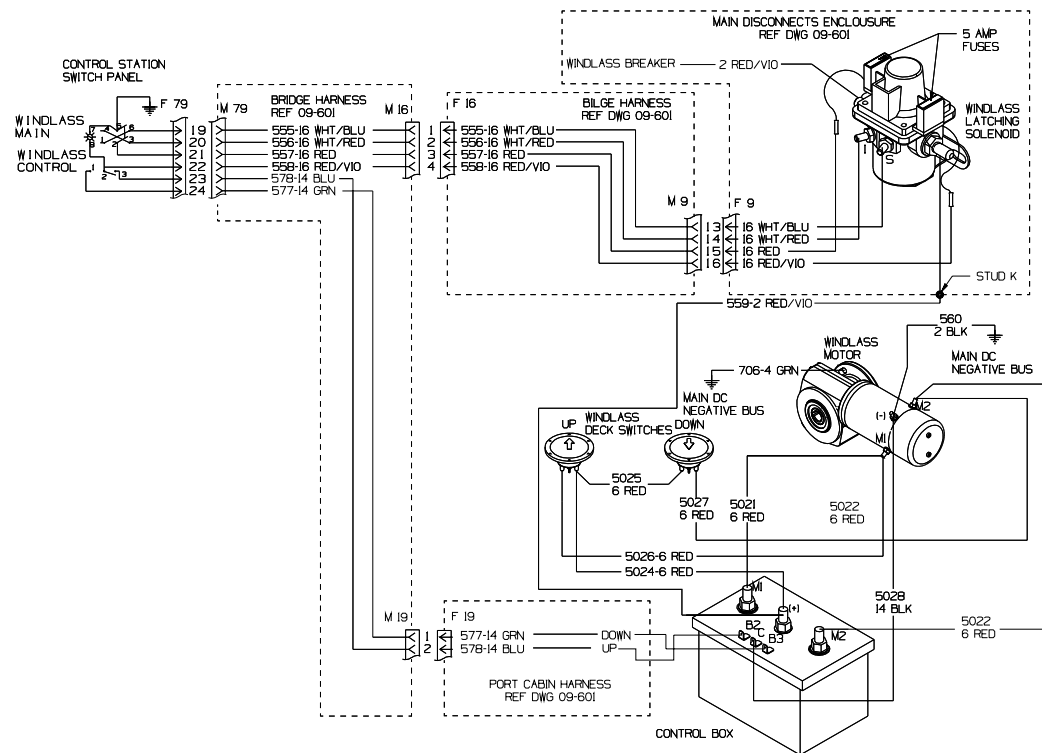


Drawing No. 09-609



SECTION 6 • ELECTRICAL SYSTEM

WINDLASS SCHEMATIC
(Fig. 6.53.1)

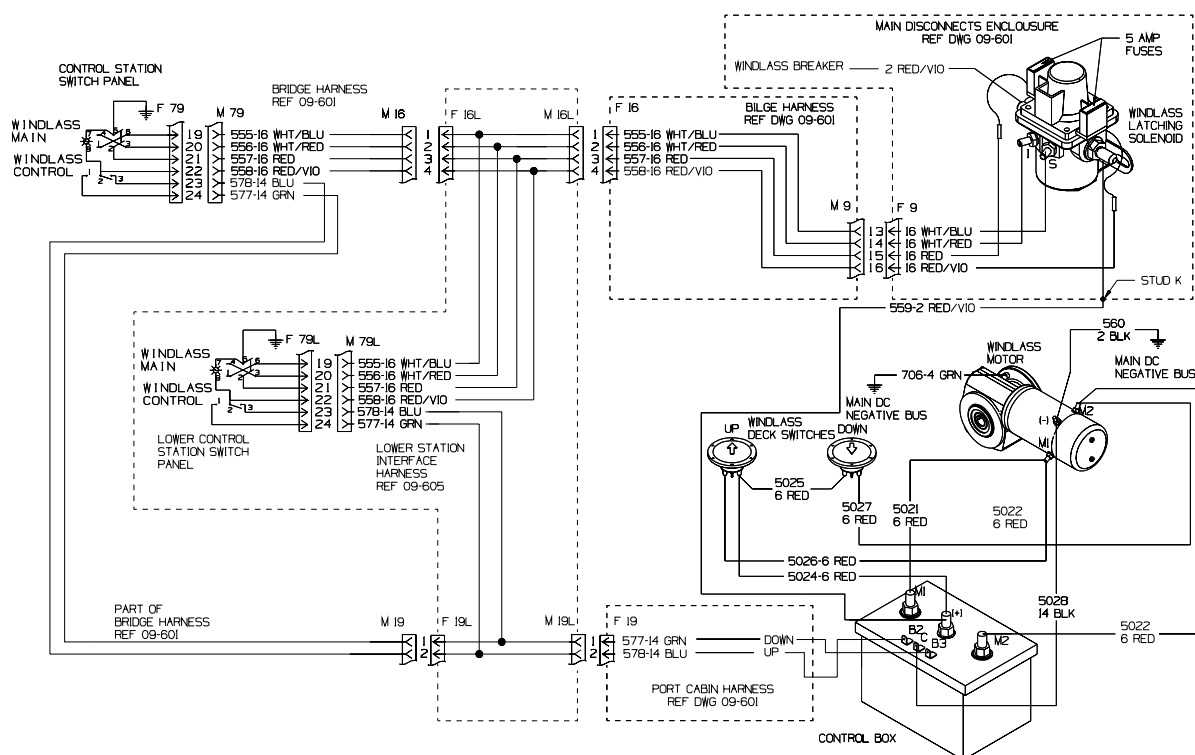


Drawing No. 09-610 (1 of 2)



SECTION 6 • ELECTRICAL SYSTEM

WINDLASS SCHEMATIC (OPTIONAL LOWER CONTROL STATION)
(FIG. 6.54.1)

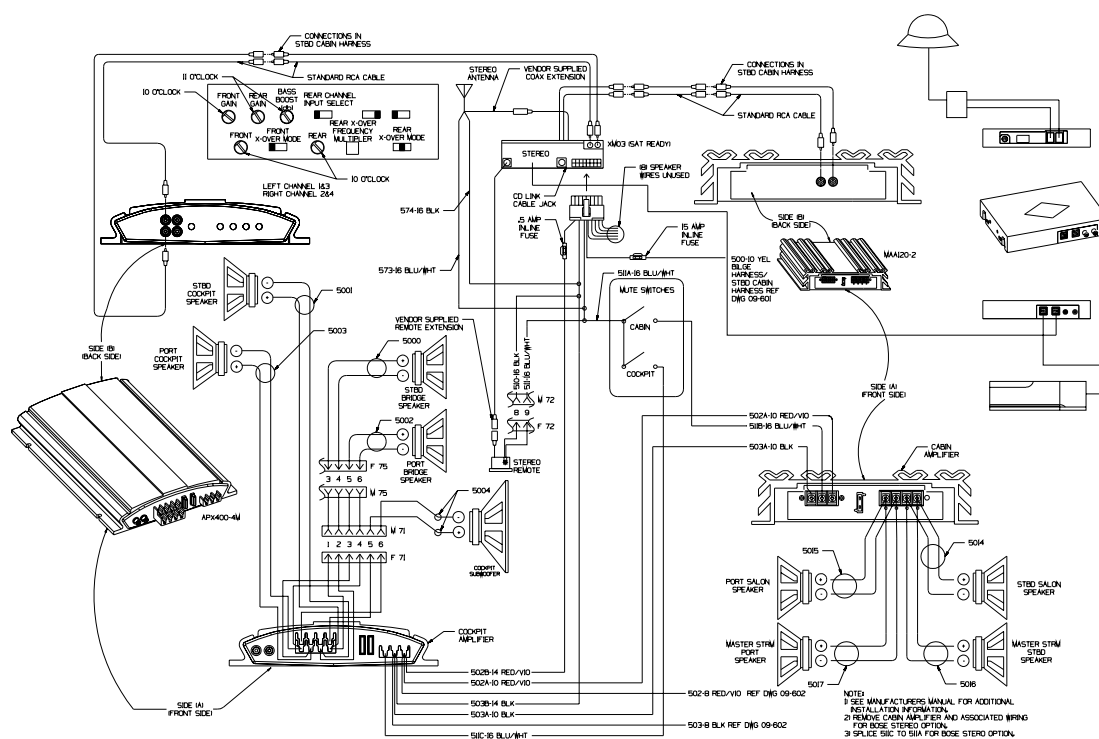


Drawing No. 09-610 (2 of 2)



SECTION 6 • ELECTRICAL SYSTEM

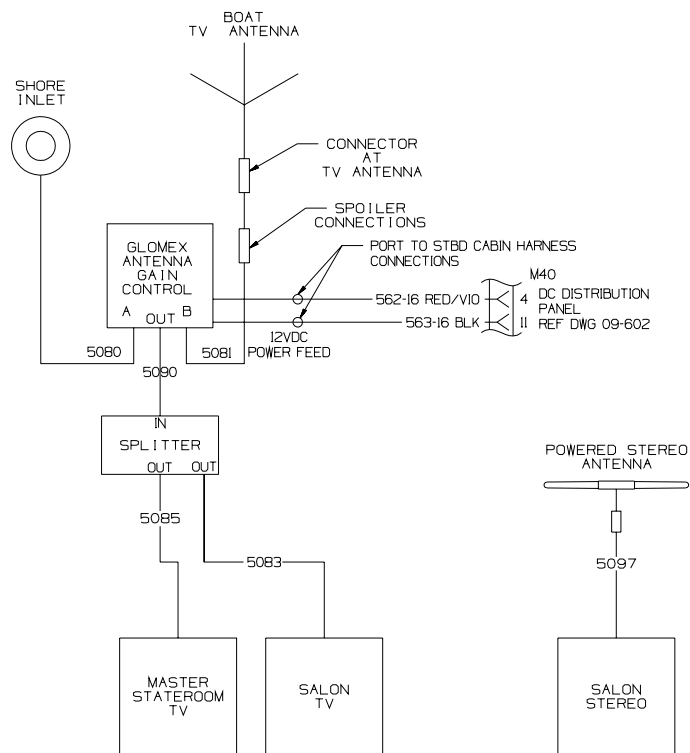
STEREOWIRING SCHEMATIC
(FIG. 6.55.1)



Drawing No. 09-611

SECTION 6 • ELECTRICAL SYSTEM

TV & STEREO ANTENNA SCHEMATIC
(Fig. 6.56.1)

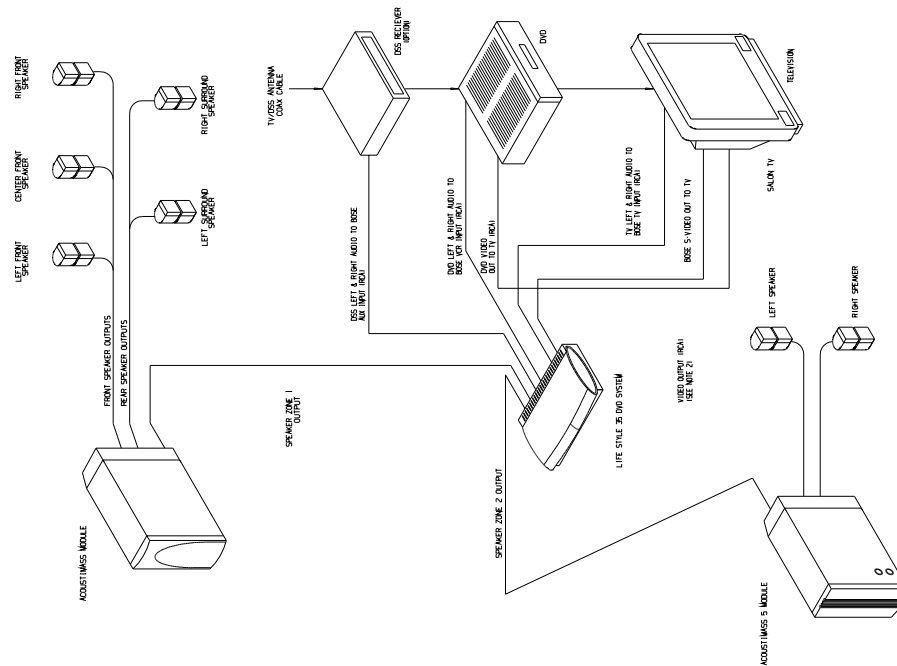


Drawing No. 09-613



SECTION 6 • ELECTRICAL SYSTEM

STEREO SYSTEM SCHEMATIC
(FIG. 6.57.1)



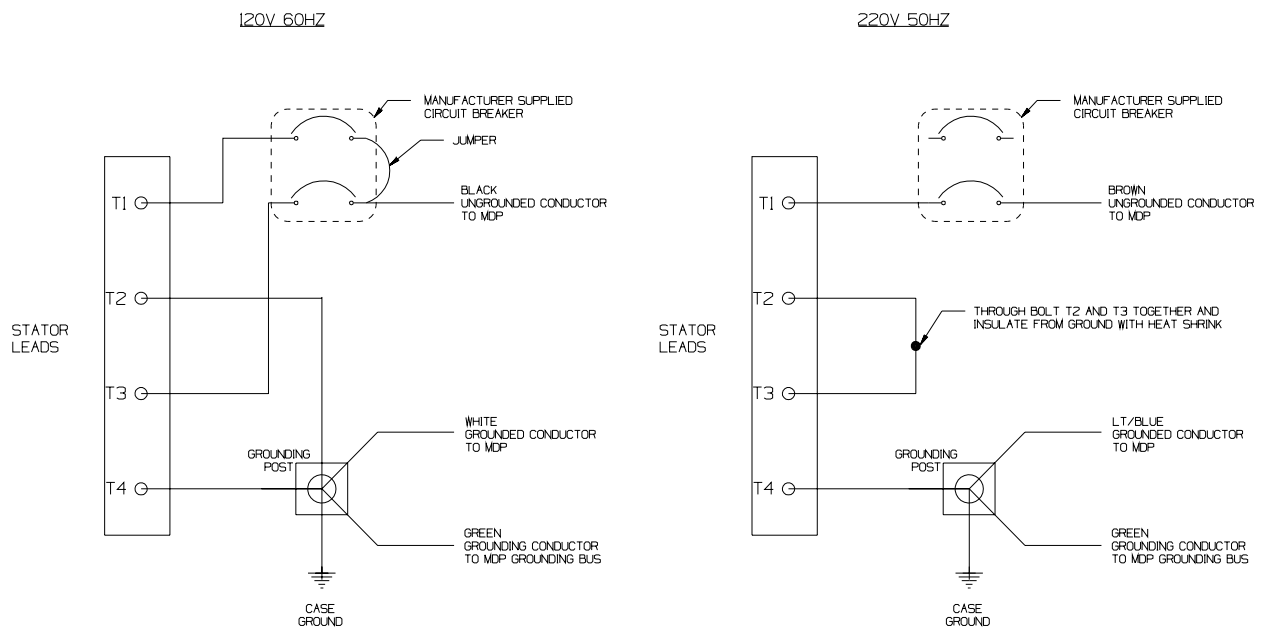
WIRE
1: CONNECTING AS SHOWN.
2: REFER TO BOSE INSTALLATION GUIDE FOR MANUFACTURER'S
RECOMMENDATIONS ON SPEAKER CONFIGURATION.

Drawing No. 09-615



SECTION 6 • ELECTRICAL SYSTEM

ONAN HIGH VOLTAGE SCHEMATIC
(FIG. 6.58.1)



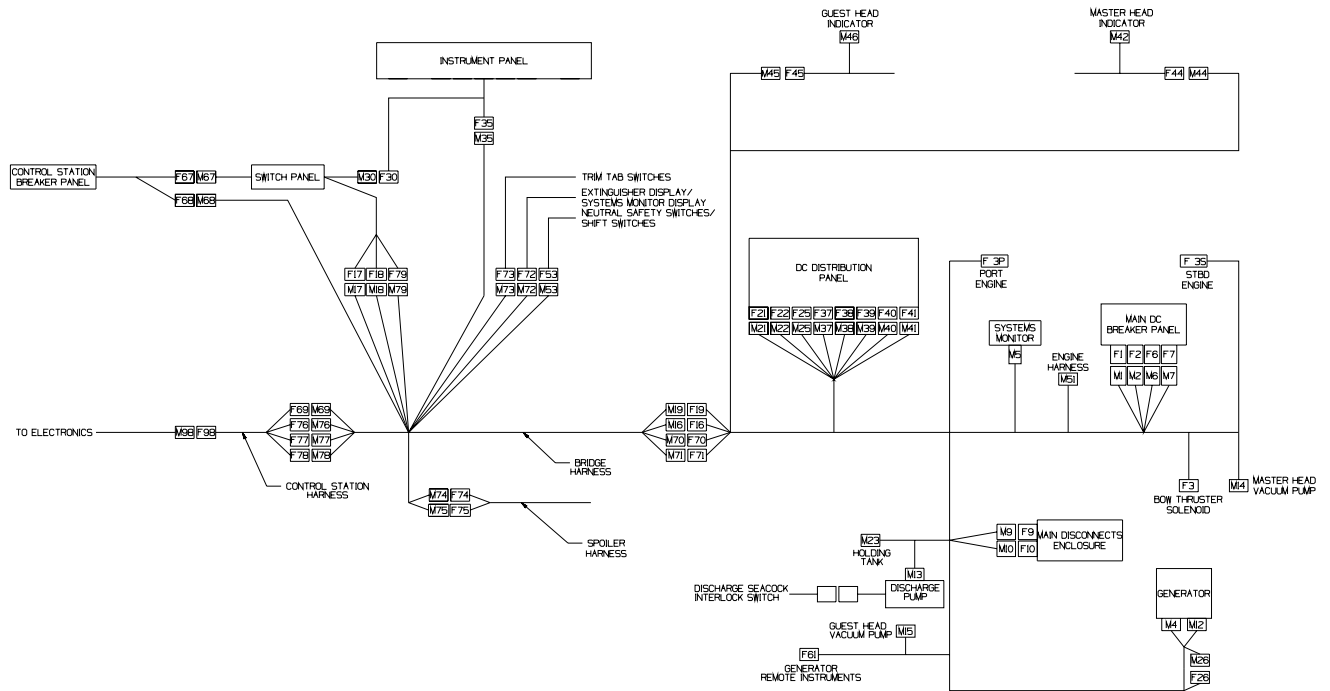
NOTES:
1) REFER TO INSTALLATION MANUAL FOR INSTRUCTIONS
ON FREQUENCY ADJUSTMENTS

Drawing No. 09-618



SECTION 6 • ELECTRICAL SYSTEM

INTERCONNECT SCHEMATIC
(FIG. 6.59.1)

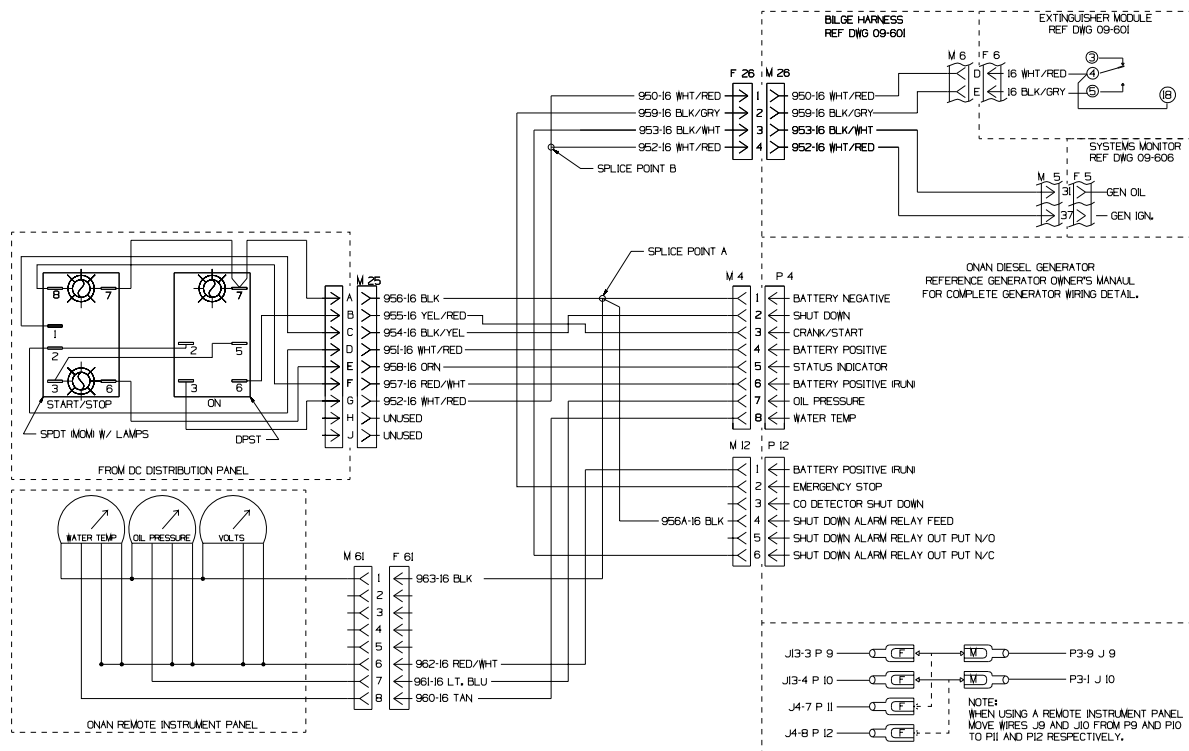


Drawing No. 09-622



SECTION 6 • ELECTRICAL SYSTEM

GENERATOR SCHEMATIC
(FIG. 6.60.1)

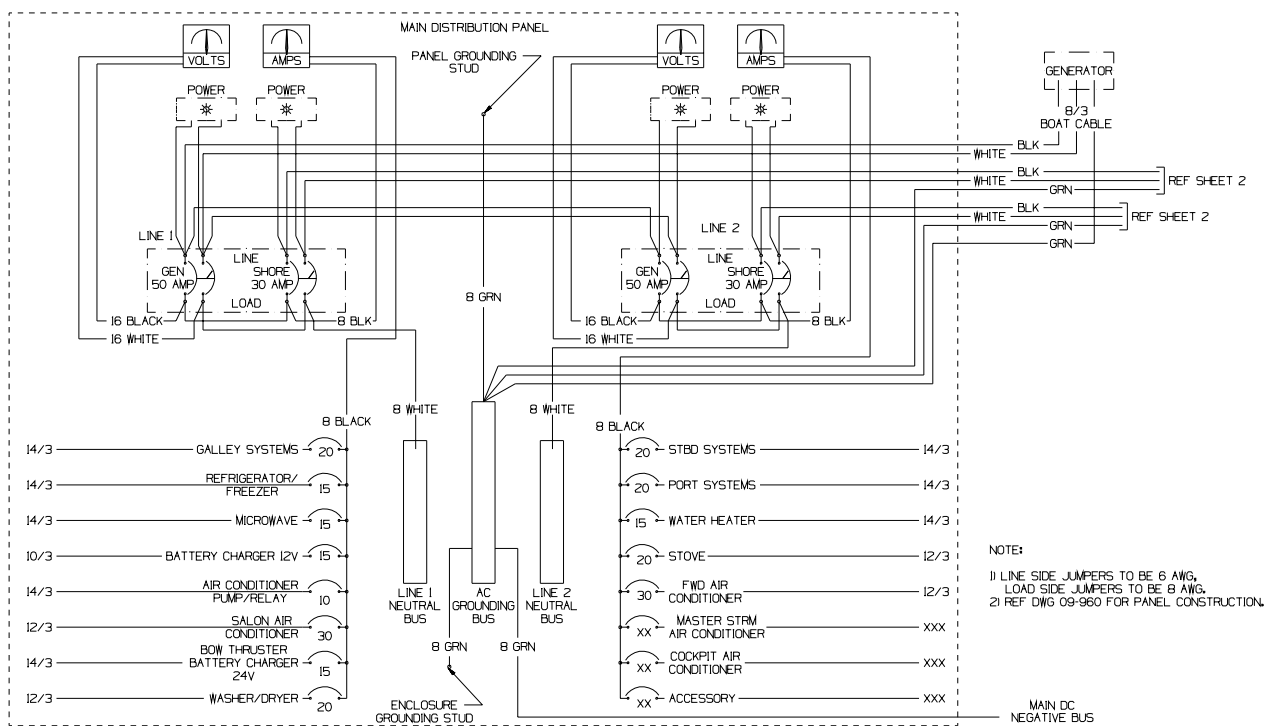


Drawing No. 09-624



SECTION 6 • ELECTRICAL SYSTEM

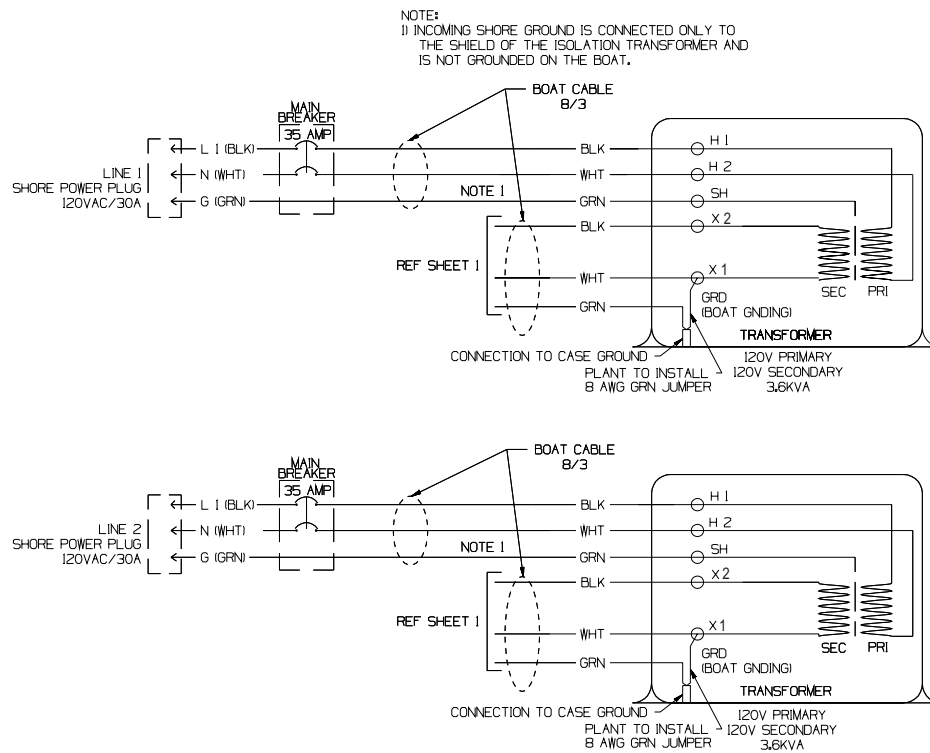
AC SYSTEM SCHEMATIC
(FIG. 6.61.1)



Drawing No. 09-631 (1 of 2)

SECTION 6 • ELECTRICAL SYSTEM

AC SYSTEM SCHEMATIC
(FIG. 6.62.1)

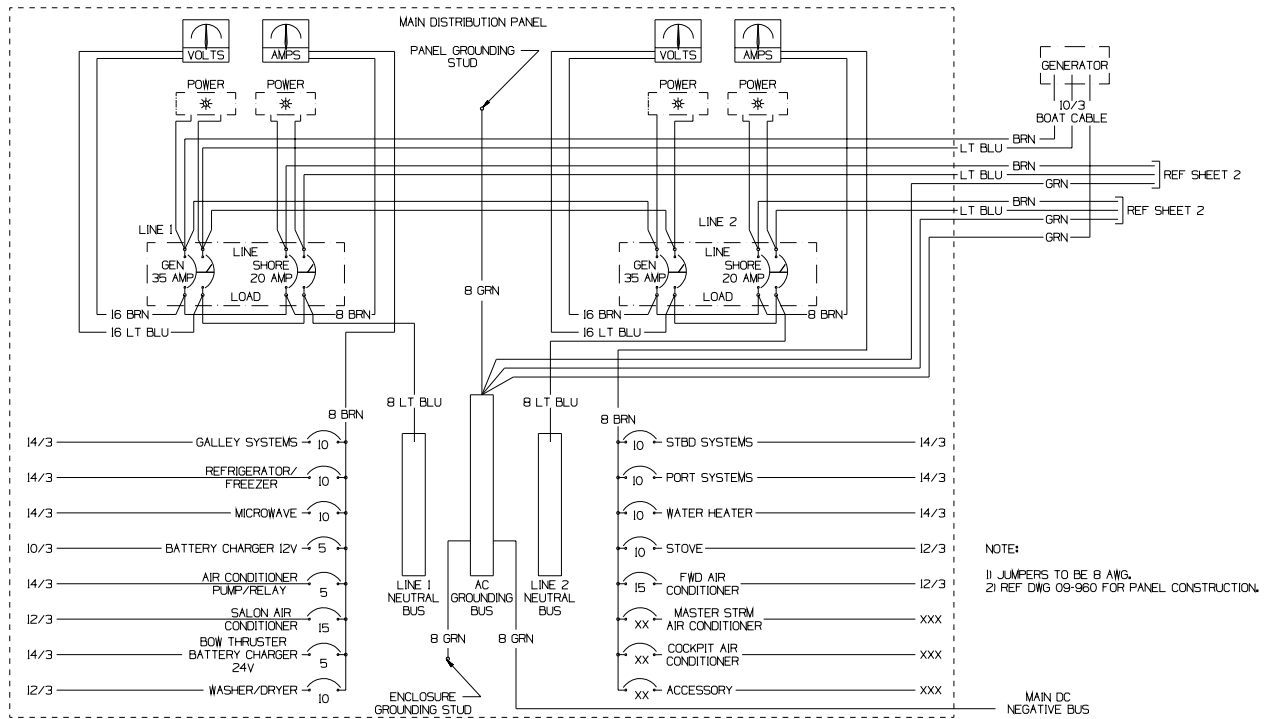


Drawing No. 09-631 (2 of 2)



SECTION 6 • ELECTRICAL SYSTEM

AC SYSTEM SCHEMATIC (220/50HZ OPTION)
(FIG. 6.63.1)

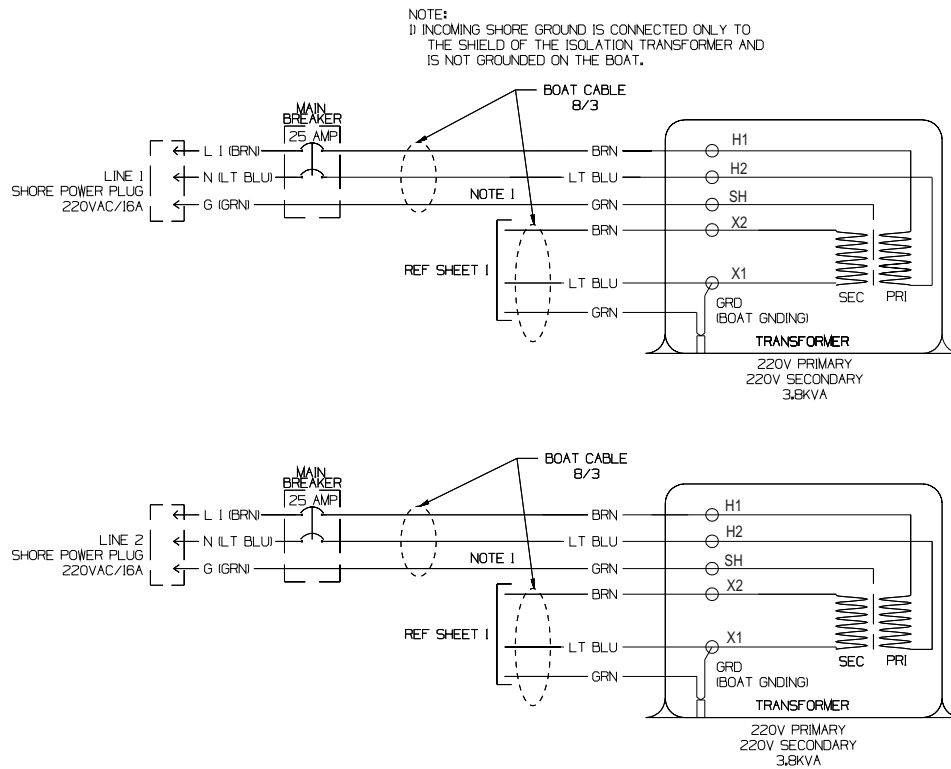


Drawing No. 09-632 (1 of 2)



SECTION 6 • ELECTRICAL SYSTEM

AC SYSTEM SCHEMATIC (220/50HZ OPTION)
(FIG. 6.64.1)

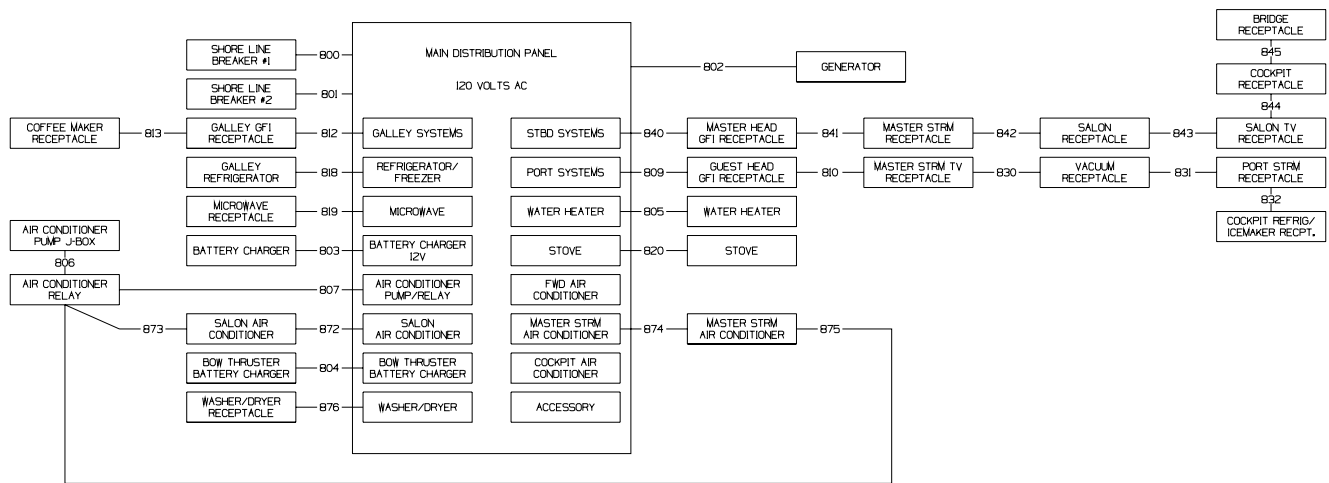


Drawing No. 09-632 (2 of 2)



SECTION 6 • ELECTRICAL SYSTEM

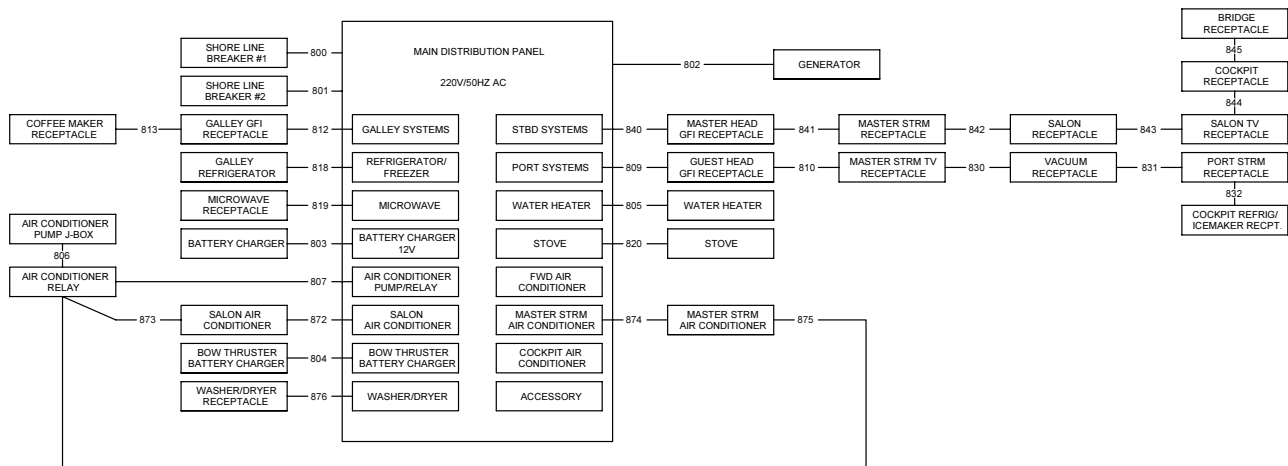
AC SYSTEM WIRING DIAGRAM
(FIG. 6.65.1)



Drawing No. 09-640



AC SYSTEM WIRING DIAGRAM (240V/50HZ EURO OPTION)
(FIG. 6.66.1)

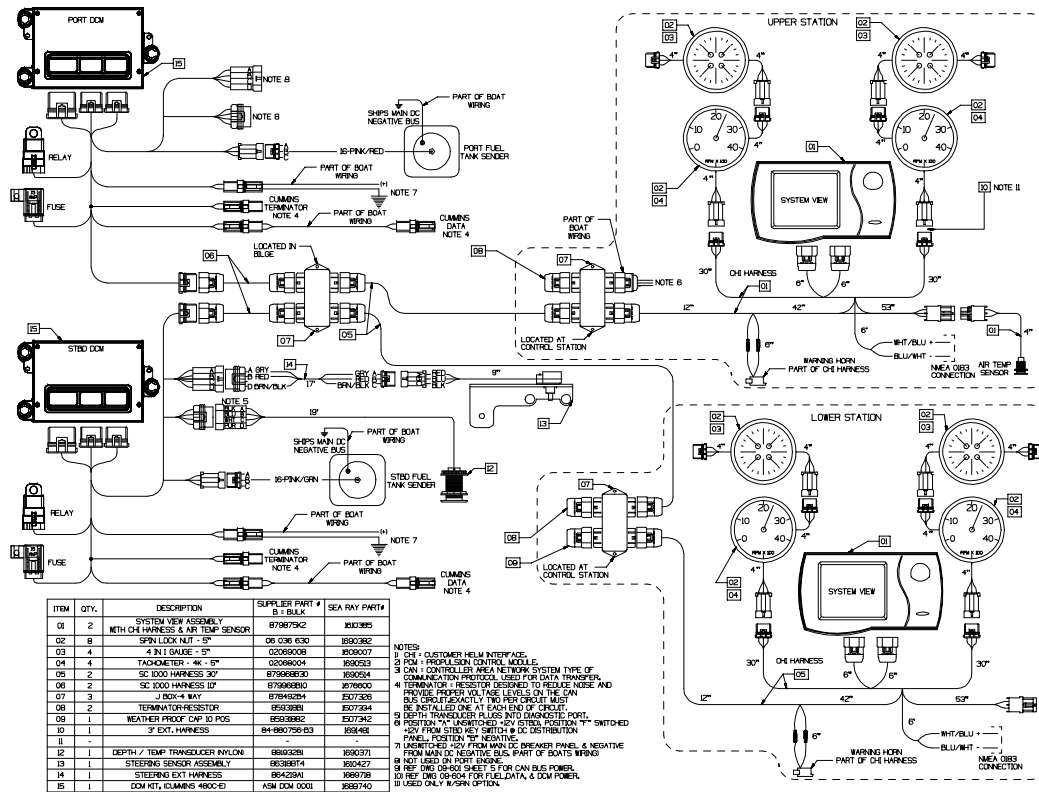


Drawing No. 09-641



SECTION 6 • ELECTRICAL SYSTEM

AC SYSTEM WIRING DIAGRAM (240V/50HZ EURO OPTION)
(Fig. 6.67.1)

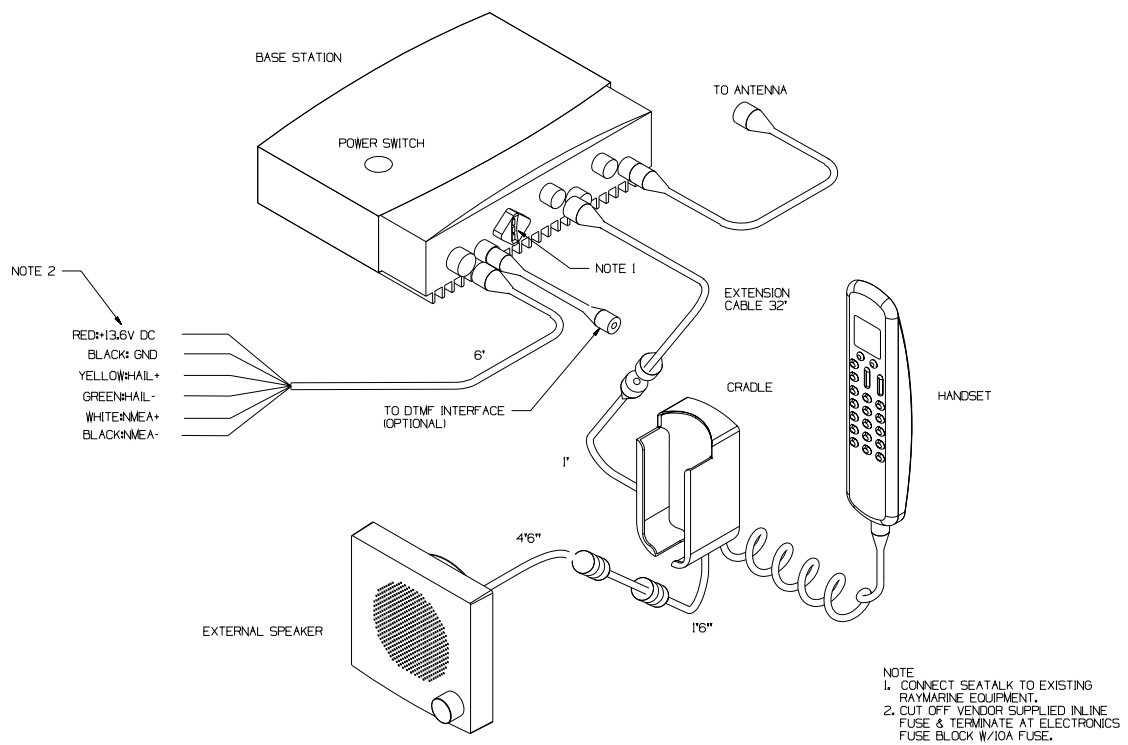


Drawing No. 09-702



SECTION 6 • ELECTRICAL SYSTEM

VHS INTERCONNECT DIAGRAM
(FIG. 6.68.1)

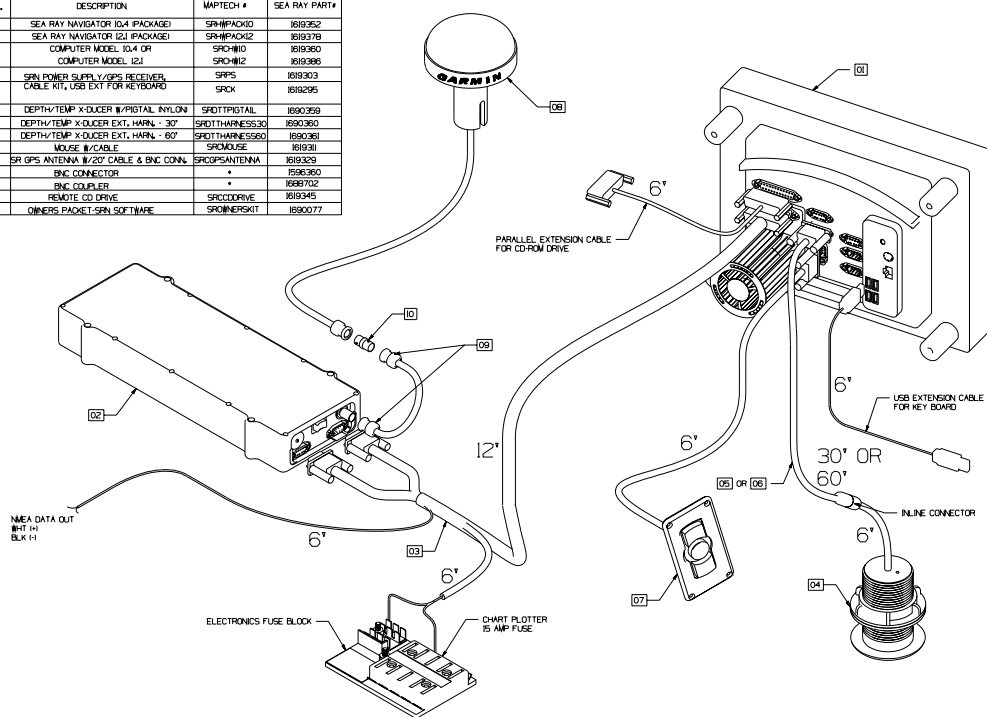


Drawing No. 09-750

SECTION 6 • ELECTRICAL SYSTEM

SEA RAY NAVIGATOR DIAGRAM
(FIG. 6.69.1)

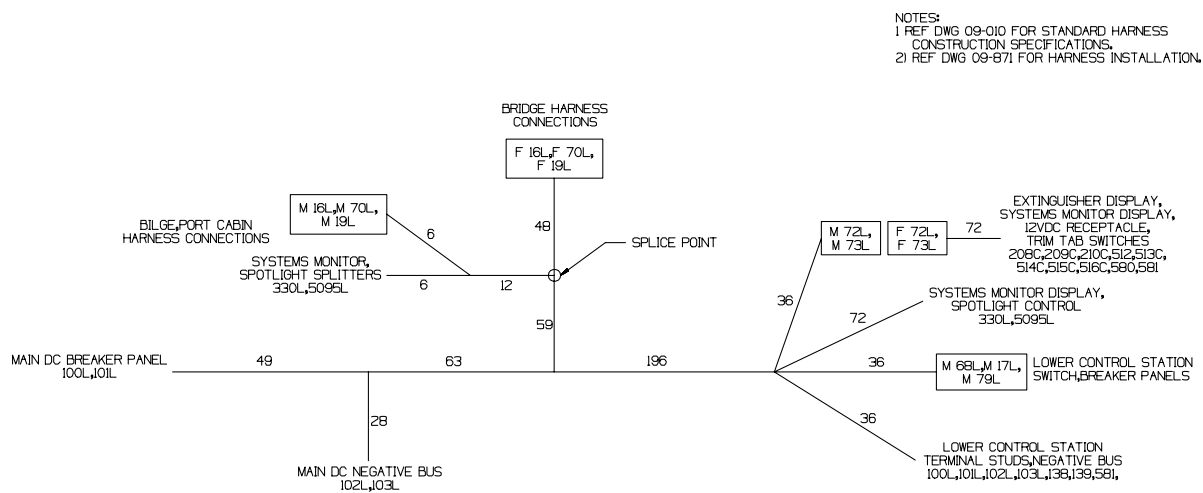
ITEM	QTY.	DESCRIPTION	MAPTECH #	SEA RAY PART #
1	1	SEA RAY NAVIGATOR (24 PACKAGE)	SRNPAK20	1691262
1	1	SEA RAY NAVIGATOR (24 PACKAGE)	SRNPAK22	1691278
01	1	COMPUTER MON. 15.4" CRT	SRM154	1691286
		COMPUTER MON. 12.5"	SRM125	1691286
02	1	SRN POWER SUPPLY (GPS RECEIVER)	SRPS	1691303
03	1	CABLE KIT, USB EXT FOR KEYBOARD	SRCK	1691205
04	1	DEPTH/TEMP X-DUCER (SPIRITAL NYLON)	SPDTHTEMP	1691059
05	1	DEPTH/TEMP X-DUCER EXT. HARN. - 30'	SPDTHHARN30	1691360
06	1	DEPTH/TEMP X-DUCER EXT. HARN. - 60'	SPDTHHARN60	1691361
07	1	MOUSE (CABLE)	SRMOUSE	1691251
08	1	SR GPS ANTENNA (CABLE & BNC CONN)	SRGPSANTENNA	1691362
09	2	BNC CONNECTOR		1691360
10	1	BNC COUPLER		1691272
11	1	REMOTE CD DRIVE	SRCDRIVE	1691245



Drawing No. 09-751

SECTION 6 • ELECTRICAL SYSTEM

SEA RAY NAVIGATOR DIAGRAM
(FIG. 6.70.1)



Drawing No. 09-870 (6 of 6)



SECTION 7 • ACCESSORIES AND OPTIONS

1. LAYOUT AND ACCESSORIES

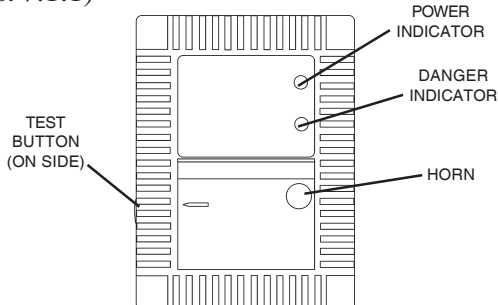
Figures 7.18.1 and 7.19.1 identify the location and arrangement of the equipment and components on your yacht. We strongly suggest that you walk through your yacht, locate the features illustrated, and become familiar with their operation and maintenance.

2. CARBON MONOXIDE MONITORS

The 44 DB is equipped with carbon monoxide (CO) monitors throughout the boat (See Section 2, *General Boat Arrangement*, page 2.26 for location of CO Monitors). The CO monitor is an electronic instrument that detects carbon monoxide. When there is a build-up of CO in any room, the monitor in that room will alert the occupants by a flashing a DANGER light and sounding an alarm.

It is important that you read and understand the CO monitor information and operating

CARBON MONOXIDE MONITOR
(FIG. 7.1.1)



DANGER

Actuation of the CO monitor indicates the presence of carbon monoxide which can be FATAL.

EVACUATE THE PREMISES IMMEDIATELY. DO A HEAD COUNT TO CHECK THAT ALL PERSONS ARE ACCOUNTED FOR. CALL THE NEAREST FIRE DEPARTMENT AND ASK THEM TO DETERMINE THE SOURCE OF CARBON MONOXIDE. DO NOT REENTER PREMISES UNTIL IT HAS BEEN AIRED OUT AND THE PROBLEM IS CORRECTED.

CAUTION

This detector will only indicate the presence of carbon monoxide gas at the sensor. Carbon monoxide may be present in other areas.

instructions. It is extremely important that you become familiar with the CO monitor and its functions.

A. TESTING THE CO MONITOR

Test the monitors on your boat for at manufacturers required intervals by pushing the TEST button on the side of the unit. If the unit is operating correctly both audible and visual warning indicators will be activated.

CAUTION

To reduce the risk of carbon monoxide poisoning, test the monitor operation when not in use for 10 days or more.

REFER TO THE MANUFACTURER'S INSTRUCTION MANUAL IN THE OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

3. AIR CONDITIONING & HEATING

The 44 DB air conditioning/heating system consists of two (2) standard air conditioning/heating units, a raw water pump with seacock and strainer and a relay unit so the water pump will be activated by demand when any AC unit comes on.

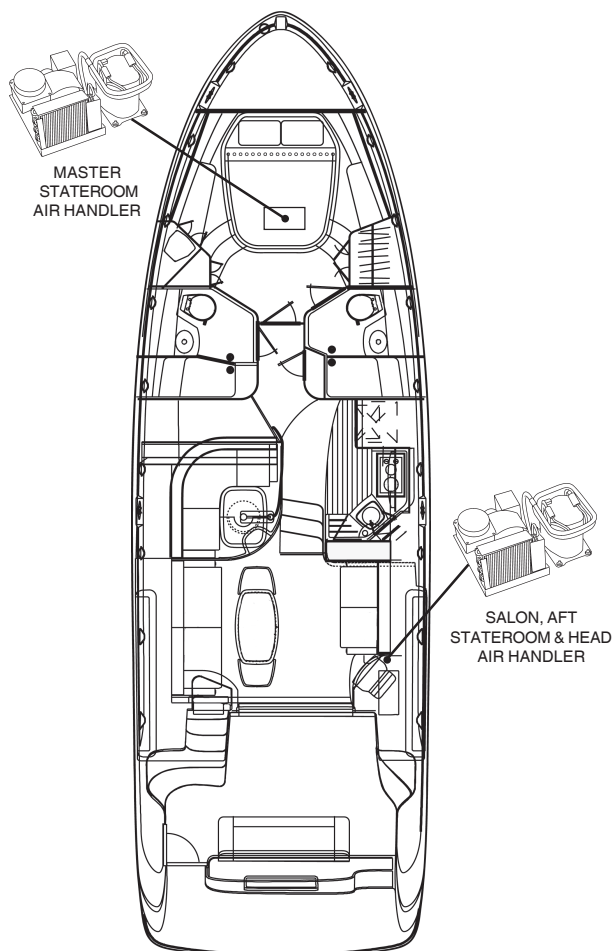
Care should be taken so as not to stow items around the air handlers that may block the return air grill or damage the freon lines running to the compressor. The air filters for each unit should be removed and cleaned periodically to assure fresh, clean air circulation and to reduce stress on the unit.

The master stateroom unit is a 16,000 BTU unit located under the the bunk. This unit also services



SECTION 7 • ACCESSORIES AND OPTIONS

AIR CONDITIONING/HEATING LOCATIONS
(FIG. 7.2.1)



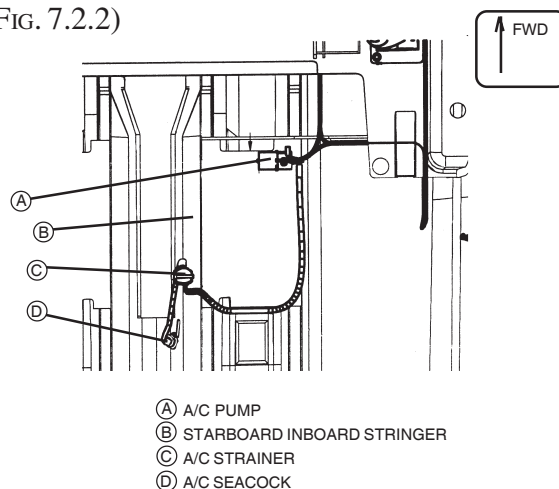
the port stateroom and guest head. The controls for the unit are located on the master stateroom port hanging closet wall. The removable air filter can be accessed by lifting the hatch under the bottom of the bunk mattress.

The salon unit is a 16,000 BTU unit which is located on the starboard side, aft of the sofa under the entertainment cabinet. The controls for the unit are located on the forward wall of the entertainment cabinet on the starboard side of the salon. The removable air filter is located on the face of the unit.

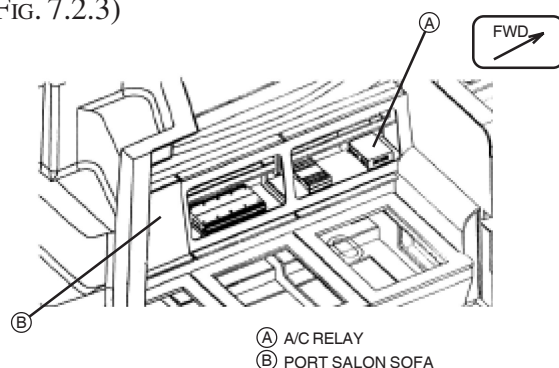
The system is cooled to maintain optimal operating temperature by the raw water pump located in the

starboard bilge forward of the water heater. The pump draws water through a seacock and filters it through a sea water strainer. The water passes through each compressor cooling the condensing coils, then flows overboard through the thru-hull vents. (The sea water strainer should be inspected frequently and cleaned out when plugged. To clean strainer, refer to Section 4- *Bilge & Underwater Gear*, pg. 4.12, Seacocks & Strainers). The relay control unit is located behind the forward cushion of the port salon sofa.

A/C COMPONENTS
(FIG. 7.2.2)



A/C RELAY
(FIG. 7.2.3)



The condensation drains for the compressor units connect to the cabin sump through the common drain.



SECTION 7 • ACCESSORIES AND OPTIONS

A. TO START SYSTEM:

1. Make sure the seacock for the cooling water pump is open.
2. Turn ON the AIR CONDITIONER PUMP/RELAY circuit breaker on the main AC distribution panel. Turn ON each A/C UNIT circuit breaker located on the same panel.
3. Refer to air conditioner owner's manual in the owner's packet for instructions on operation of the control panels.

REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

4. WATER SYSTEM

The fresh water system consists of a 120 gallon (454.24 liter) water tank, a 12 volt water pump, water heater and accumulator tank.

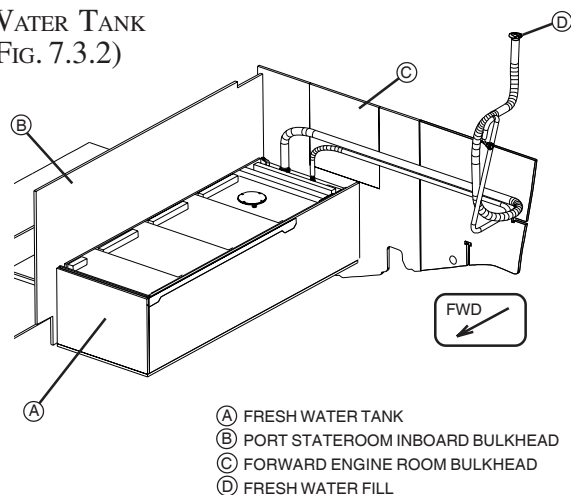
The fresh water system is activated by the FRESH WATER PUMP breaker on the Main DC Distribution Panel. The breaker must be ON to operate the head, shower, ice maker, fresh water washdowns and

faucets. The hot and cold water lines throughout the boat are color coded: RED (hot) and BLUE (cold).

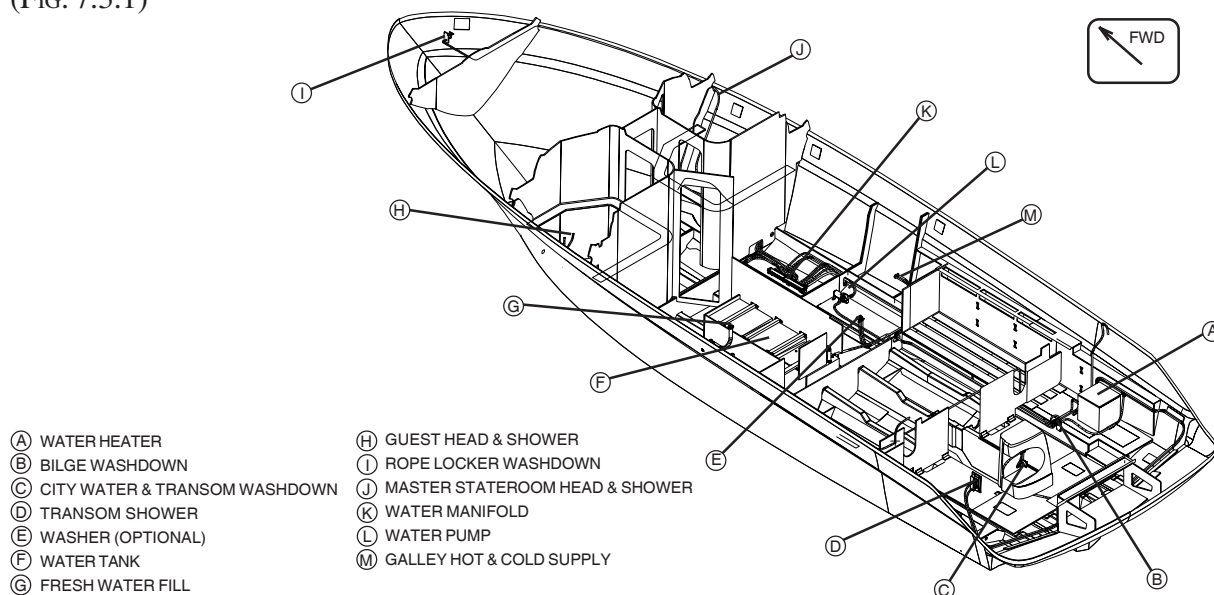
A. WATER TANK

The 120 gallon water tank is located beneath the starboard bunk in the port stateroom. To check the water level in the tank, press the water level switch on the DC Distribution Panel located in the salon. The lights will indicate the level of water in the tank.

WATER TANK
(FIG. 7.3.2)



FRESH WATER LINES ROUTING
(FIG. 7.3.1)



SECTION 7 • ACCESSORIES AND OPTIONS

FILLING THE WATER TANK

The water tanks are filled through a fill plate located on the port deck walkway. Fill the tanks only from a source known to provide safe, pure drinking water. To fill your water tanks you should use a plastic hose. Do not use a rubber hose; it can give the water a disagreeable flavor. The hose should be kept for filling use only. After using the hose it should be emptied. Start at one end and raise the hose to shoulder level and walk to the opposite end of the hose, allowing the remaining water to flow out. You should store your water tank filling hose in a clean dry place. It is also a good practice to cover the ends of the hose to keep the inside clean.

TO BEGIN INITIAL OPERATION:

1. Fill the water tank with potable water.
2. Switch the water pump breakers to the ON position.
3. One at a time, open all hot and cold faucets to bleed air from the water lines.
4. Once air has been eliminated from water lines, close faucets.
5. Shutting off the last faucet should cause the pump to shut off.

SANITIZING THE WATER SYSTEM

Although your dealer initially sanitizes the water system, if the system has not been used for a long period of time, or you suspect it may be contaminated, use a water treatment additive to sanitize the potable water system. Water treatment additives are available at marine/RV supply stores.

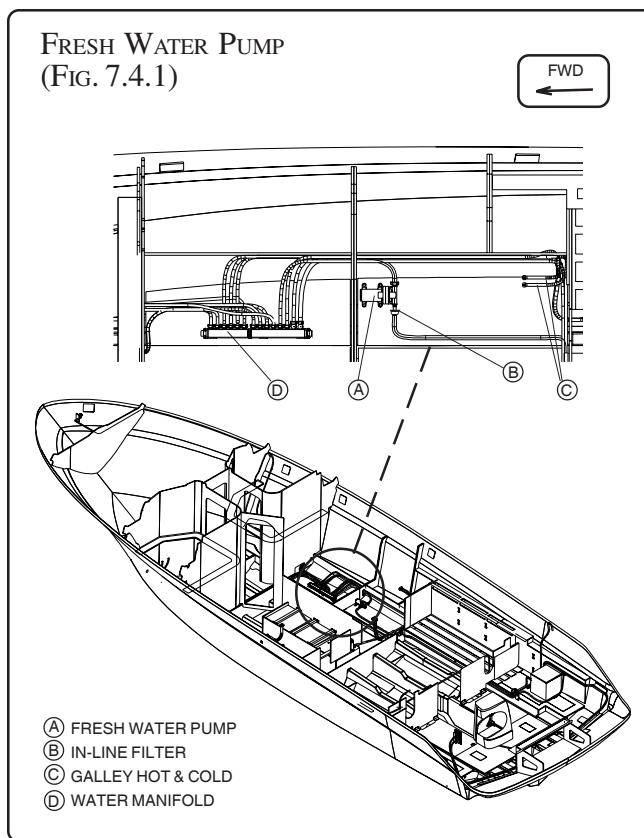
If water treatment additives are not available, adhere to the following procedure for complete sanitation of your potable water system.

1. Prepare a chlorine solution using one (1) gallon of water and one (1) cup Clorox or Purex household bleach (5% Hypochlorite solution). With tank empty, pour chlorine solution into tank, using one (1) gallon solution for each sixty (60) gallons of tank capacity.

2. Complete filling of tank with fresh water. Open each faucet until air has been released and the entire system is filled.
3. Allow to stand for three (3) hours.
4. Drain and flush with potable fresh water.
5. To remove excessive chlorine taste or odor which might remain, prepare a solution of four (4) quarts of vinegar to twenty (20) gallons of water and allow this solution to agitate in the tank for several days by vehicle motion.
6. Drain tank and again flush with potable water.
7. Replace water filter.

B. WATER PUMPS & FILTER

The pump for the fresh water system can be accessed through the galley mid floor hatch. The pump is activated by the FRESH WATER PUMP breaker on the salon Main DC Distribution Panel.



SECTION 7 • ACCESSORIES AND OPTIONS

A filter is situated on the input side of the pump to filter any particles that may have accumulated in the water tank. The filter should be checked and cleaned periodically.

Before servicing the system, turn the FRESH WATER PUMP breakers OFF and release pressure on the system by opening a faucet.

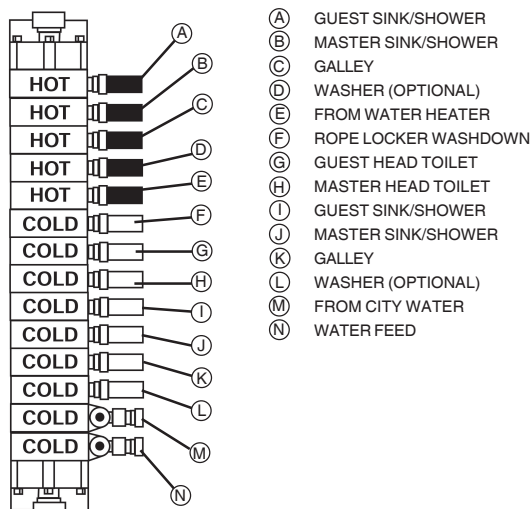
C. WATER DISTRIBUTION MANIFOLD

The water distribution manifold directs fresh water from the water tank and the water heater to the various equipment throughout the yacht. The manifold can be accessed by lifting the floor hatch in the galley.

If away from the boat for an extended period of time it is suggested that you relieve the hose pressure of the fresh water system by turning OFF the FRESH WATER PUMP breaker on the DC main distribution panel and then opening a faucet on the boat.

REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

WATER MANIFOLD
(FIG. 7.5.1)



D. WATER HEATER

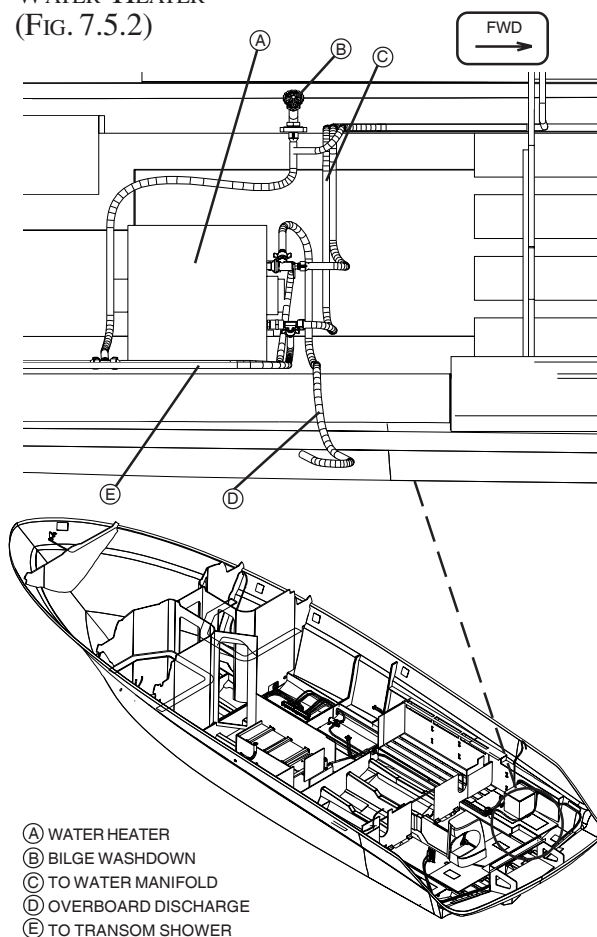
! WARNING

Make certain the hot water lines are air free, indicating the water heater is full. Damage will occur to water heater if it is not full when turned on.

The 11 gallon (41.6 liters) water heater is located in the starboard bilge. The water heater is powered by a breaker on the 120VAC main distribution panel located in the salon.

The water heater has a check valve to prevent hot water from back-washing into the cold water source and a pressure relief valve to avoid damage to the heater from over pressure or excessive temperature.

WATER HEATER
(FIG. 7.5.2)



SECTION 7 • ACCESSORIES AND OPTIONS

INITIAL START-UP OR AFTER WINTERIZATION:

1. Make sure the WATER HEATER breaker on the 120VAC distribution panel is OFF.
2. Fill the heater with water.
3. Open the hot water faucets until all air is eliminated from the system.
4. Make certain the heater is full of water.
COMPLETE FAILURE OF THE HEATING ELEMENTS WILL RESULT IF THEY ARE NOT COMPLETELY IMMERSSED IN WATER AT ALL TIMES.
5. Turn the WATER HEATER breaker ON.

To maintain water heater properly, drain whenever the possibility of freezing occurs and frequently inspect lines and connections for leaks.

REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

TO USE THE SYSTEM:

1. Make sure the "FRESH WATER PUMP" breakers are OFF.
2. Remove the plug from the face of the dockside water inlet.
3. Connect a drinking water hose to the water outlet on the dock, then to the dockside water inlet on the boat and turn on the water at the dock.

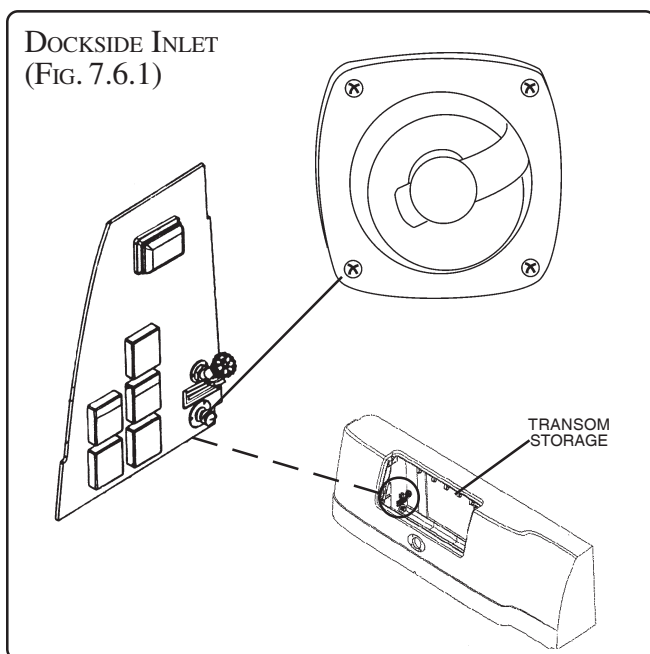
All fresh water faucets and showers are now usable. To disconnect the system, reverse the procedure, making sure the plug is reinstalled tightly.

! WARNING

- DO NOT leave boat unattended with the dockside water hose connected.
- Dockside water should be connected during periods of heavy water usage only.

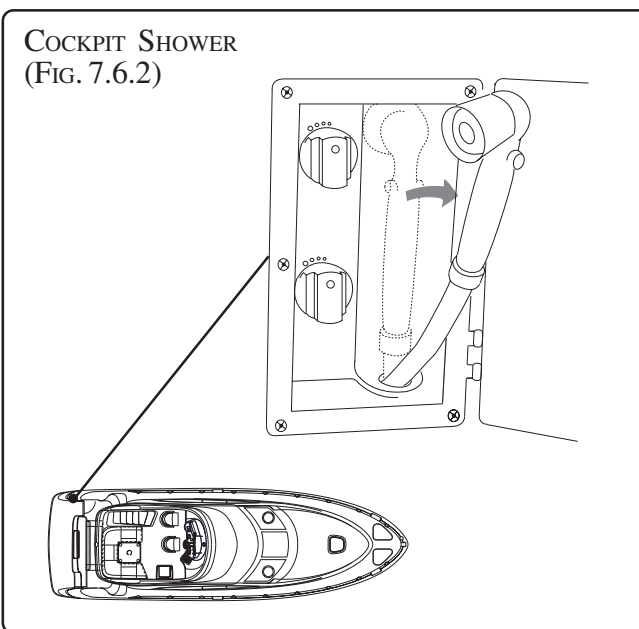
E. DOCKSIDE WATER INLET

The dockside water inlet, located in the transom storage, port side, allows use of a dockside water source to provide water for the boat's fresh water system .



F. COCKPIT SHOWER

The cockpit shower has a hot and cold control and shower wand which are located in a receptacle on the port aft cockpit. Squeeze the button on the shower wand to dispense water and turn the knob to adjust water temperature. The FRESH WATER PUMP breakers on the main distribution panel must be ON to operate the shower.

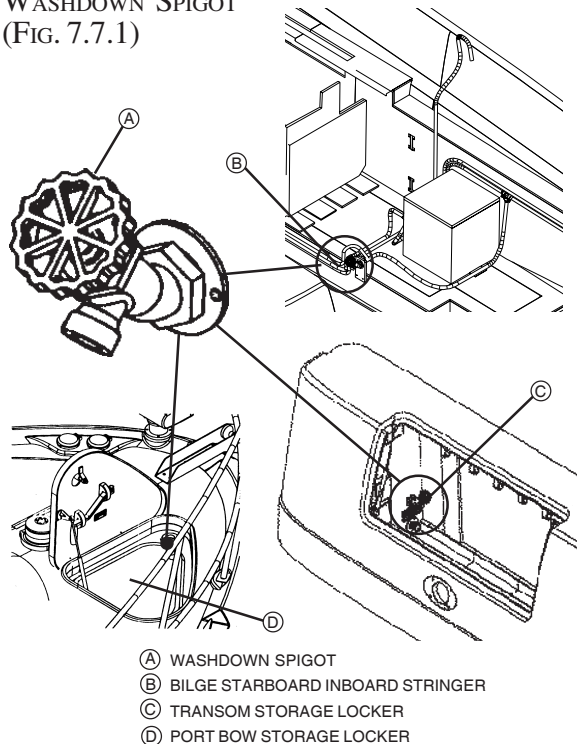


SECTION 7 • ACCESSORIES AND OPTIONS

G. FRESH WATER WASHDOWN

The 44 DB is equipped with three (3) fresh water spigots; one in the bilge located beside the water heater on the starboard inboard stringer; one in the bow locker and one in the transom storage locker. The washdowns come with a 12-foot hose and a strap for storage when not in use. The system uses water from the fresh water tank. The FRESH WATER PUMP breakers on the salon 12VDC distribution panel must be ON to operate the system.

WASHDOWN SPIGOT
(FIG. 7.7.1)

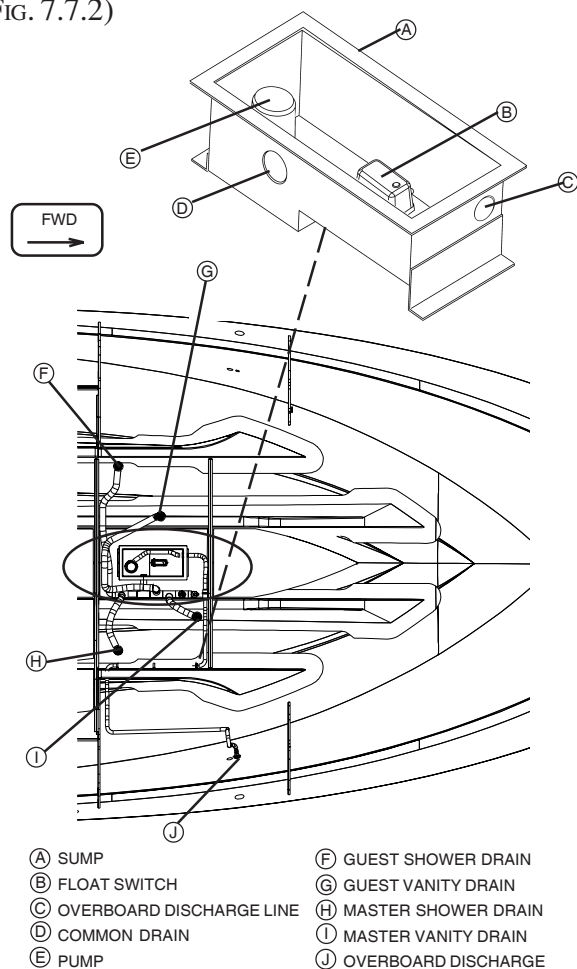


5. GRAY WATER SYSTEM

Your yacht is equipped with a gray water/sump located between the port and starboard inboard stringers and can be accessed through a floor hatch in the forward companionway. Gray water from the head systems, galley and air conditioner condensation drain into the sump through a common drain.

The sump pump is fully automatic and protected by breakers on the main DC breaker panel on the forward component board in the bilge. Periodically remove the clear cover, check and clean the pump and float switch. Check the pump and float switch for obstructions and proper working order. The sump pump comes on when there is enough water in the sump to raise the float switch and start the

GRAY WATER SUMP
(FIG. 7.7.2)



pump. If it does not come on after one or two gallons of water drain from the shower, turn the water off and check the pump and float switch for proper operation.

After using the shower, it is recommended that you run a gallon of clean water through the shower drain to clean out soap residue.

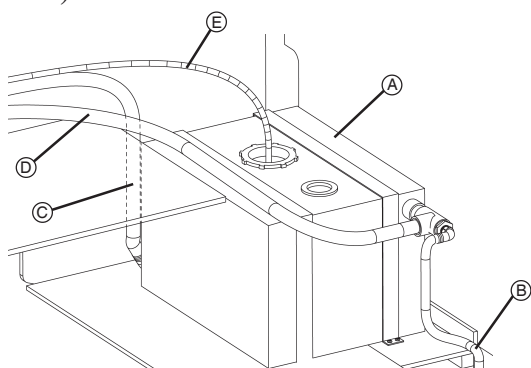


SECTION 7 • ACCESSORIES AND OPTIONS

A. GRAY WATER HOLDING TANK (OPTIONAL)

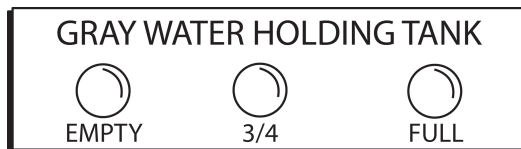
If equipped, the 40 gallon gray water holding tank is located in the utility room under the galley steps. The tank holds grey water pumped from the grey water sump. Water from the galley sink is drained directly into the holding tank. There is a fluid level indicator located in the forward head which indicates when the tank should be emptied. Use the services of a dockside pump station to empty the holding tank through the pumpout deck plate located on the starboard cockpit gunnel.

GRAY WATER HOLDING TANK (OPTIONAL)
(FIG. 7.8.1)

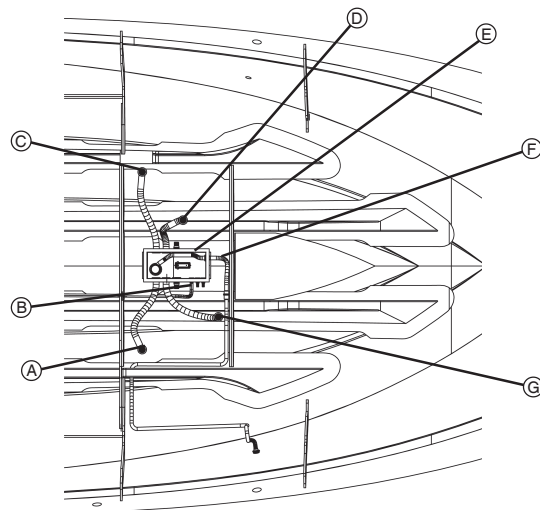


- (A) 40 GAL. HOLDING TANK
- (B) FROM SHOWER SUMP
- (C) TO DECK PLATE PUMPOUT
- (D) FROM GALLEY SINK DRAIN
- (E) TO GRAY WATER VENT

GRAY WATER LEVEL INDICATOR (OPTIONAL)
(FIG. 7.8.2)



GRAY WATER SUMP (OPTIONAL)
(FIG. 7.8.3)



- (A) MASTER SHOWER DRAIN
- (B) A/C CONDENSATION DRAIN
- (C) GUEST SHOWER DRAIN
- (D) GUEST VANITY DRAIN
- (E) SUMP (OPTIONAL)
- (F) TO GRAY WATER HOLDING TANK
- (G) MASTER VANITY DRAIN

6. HEAD SYSTEM

The standard head system on your Sea Ray® includes a 42 gallon (159 liters) holding tank with dockside pump-out and fluid level indicators. A macerator and overboard discharge seacock is available as an option. Following is a description of the head system and options. You should be aware of whether your boat is equipped with the optional overboard discharge system and read the section pertaining to it. The owner's packet in your boat contains information pertaining to your head system that should be read carefully.



CAUTION

Do not flush facial tissue, paper towels or sanitary napkins in head.

A. REQUIREMENTS FOR VESSEL OPERATORS

The Environmental Protection Agency (EPA) standards state that in freshwater lakes, freshwater reservoirs or other freshwater impoundments whose inlets or outlets are such as to prevent the ingress



SECTION 7 • ACCESSORIES AND OPTIONS

or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate vessel traffic subject to this regulation, marine sanitation devices certified by the U.S. Coast Guard installed on all vessels shall be designed and operated to prevent the overboard discharge of sewage, treated or untreated, or of any waste derived from sewage. The EPA standards further state that this shall not be construed to prohibit the carriage of Coast Guard-certified flow through treatment devices which have been secured so as to prevent such discharges. They also state that waters where a Coast Guard certified marine sanitation device permitting discharge is allowed include coastal waters and estuaries, the Great Lakes and interconnecting waterways, freshwater lakes and impoundments accessible through locks, and other flowing waters that are navigable interstate by vessels subject to this regulation (40 CFR 140.3).

B. VACU-FLUSH® HEAD

The Vacu-Flush® head utilizes the HEAD breakers on the DC distribution panel in the salon. Individual breakers on the DC distribution panel control the GUEST HEAD and MASTER HEAD. The foot pedal at the base of the toilet opens a mechanical seal and vacuum forces waste through the opening in the bowl to the vacuum generator, through the vacuum pump and then to the holding tank.

TO OPERATE VACU-FLUSH® HEAD:

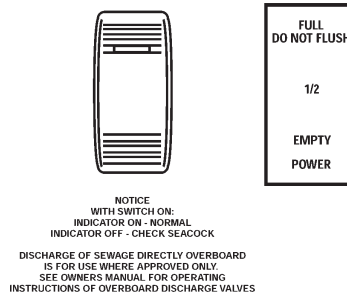
1. Turn ON the FRESH WATER PUMP breaker.
2. Turn ON the HEAD SYSTEM breaker.
3. If there is no water in bowl, lift foot pedal until enough water fills the bowl.
4. To flush, depress foot pedal to floor until bowl is clear.

C. HOLDING TANK OPERATION

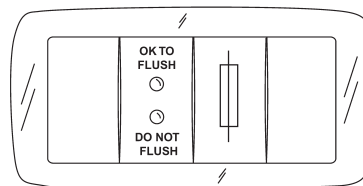
Holding tank waste level indicators are located on the DC distribution panel in the salon and in each head. The panel indicator shows FULL-DO NOT FLUSH, 1/2 and EMPTY the indicators in the individual heads have a red (DO NOT FLUSH) and green (OK TO FLUSH) LED light. The

WASTE LEVEL INDICATOR AND DISCHARGE CONTROL (FIG. 7.9.1)

WASTE SYSTEM CONTROL



INDIVIDUAL HEAD - WASTE LEVEL INDICATOR (FIG. 7.9.2)



individual heads have automatic shut-offs which prevent flushing when the holding tank is full.

It would be a good practice to empty the holding tank when the 1/2 light is lit to avoid the automatic shut-off from activating.

DOCKSIDE PUMP-OUT

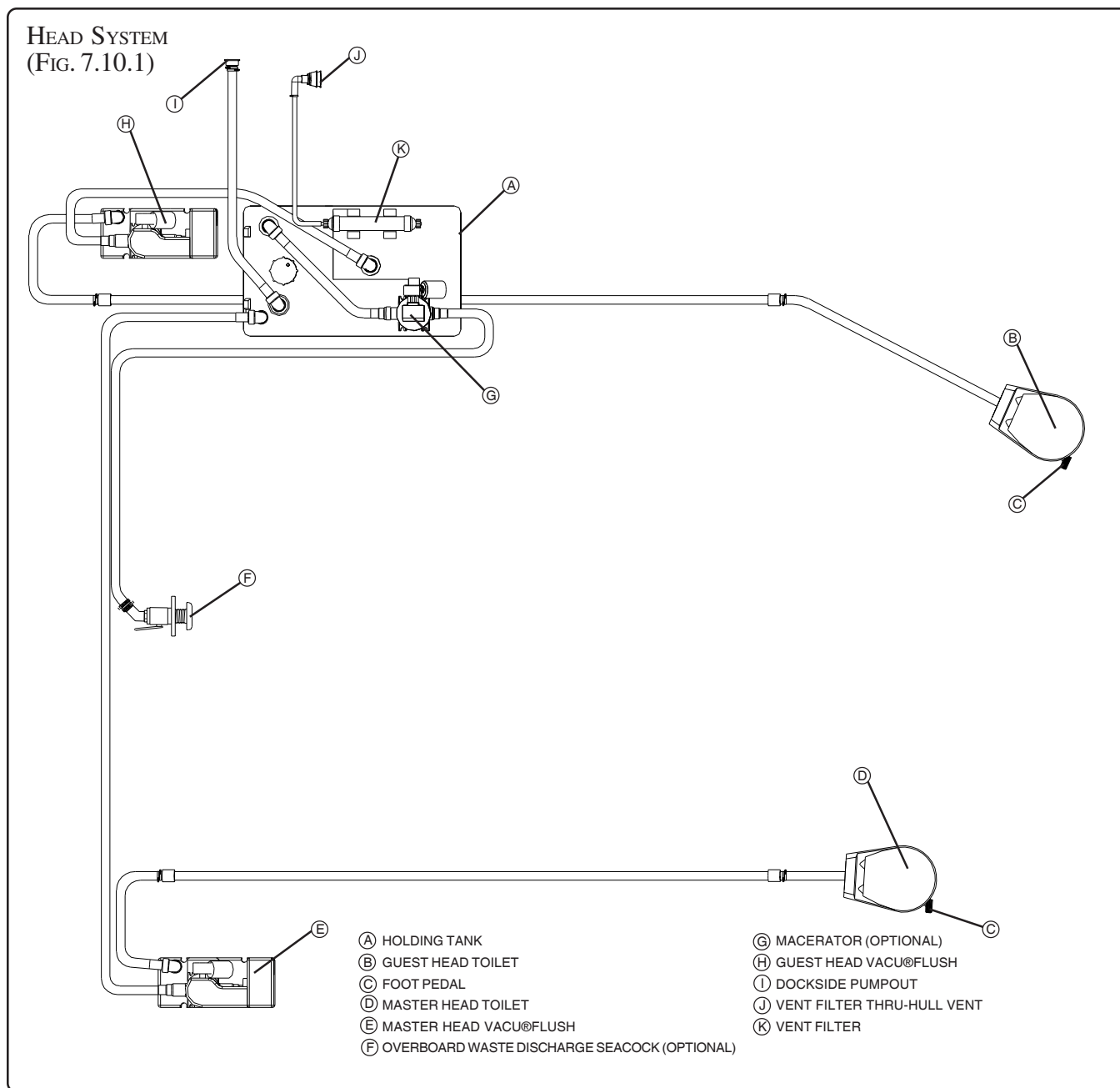
To empty the holding tank, the services of a dockside pump out station will be needed. Follow instructions at the station and make sure pump out station hose is inserted into the deck plate marked WASTE, located on the starboard side of the transom. If equipped, the holding tank can also be emptied by the optional macerator. See MACERATOR DISCHARGE PUMP in this section.

D. VENT FILTER

The vent filter is designed to control odors associated with the head system operations. The vent filter is located on the engine room forward bulkhead. **The filter must be changed at the**



SECTION 7 • ACCESSORIES AND OPTIONS



beginning of each boating season to be effective. The vent filter is installed in-line on the holding tank ventilation hose.

NOTE: Do not overfill the holding tank as this will flood the vent filter and render it useless. Filter replacement will then be required. See Parts Manual for correct replacement filter.

7. MACERATOR DISCHARGE PUMP WITH SEACOCK INTERLOCK SYSTEM (OPTIONAL)

If equipped, the optional macerator (Figure 7.10.1) gives the boat operator the means of discharging the holding tank contents directly overboard through a seacock in the bottom of the hull. This is available in conjunction with the dockside pump out.



SECTION 7 • ACCESSORIES AND OPTIONS

NOTICE

This boat may be equipped with an optional overboard discharge valve.

Discharging of sewage directly overboard is for use where approved only.

NOTICE

There is the possibility of being fined for having an operable overboard discharge in U.S. waters. Removing handle of seacock while in closed position, or other means must be utilized to avoid fine.

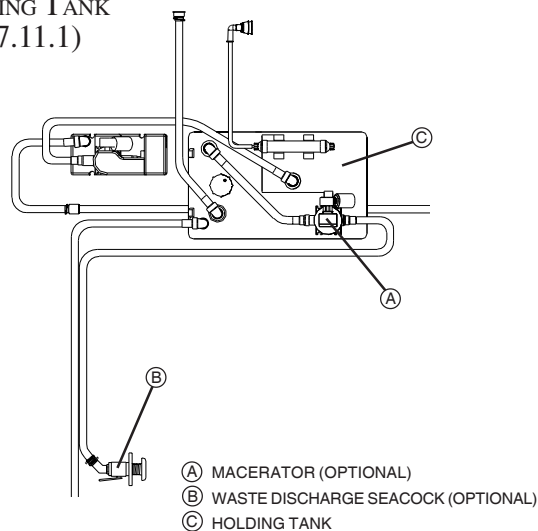
Since direct overboard discharge is prohibited in many areas, the macerator seacock is normally closed. The macerator seacock is equipped with a system interlock switch which prevents the operation of the macerator when the macerator seacock is closed. The light on the DISCHARGE PUMP switch on the DC Distribution Panel will be lighted when the macerator is operational. If the light is not lighted, it is visual confirmation the macerator seacock is closed and that the macerator cannot be operated. Check that the macerator seacock handle is in the open position and the light on the switch is lighted before operating the macerator.

TO OPERATE THE MACERATOR:

1. Turn ON the DISCHARGE PUMP breaker on the salon DC distribution panel and open the waste discharge seacock located on the bilge floor (See Fig. 7.9.1 for seacock location).
2. Operate DISCHARGE switch at the WASTE SYSTEM CONTROL area on the main distribution panel.
3. When tank is empty, turn the switch to OFF and close waste discharge seacock.

NOTE: Turn OFF discharge pump to prevent accidental discharge.

HOLDING TANK
(FIG. 7.11.1)



MAINTENANCE

Prior to each use and at regularly scheduled intervals, cycle the macerator seacock handle open and shut to ensure proper operation of the seacock



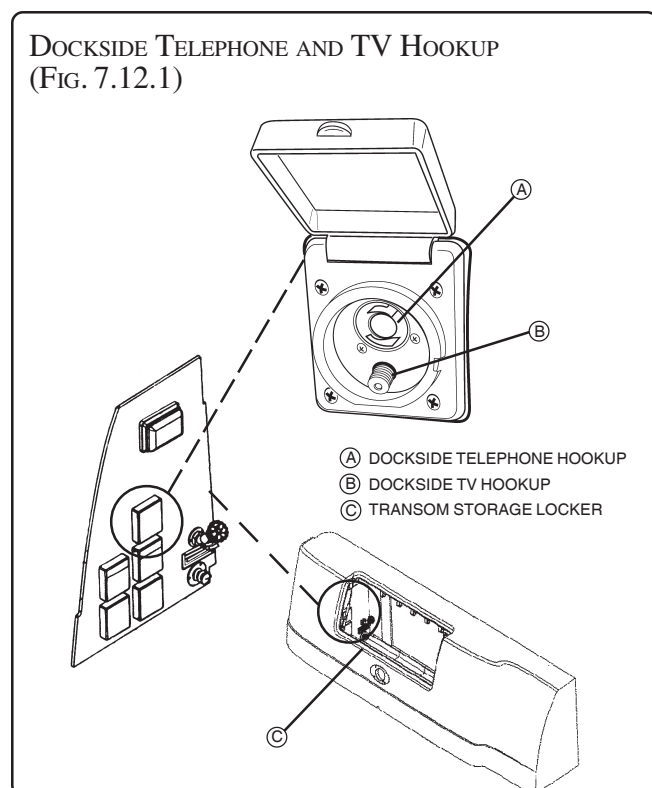
SECTION 7 • ACCESSORIES AND OPTIONS

8. COMMUNICATION SYSTEM

The 44 DB is equipped with a land-line telephone connection in the master stateroom and the salon. These phones can be operated when dockside and hooked up to the dockside telephone hookup.

A. DOCKSIDE TELEPHONE HOOKUP

The dockside telephone hookup is located on the port side inside the transom storage locker. A fifty foot shore cord with waterproof connectors is supplied.



TO CONNECT TELEPHONE SYSTEM:

1. lift cover plate.
2. Connect shore cord to dock telephone inlet and then to the boat inlet.
3. Telephone system is now operational.

REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

9. ENTERTAINMENT CENTERS

A. SALON ENTERTAINMENT CENTER

The salon entertainment center consists of a 20" LCD flat screen television and remote located in the upper cabinet in the starboard aft salon. A stereo system with 6-disc CD changer and stereo selector switch for bridge/cockpit and salon entertainment is located below the LCD unit and a DVD/CD unit located below the stereo system. The CABIN MAIN and CABIN STEREO MEMORY breakers on the Main DC Breaker Panel must be ON to operate the systems.

B. MASTER STATEROOM ENTERTAINMENT

The master stateroom entertainment center consists of a 13" television/DVD combination unit with remote control.

C. COCKPIT/BRIDGE ENTERTAINMENT

The cockpit entertainment consists of a set of speakers connected to the salon stereo system. The system is activated by the COCKPIT/BRIDGE STEREO switch located next to the stereo unit in the salon and controlled by the remote stereo control at the control station (Figure 2.7.2).

D. DOCKSIDE TELEVISION HOOKUP

For television reception dockside, attach the dockside television cable to the inlet located in the starboard transom (See figure 7.11.1).

TO CONNECT CABLE TELEVISION:

1. Lift cover plate.
2. Screw the TV coax cable into the TV cable connector.
3. Run the cable to the dockside receptacle and screw coax cable into receptacle.



SECTION 7 • ACCESSORIES AND OPTIONS

E. TV SIGNAL SELECTOR

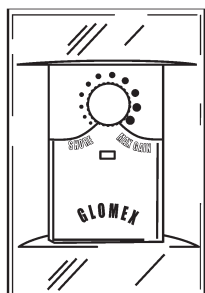
The antenna/cable selector switch is located next to the salon stereo unit in the aft starboard cabinet of the salon. Turn the selector to MAX GAIN for onboard TV antenna reception. Turn the selector to SHORE for dockside cable reception.

REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

10. AUTOMATIC FIRE EXTINGUISHER

The 44 DB is equipped with an automatic fire

TV SIGNAL SELECTOR
(FIG. 7.13.1)

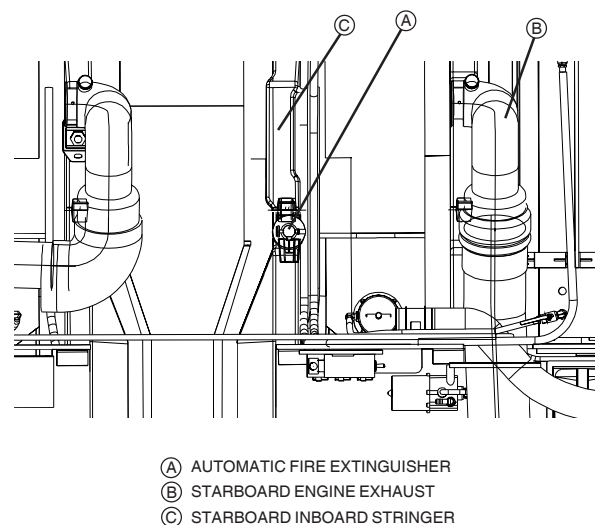


extinguisher system located on the starboard aft support pole of the engine room. In the event of a fire, the heat sensitive automatic head will release the extinguishant as a vapor, totally flooding the area in fire-killing concentrations.

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

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

AUTOMATIC FIRE EXTINGUISHER
(FIG. 7.13.2)



A. FIRE EXTINGUISHER INDICATOR

The system indicator and switch module (ENGINE SHUTDOWN AND OVERRIDE SYSTEM) located at the control station is wired to the ignition and turned ON when ignition is turned ON. The CHARGE and DISCHARGE indicator lights, indicate to the helmsman when the unit has discharged. Under normal circumstances, when the ignition is ON the CHARGE indicator light is ON. If the unit discharges, the CHARGE light will go OFF and the DISCHARGE light will turn ON. The system incorporates an engine shutdown switch with override system. When the system discharges it will shut down the engines.

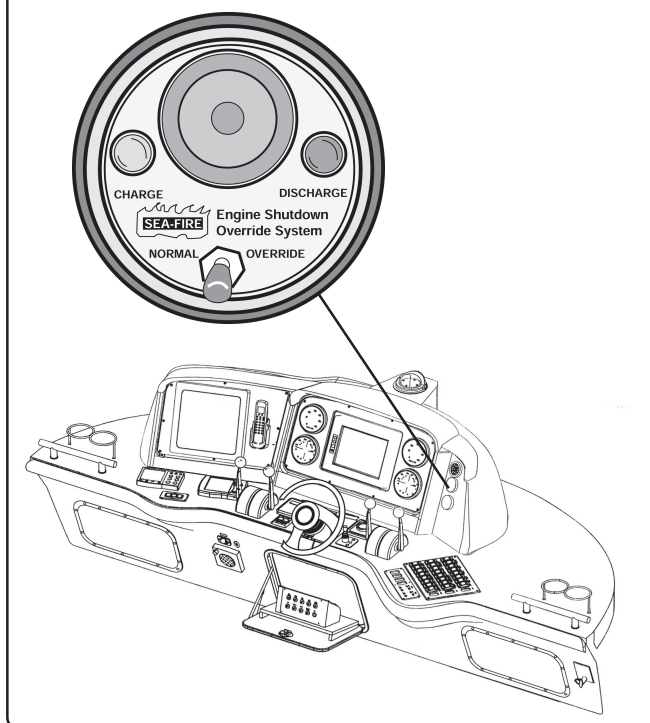
After the engine room has been inspected and it has been determined safe and you are ready to restart the engines, activate the OVERRIDE switch on the ENGINE SHUTDOWN OVERRIDE SYSTEM, then restart the engines.

B. MANUAL FIRE EXTINGUISHING SYSTEM

Located at the control station, the manual fire extinguisher system allows the operator to manually activate the automatic extinguisher in the engine room. Early detection and use of the manual override system will reduce fire damage by

SECTION 7 • ACCESSORIES AND OPTIONS

DIESEL AUTOMATIC FIRE EXTINGUISHER INDICATOR
(FIG. 7.14.1)



eliminating the time necessary for heat in the engine room to rise to a temperature necessary to activate the automatic fire extinguisher.

TO OPERATE:

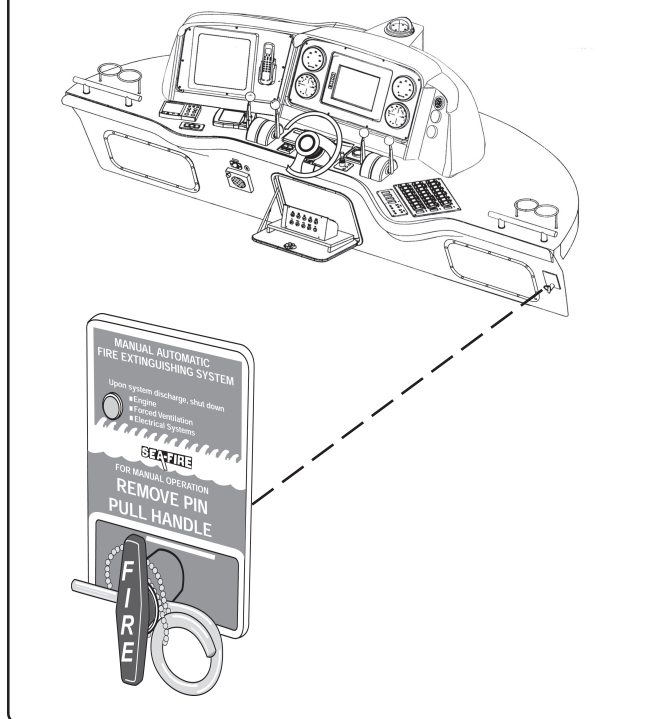
1. Pull pin securing the handle.
2. Pull red FIRE handle quickly and briskly.

C. SAFETY PIN

The safety pin, located at the neck of the extinguisher bottle in the engine room is for shipping and transfer of the bottle only. The pin **MUST** be removed in order to manually operate the system.

This pin should be removed upon installation of the system. Ensure that this has been done. **The manual system will not function unless the safety pin has been removed from the fire extinguisher bottle.**

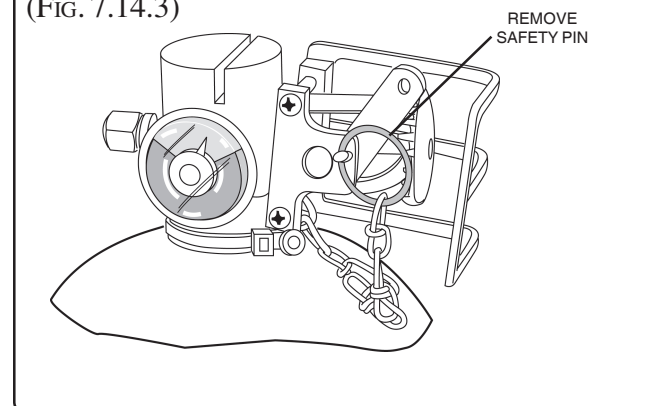
MANUAL FIRE EXTINGUISHING SYSTEM
(FIG. 7.14.2)



! WARNING

THE SAFETY PIN MUST BE REMOVED AFTER CABLE S-HOOK & ATTACHMENT PIN ARE INSTALLED. FAILURE TO DO SO WILL RESULT IN INABILITY TO MANUALLY OPERATE SYSTEM.

ENGINE ROOM FIRE EXTINGUISHER
(FIG. 7.14.3)



REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.



SECTION 7 • ACCESSORIES AND OPTIONS

D. HAND HELD EXTINGUISHERS

The American Boat and Yacht Council (ABYC) recommends that you have **three (3) Type B-I ABC** fire extinguishers on board, one each located at the helm station and outside the engine compartment and in the galley.

11. BOW THRUSTER (OPTIONAL)

The bow thruster is electrically driven and gives the operator more maneuverability of the bow. If equipped the bow thruster motor is located under the forward hatch in the master stateroom.

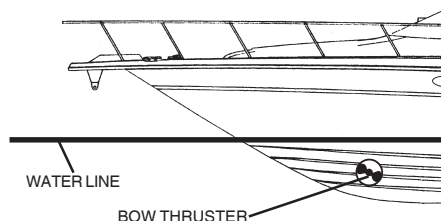
The bow thruster is energized by the 24V BOW THRUSTER switch on the control station switch panel. The bow thruster joy stick with station enabled indicator light and power switch located at the control station controls the direction of thrust.

REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

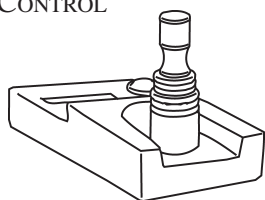
12. REFRIGERATOR/FREEZER

The galley refrigerator/freezer is supplied power by the REFRIGERATOR/FREEZER breaker on the

BOW THRUSTER
(FIG. 7.15.1)



BOW THRUSTER CONTROL
(FIG. 7.15.2)



120VAC main distribution panel.

For dockside operation, connect the shore power system, turn the MAIN breaker(s) ON. Then turn the REFRIGERATOR/FREEZER breaker on the AC main distribution panel and the switch on the bottom of the unit ON.

A. COCKPIT ICE MAKER

The cockpit ice maker is located cockpit steps to the bridge. The PORT SYSTEMS breaker on the 120VAC main distribution panel powers the unit.

REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION

13. COFFEE MAKER

The drip coffee maker located in a cabinet above the sink in the galley operates on the 120 volt system. It is powered by the GALLEY SYSTEMS breaker on the 120VAC main distribution panel which must be ON to operate the coffee maker.

To keep the coffee maker operating efficiently, the mineral deposits left by water must be flushed out using the cleaning method described in the instruction booklet.

REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

14. STOVE & MICROWAVE



WARNING

Turn off coffee maker before closing cabinet doors. Failure to do so may result in damage to the coffee maker or cabinet.

A. ELECTRIC STOVE

The STOVE breaker on the 120VAC main distribution panel located in the aft port of the salon



SECTION 7 • ACCESSORIES AND OPTIONS

supplies power to the stove and must be ON to operate the stove.

The stove has two (2) burners with control knobs to provide a variation of heat.

A stove cover is provided to cover the burners when not in use. A power safety switch is installed on the cover recess. When the stove cover is installed it depresses the switch turning power OFF to the stove control knobs. When using the stove, the stove cover can be stored in the rack on the forward wall of the cabinet directly below the stove.

REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

B. MICROWAVE/CONVECTION OVEN

The microwave/convection oven is located above the refrigerator/freezer in the galley. The 120VAC MICROWAVE breaker on the AC Main Distribution panel supplies power to the microwave and must be ON to operate the unit.

NOTE: Turn on the galley power ventilation system when operating the convection oven.

REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

15. POWER VENTILATION SYSTEM

The power ventilation system removes stagnant & foul air from the master stateroom head, galley and guest head by means of exhaust fans. They are powered by the POWER VENTS breaker on the DC main distribution panel in the salon and individually turned on and off by the power vent switch in the heads and the galley.

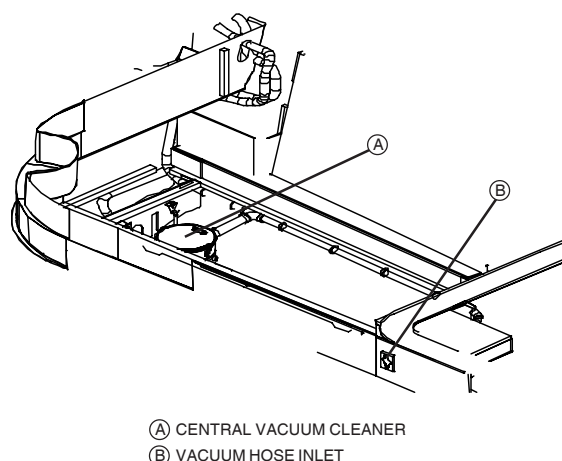
16. CENTRAL VACUUM (OPTIONAL)

The central vacuum unit is located under the port bunk in the guest stateroom. The CABIN MAIN breaker must be ON to operate the system.

The supplied 24 foot hose connects to the central vacuum through the hose inlet which is located under the guest stateroom hanging closet.

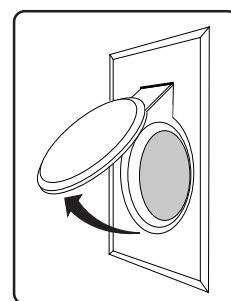
The built in switch on the hose inlet fittings activate the vacuum when the hose is inserted. The disposable bag is located under the removable panel on the top of the vacuum unit.

CENTRAL VACUUM SYSTEM (OPTIONAL)
(FIG. 7.16.1)



17. HORN

The horn, located in the starboard bow chain locker is protected by a breaker on the control station breaker panel which can be accessed through the door underneath the helm. The compressor for the horn can be accessed through the hatch located under the master stateroom bunk.



To activate the horn, depress the HORN switch on the control station switch panel.

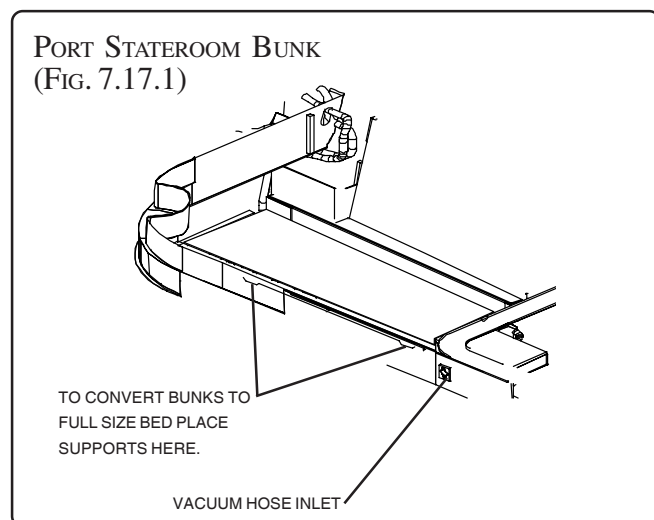
SECTION 7 • ACCESSORIES AND OPTIONS

18. SALON SOFA /BED (OPTIONAL)

If equipped, the optional port salon sofa can be converted into bedding to accommodate additional overnight guests. Remove the cushions and pull the bed out toward the starboard salon until fully extended.

19. PORT STATEROOM BUNKS

The single bunks in the guest stateroom can be converted to full size bedding by placing the supports located under the port bunk between the bunks. Remove the back cushion from the port bunk and place on the supports.

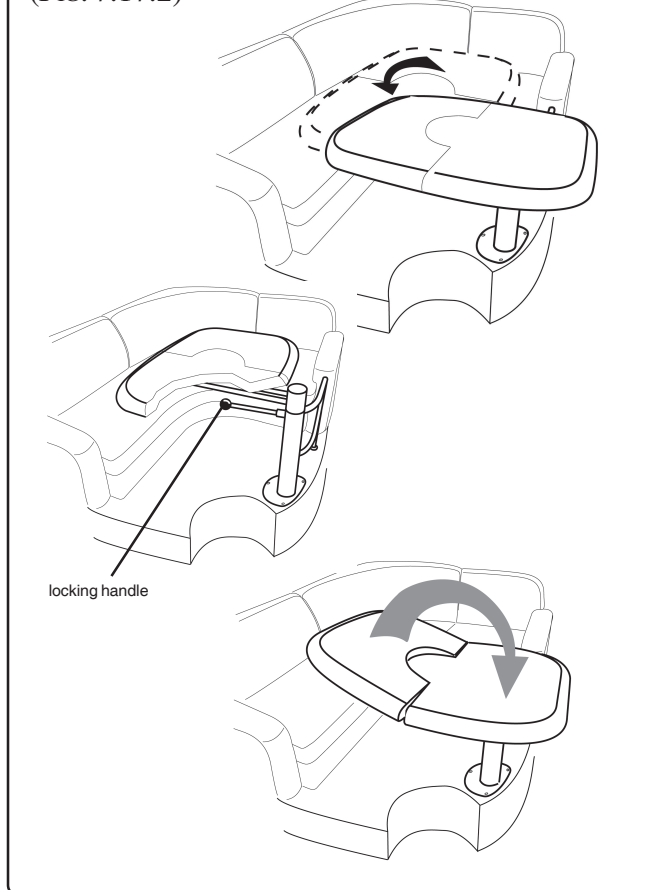


20. SALON DINETTE TABLE

The salon dinette table swivels and folds to accommodate entrance and egress to/from the dinette area.

To swivel the table, pull the locking handle out and rotate the table to the desired position.

SALON DINETTE AREA
(FIG. 7.17.2)



21. WASHER/DRYER (OPTIONAL)

If equipped, the washer/dryer combination unit is located under the galley steps.

REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

22. CANVAS

It is recommended that you read Section 1• *Safety*, pages 1.2 thru 1.4 and understand the effects of exhaust emissions.



SECTION 7 • ACCESSORIES AND OPTIONS

A. CARE & MAINTENANCE

Care and maintenance instructions have been provided by the canvas manufacturer for the canvas used on your Sea Ray®. The information can be found in the Owner's Manual Packet.

By following the provided instructions, your canvas set will give you protection from the elements and comfort that you expect. Most of all, the instructions provide you with installation and removal procedures that will simplify the task.

Components of your canvas set consist of zipper tracks and snaps. These components can be found in the parts manual located in the Owner's Manual Packet.

B. STORAGE:

- Do not fold or store any of the canvas set pieces while wet. All canvas should be rolled or folded when dry and stored in a clean, dry place.
- For clear vinyl pieces, rolling or laying down flat are the recommended methods for storage. The clear vinyl should never be folded or creased as cracking will result. To protect the clear vinyl from rubbing against itself while rolled or stored

flat, place a piece of very soft, nonabrasive cloth between the pieces, or rolled up in it. If the surface of your clear vinyl becomes scratched, the canvas manufacturer has provided a canvas care sheet in your Owner's Manual Packet.

C. INSTALLATION TIPS:

- The zippers attached on the hardtop and cockpit overhead are mounted on a zipper track. Once installed, do not remove these zippers or zipper tracks.
- When attaching any of the pieces of the canvas set, attach the top edges first and zip the zippers only partially. This helps to hold the piece in place and relieves tension, helping the other sides to zip or snap easier. After all of the sides of the piece are secure, finish zipping the top of each piece. This will ensure a tight fit.

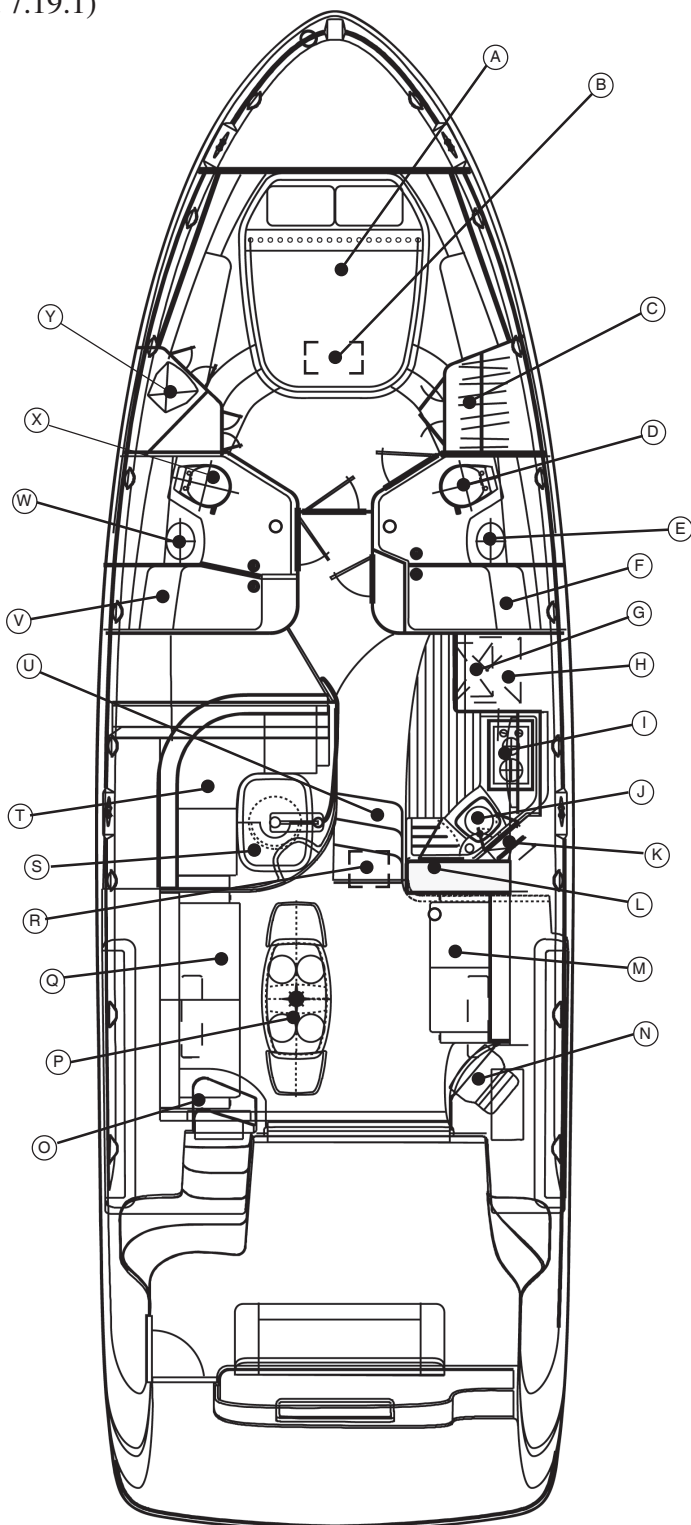
REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.



SECTION 7 • ACCESSORIES AND OPTIONS

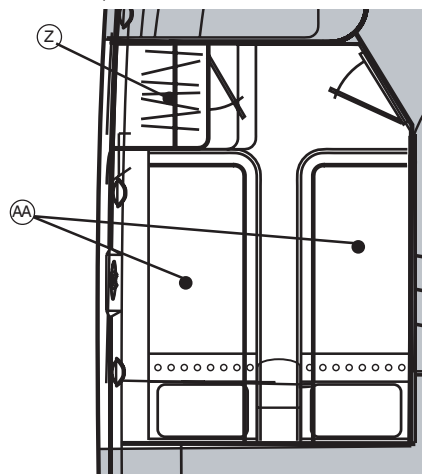
23. FLOOR PLAN

CABIN LAYOUT
(FIG. 7.19.1)



- (A) MASTER STATEROOM BUNK
- (B) ACCESS HATCH FOR MASTER STATEROOM AC (UNDER MATTRESS)
- (C) MASTER STATEROOM HANGING LOCKER
- (D) MASTER STATEROOM HEAD
- (E) MASTER STATEROOM VANITY
- (F) MASTER STATEROOM SHOWER
- (G) MICROWAVE
- (H) REFRIGERATOR/FREEZER (UNDER MICROWAVE)
- (I) 2-BURNER STOVE
- (J) GALLEY SINK
- (K) COFFEE MAKER
- (L) GALLEY CABINET
- (M) STARBOARD SALON SOFA
- (N) SALON ENTERTAINMENT UNITS
- (O) MDP PANELS
- (P) SALON TABLE WITH STOOLS (OPTIONAL)
- (Q) PORT SALON SOFA/PULL OUT BED
- (R) WASHER/DRYER (OPTIONAL)
- (S) DINETTE TABLE
- (T) DINETTE SEATING
- (U) GALLEY STEPS (LIFT FOR UTILITY ROOM ACCESS)
- (V) GUEST SHOWER
- (W) GUEST VANITY
- (X) GUEST HEAD
- (Y) MASTER STATEROOM ENTERTAINMENT UNIT
- (Z) GUEST STATEROOM HANGING CLOSET
- (AA) GUEST STATEROOM BUNKS (CONVERTIBLE TO KING SIZE BED)

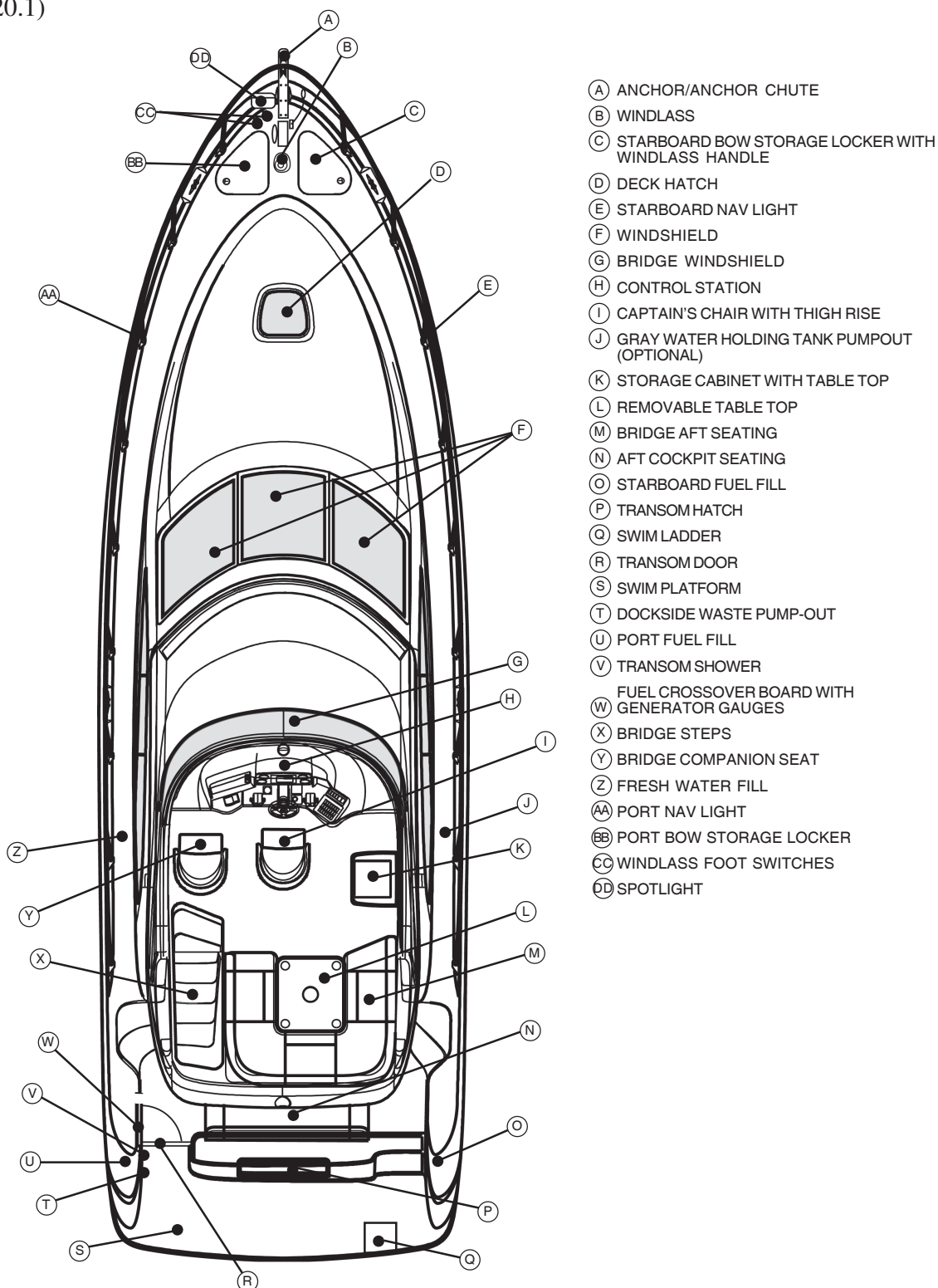
GUEST STATEROOM
(LOWER LEVEL, BELOW DINETTE AREA)



SECTION 7 • ACCESSORIES AND OPTIONS

FLOOR PLAN

GENERAL DECK LAYOUT
(FIG. 7.20.1)



SECTION 8 • REQUIRED INSPECTION, SERVICE AND MAINTENANCE

Routine inspection, service and maintenance of your boat's systems are vital to assure your safety, as well as for prolonging the life of your boat. You should develop regular routines for inspecting your boat. The chart below summarizes inspection, service and maintenance activities. This section also contains descriptions of some convenient methods for evaluating the condition of some of your boat's systems.

The interval between necessary service or maintenance is highly variable, depending on the environment your boat is in, and on the severity of operating conditions. For example, corrosion of parts on boats operated in salt water proceeds much faster than the corrosion of parts on a boat operated in fresh water. The intervals listed below are recommended maximums, and you must reduce the time between inspections if your observations indicate the need.

1. SUMMARY GUIDE FOR INSPECTION, SERVICE AND MAINTENANCE

			INTERVAL				
ITEM	REQUIRED MAINTENANCE/SERVICE	REFERENCE SOURCE	BEFORE EVERY USE	AFTER FIRST 20 HOURS	EVERY 25* OR 50 HOURS	EVERY 50* OR 100 HOURS	EVERY 6 MOS. OR ANNUALLY
Battery	Check water level	Owner's Manual p. 6.1	•	•	•		
Bilge Area	Clean and check	Owner's Manual p. 9.2					•
Bilge Blowers	Hose connections tight	Owner's Manual p. 4.2			•		•
Bilge Pump	Float switch operates freely	Owner's Manual p. 4.1					•
Canvas	Clean	Owner's Manual p. 9.3	As Needed				
Controls							
Steering	Check for proper operation		To be done by Sea Ray dealer every six months				
	Power steering oil level	Engine Manual	•				
Throttle	Lubricate. Include all shift linkage and pivot points	Engine Manual		•		•	•
Electrical							
Connections	Check for looseness		To be done by Sea Ray dealer annually				
GFCI (120V) Outlet	Check for operation	Owner's Manual p. 6.20					•
Engine							
Alarm	Check	Engine Manual	•				
Cooling System	Check for leaks	Engine Manual	•				
Connections	with engine running						
Crankcase ventilating system	Clean	Engine Manual		•		•	
Drive belts	Check	Engine Manual	•				
Exhaust System	Check for leaks	Engine Manual	•	•		•	
Flame Arrestor	Clean	Engine Manual		•		•	
Fuel Filter	Replace	Engine Manual				•	
Mounts (Fasteners)	Tighten	Engine Manual		•			•
Oil and Filter	Replace	Engine Manual				•	•
Oil Level	Check	Engine Manual	•				
Fuel System							
Connections & Lines	Check for leaks	Engine Manual	•	•	•		
Tanks	Check for leaks	Owner's Manual, Section 5	•	•	•		
Water Separating Fuel Filter	Replace	Engine Manual		•			•

*Use in salt water or other severe operating conditions requires shorter maintenance/service intervals



SECTION 8 • REQUIRED INSPECTION, SERVICE AND MAINTENANCE

SUMMARY GUIDE FOR INSPECTION, SERVICE AND MAINTENANCE

			INTERVAL				
ITEM	REQUIRED MAINTENANCE/SERVICE	REFERENCE SOURCE	BEFORE EVERY USE	AFTER FIRST 20 HOURS	EVERY 25* OR 50 HOURS	EVERY 50* OR 100 HOURS	EVERY 6 MOS. OR ANNUALLY
Propeller	Inspect for damage		Always after striking object				
Seaworthiness							
Bilge drain plug	Installed and tight		•				
Hull damage	Check for loose, damaged or missing parts		Always after striking object				
Topside & Supplies	Check for loose, damaged or missing parts	Owner's Manual p. 8.5					•
Transmission							
Oil Strainer Screen	Clean		To be done by Sea Ray dealer annually				
Trim Tabs							
Fluid	Check and add as needed	Trim Tab Manual		•			
Zincs							
Transom	Check and replace as needed	Owner's Manual p. 6.16	Every 25 hours of operation				
Trim Tabs	Check fluid level	Trim Tab Manual	Every 25 hours of operation				

*Use in salt water or other severe operating conditions requires shorter maintenance/service intervals



SECTION 8 • REQUIRED INSPECTION, SERVICE AND MAINTENANCE

2. USEFUL SERVICE INFORMATION

OWNER _____

HOME PORT _____

BOAT NAME _____

REGISTRATION NUMBER _____ STATE _____

HULL SERIAL NUMBER _____

WARRANTY REGISTRATION DATE _____

ENGINE MAKE & MODEL _____

SERIAL NUMBER PORT _____ STARBOARD _____

GEAR MAKE & REDUCTION RATIO _____

SERIAL NUMBER PORT _____ STARBOARD _____

PROPELLER SIZE PORT _____ STARBOARD _____

PART NUMBER PORT _____ STARBOARD _____

SHAFT SIZE (DIAMETER X LENGTH) _____ MATERIAL _____

FUEL CAPACITY PORT TANK _____ STARBOARD _____

WATER CAPACITY _____

KEY NUMBER, IGNITION _____ DOOR _____

SELLING DEALER _____

CITY & STATE _____

LENGTH _____ BEAM _____ DRAFT _____

VERTICAL CLEARANCE _____

ESTIMATED WEIGHT _____

GENERATOR SERIAL # _____ MODEL # _____ KILOWATTS _____



SECTION 8 • REQUIRED INSPECTION, SERVICE AND MAINTENANCE

3. INSPECTION, SERVICE AND MAINTENANCE PROTOCOL

A. BILGE AREA

Many of your boat's systems have critical features located in the bilge area. A thorough and organized inspection of the bilge area will address many of these critical features. For example, engine oil leaks and fuel system leaks will show themselves as contamination on the surface of the liquid that remains in the bilge. When you see such contamination, you should look for its source.

Once or twice a year, pump the bilge areas dry and remove all loose dirt. Be sure that all the limber holes are open. Limber holes are the openings in the stringers that allow water to flow from the outboard areas of the bilge to the bilge sump.

Check the bilge pump float switch by moving it manually. (Figures 4.1.1 thru 4.1.3) The bilge pump should start when the float switch is raised and should stop when lowered. If it does not, first try resetting the bilge pump breakers, if the pump will still not run replace the float switch before using your boat. The float switch should also move freely without sticking, if it does not, have it serviced or replaced before boating.



WARNING

DO NOT USE FLAMMABLE SOLVENTS to clean any part of the bilge.

Fumes can accumulate and can be the source of an explosion.

1. OIL

If there is oil contamination, look for leaks in engine oil lines and engine gaskets. If parts of the bilge have been stained by oil, the stain can be removed using a bilge cleaner available from your dealer or a marine store.

2. ENGINE

Engine failure or malfunction, when away from shore, can be dangerous. Make certain you do the following each time you use the boat:

- Wipe off the engine to remove accumulated dust, grease and oil.
- Check all exposed nuts, bolts and screws for tightness.
- Inspect the belts for wear. If they do not require replacement, check and adjust the belt tension according to the engine manufacturer's recommendation.
- Inspect engine wiring, and clean and tighten the terminals on the engine electrical system.
- Clean and lubricate the battery cables.
- Add distilled water to the battery cells as needed.
- Refer to your Engine Operator's Manual for additional engine maintenance requirements.

3. FUEL SYSTEM

- Inspect the entire fuel system for evidence of leakage, including the fuel tank fill lines and vents. Any stain around a joint could be an indication of a leak.
- Test all fittings with a wrench to be sure they are not loose, but do not forcefully overtighten the fittings.
- Clean fuel filters and vent screens.



WARNING

Work on electrical wiring can create shock hazards or sparks.

Always shut off battery switch, breakers and/or pull fuses before checking electrical wiring or connectors.



SECTION 8 • REQUIRED INSPECTION, SERVICE AND MAINTENANCE

4. WIRING SYSTEM

- Check all wiring for proper support.
- Check all wiring insulation for signs of fraying or chafing.
- Check all terminals for corrosion - corroded terminals and connectors should be replaced or thoroughly cleaned.
- Tighten all terminals securely and spray them with light marine preservative oil.
- Check your first aid kit, making certain it is complete and that the items in it have not passed an expiration date.
- Check the signaling equipment and emergency flares. Make sure all items are within their expiration dates.
- Inspect the anchor, mooring and towing lines. Repair or replace as required.
- Check fire extinguishers for full charge.

5. FITTINGS, HOSES AND CLAMPS

- Inspect the entire bilge area for evidence of damage or deterioration. Evidence of deterioration will first appear around hull fittings, hoses and clamps.
- Straighten kinked hoses.
- Replace any hose that does not feel pliable.
- Check all hose clamps for tightness and corrosion. Corroded clamps must be replaced.
- Check the nuts, bolts and screws that retain equipment, hoses, etc. in the bilge for tightness and corrosion. Corroded fasteners must be replaced.

B. TOPSIDE AND SUPPLIES

Once a year, you should undertake a thorough review of the topside equipment, as well as of the critical safety supplies on your boat.

- Check cleats, rings, rails, etc. for loose or corroded fasteners, breaks, sharp edges or other conditions that could lead to malfunction or unsafe use. Repair or replace as necessary.
- Inspect PFDs (life jackets) for tears and deterioration.
- Make certain you have enough PFDs on board for the maximum number of persons you can carry.

4. WINTERIZATION CHECKLIST FOR BOATS STORED ON LAND

A. BOAT STORAGE

- Store boat in a bow high attitude.
- Remove hull drain plug.
- Pour one (1) pint (half-liter) of 50% water/antifreeze mixture in each bilge pump sump..

B. ENGINES

- Flush engines with fresh water.
- Remove engine drain plugs.

REFER TO YOUR ENGINE OPERATOR'S MANUAL FOR DETAILED INFORMATION ON PREPARING THE ENGINES FOR STORAGE AND WINTERIZATION.

C. BATTERY(IES)

- Remove from boat. Remove the negative (-) cable first, then the positive (+) cable.
- Remove grease and dirt from top surface.
- Grease terminal bolts.
- Store on wooden pallet or thick plastic in a cool dry place. Do not store on concrete.



SECTION 8 • REQUIRED INSPECTION, SERVICE AND MAINTENANCE

- Keep under a trickle charge.
- When placing battery back into service, remove excess grease from terminals, recharge as necessary and reinstall in boat.

D. HEAD SYSTEM

- Flush entire system thoroughly with fresh water.
- Pump out holding tank.
- Remove water line from inlet fitting located on back bottom half of water valve on head.
- Flush one gallon (four liters) antifreeze mixed with one gallon (four liters) of water through toilet and let vacuum pump run for one or two minutes.
- Shut WATER SYSTEM breaker OFF.
- Pump out holding tank.

E. WATER SYSTEM

- Turn ON the WATER SYSTEM switch.
- Open water faucet, let system drain completely.
- Turn OFF the WATER SYSTEM switch.
- Water must be removed from the water lines with air pressure or flushed with a nontoxic antifreeze.

Using pressurized air to remove water from water lines:

- You must have an air compressor with air hose and air nozzle.
- Remove water hoses from water pump.
- Alternate opening one faucet at a time to make sure water is removed from each line.

- Blow air through the water lines removed from the water pump.

NOTE: When blowing air be careful not to blow air with all faucets closed. System could be damaged by overpressurization and create water leaks.

- Cover hose ends with screen or broad weave cloth and tape in place to keep out dirt and bugs.

USING NONTOXIC WINTERIZING ANTIFREEZE:

- Purchase a nontoxic winterizing antifreeze for fresh water systems from a marine or RV supply retailer.
- With all water pumped out of the system add nontoxic antifreeze to the water tank. Pour in enough to be pumped to all faucets and showers.
- Close all faucets and turn on water system.
- Open one faucet at a time. Close faucet when nontoxic antifreeze comes out of faucet.
- After all faucets and showers have been treated, open all faucets and pump out remaining nontoxic antifreeze.

WATER HEATER WINTERIZATION

- Refer to your water heater Owner's Manual for detailed information on preparing water heater for storage and winterization.

F. FUEL SYSTEMS



CAUTION

Do not overfill. Filling a tank until the fuel flows from vents is dangerous. Allow room for expansion.

- Fill fuel tank with diesel and recommended amount of biocide, "Biobor®", which prevents bacteria and fungi from contaminating diesel fuel that contains some water.



SECTION 8 • REQUIRED INSPECTION, SERVICE AND MAINTENANCE

- Diesel fuel should also get a petroleum distillate additive, such as “Stabil®” or Racor® RX100”. This will absorb water in the fuel and prevent freezing problems.
- Run engine(s) for ten minutes to ensure that all diesel fuel in injectors and fuel lines is treated.

DETAILED WINTERIZING, OPERATING INSTRUCTIONS AND WARRANTY INFORMATION ARE PROVIDED BY THE EQUIPMENT MANUFACTURER AND CAN BE FOUND IN THE OWNER’S PACKET.

5. FITTING OUT AFTER STORAGE

A. FUEL SYSTEM

Check the entire fuel system for loose connections, worn hoses, leaks, etc. and repair. This is a primary safety precaution.

Check fuel lines for damage and make sure that they do not come in contact with any moving parts.

B. BATTERY(IES)

Before installing the batteries, clean the terminal posts with a wire brush or steel wool and then attach the cables. After the cable clamps are tightened, smear the post and clamps with vaseline or grease to exclude air and acid. Do not apply grease before attaching and tightening the terminal clamps. Examine all wiring.

C. MISCELLANEOUS

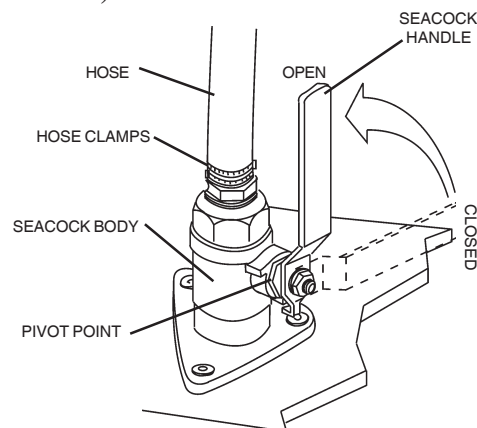
- Check all thru-hull fittings for unobstructed water passage. Be alert for any deteriorated hoses and/or fittings below the water line which might fail in service and admit water.
- Test the navigation lights.
- Check all wiring for loose connections.
- Check all switches and equipment for proper operation.

- Check bilge blowers for proper operation. Turn ON blowers and place hand over hull blower vent to make sure air is coming from vent.
- Anchor lines and gear should be inspected and replaced if necessary.
- Make sure the hull drain plug is in place and tight.
- Clean bilge thoroughly if it was not done at lay-up.
- Check all engine fluid levels.
- Check fuel lines for damage and/or leaks. Make sure that they do not come into contact with moving parts.

6. SEACOCK LUBRICATION

- With boat out of water, remove the hose from top of the seacock.
- Put seacock handle in closed position.
- Add a few drops of lubricating oil inside.
- Work handle back and forth a few times. Add oil as needed.
- Replace hose and tighten clamp.
- Add a few drops of oil to the handle pivot point.

SEACOCK
(FIG. 8.7.1)



SECTION 8 • REQUIRED INSPECTION, SERVICE AND MAINTENANCE

7. ENGINE OIL CHANGE SYSTEM

Follow the oil exchange instructions found in Section 4 - *Bilge and Underwater Equipment*, page 4.4.

In each case follow the intervals and oil change instructions provided by the engine manufacturer.

REFER TO THE ENGINE OWNER'S MANUAL FOR INSTRUCTIONS AND WARRANTY INFORMATION.

8. SECURITY CONSIDERATIONS

Be conscious of the security of your boat. Always remove the keys from the ignition, lock hatches, lock the cabin door, remove and stow any removable electronic gear (fishfinders, GPS, etc.) and personal gear (fishing poles, etc.) normally left aboard your boat.



SECTION 8 • REQUIRED INSPECTION, SERVICE AND MAINTENANCE

9. QUICK REFERENCE CHECKLIST

As the owner/operator of a Sea Ray® Sport Boat, you are responsible for the safe operation your boat and the safety of your passengers. Always be sure that required documents, navigational equipment and Coast Guard required safety equipment is aboard and in proper working order.

A. BOARDING THE BOAT*

GENERAL

1. Weather Conditions Is it going to be safe to go out
2. Transom Drain Plug (if equipped) Installed
3. PFDs and all other Coast Guard
required safety equipment Available for all children and adults
4. Ignition keys Available
5. Tool Box Stocked with a variety of appropriate tools

BOAT SYSTEMS

1. Bilge Pumps Working. Discharge any appreciable amounts of
water overboard
2. Blowers Working. "Sniff" the bilge/engine compartment for
fuel odor
3. Navigation Lights Working. Have spare bulbs (and if applicable fuses)
aboard
4. Radio/Electronics Working
5. Horn Working
6. Trim Tabs Full range of motion. No excessive play or binding
7. Fresh Water Tank Filled and sanitized
8. Head System Holding Tank Empty
9. Seacocks Generator Open (handle parallel to hose),
Head System Holding Tank Closed (handle
perpendicular to hose)

ENGINE

1. Batteries Fully charged (Check water cell levels)
2. Fuel Tank Filled with recommended fuel
3. Fuel System Check for leaks
4. Fuel Filters Check that filters are clean and tight
5. Diesel Racor Fuel Filters Check that filters are clean, tight and free of water
6. Engine Coolant Drain Plugs Secured
7. Steering Fluid Full
8. Throttle & Gearshift Controls Test Full range of motion

***Note:** If trailering boat, many of these items should be checked before leaving the house.



SECTION 8 • REQUIRED INSPECTION, SERVICE AND MAINTENANCE

QUICK REFERENCE CHECKLIST (CONT'D)

B. PREPARING TO DEPART AND AFTER LAUNCHING

GENERAL

1. Bilge/Engine Compartment “Sniff” the bilge/engine compartment for fuel odor.
Run the bilge blowers for at least four (4) minutes.
2. Shore Power Cable Disconnected from dockside power inlet
3. Lines, Fenders and Anchor Ready for use
4. Passengers/Crew Instructed in duties for getting underway and fitted for a correct size PFD

ENGINE

1. Battery Switches In the ON position
2. Fuel Valves (Diesel Only) Opens
3. Engine Alarm Test. Should sound after a few seconds
4. Gear Shift & Throttle Controls In NEUTRAL and IDLE positions

STARTING THE ENGINE*

1. Gearshift & Throttle Controls Shift in NEUTRAL (Refer to your Engine Owner's Manual for startup procedures for your specific engine)
2. Ignition Turn master ignition keys on DC distribution panel to the ON position. Depress ignition switch on the helm switch panel to START position until engine starts, then release to RUN position (light on).

IMPORTANT: Do not continue to operate starter for more than 10 seconds without pausing to allow starter motor to cool off for 2 minutes. This also will allow the battery to recover between starting attempts.*



WARNING

Do not run the engine or generator in an enclosed area, such as a closed boat house, as there is the possibility of buildup and inhaling of carbon monoxide.

*If engine fails to start, refer to the Engine Owner's Manual for further troubleshooting procedures



SECTION 8 • REQUIRED INSPECTION, SERVICE AND MAINTENANCE

QUICK REFERENCE CHECKLIST (CONT'D)

C. WHILE UNDERWAY

GENERAL

1. Passengers/Crew Safely seated with PFD's on or immediately accessible
2. Lines, Fenders and Anchor Stowed

BOAT SYSTEMS

1. Trim Tabs Bring boat to "On Plane". Adjust as necessary
2. Navigation Lights On at night or in reduced visibility

ENGINE

1. Tachometers Engines operating in safe RPM range
2. Engine Gauges Continually monitor
3. Engine Operation Check idle and shift. Listen for abnormal noises and visually check the engine compartment while underway

D. RETURNING TO PORT

GENERAL

1. Passengers/Crew Instructed in duties for line handling
2. Lines and Fenders Ready for use

BOAT SYSTEMS

1. Navigation Lights Turned OFF when secured
2. Anchor Light ON if necessary
3. Bilge/Engine Compartment "Sniff" the bilge/engine compartment for fuel odor. Run the bilge blowers if necessary. Check for water in bilge. Run bilge pumps if necessary

ENGINE

1. Gearshift & Throttle Controls Bring to NEUTRAL and IDLE positions
2. Tachometers Idle the engines for five (5) minutes to cool down



SECTION 8 • REQUIRED INSPECTION, SERVICE AND MAINTENANCE

QUICK REFERENCE CHECKLIST (CONT'D)

3. Ignition Depress ENGINE STOP switches on the helm switch panel when engines are cooled down.
4. Engine Operation Check idle and shift. Listen for abnormal noises

E. SECURING THE BOAT

GENERAL

1. Shore Power Cable Connected to dockside power inlet
2. Lines and Fenders Fenders in place, lines tied securely to dock

BOAT SYSTEMS

1. Seacocks Closed (handle perpendicular to hose)
2. Helm Switch Panel All switches in the OFF position
3. Gearshift & Throttle Controls In the NEUTRAL and IDLE positions

ENGINE

1. Ignition Switched in the OFF position (lights off) and master ignition keys removed from DC distribution panel
2. Battery Switches In the OFF position
1. Fuel Valves (Diesel Only) Closed (handle perpendicular to hose)

F. IF THE ENGINE DOES NOT START

NO STARTER MOTOR RESPONSE

1. Check gearshift/throttle control levers in the NEUTRAL positions
2. Check battery condition for sufficient charge
3. Check battery cable connections tight and free from corrosion
4. Check battery switches in the ON position
5. Check starter motor and solenoid connections
6. Check ignition switch connections

STARTER MOTOR RESPONDS, BUT NO IGNITION

1. Check that fuel tanks are not empty
2. Check fuel filters and filter/water separators clean
3. Check electrical connections on engine wiring harness and ignition wiring



SECTION 8 • REQUIRED INSPECTION, SERVICE AND MAINTENANCE

QUICK REFERENCE CHECKLIST (CONT'D)

G. OPERATING THE GENERATOR

STARTING THE GENERATOR

1. Generator Seacock Open
2. Bilge Blowers Run for at least 4 minutes and any time the generator is running
3. Depress PREHEAT/ON Preheat time should not exceed 30 seconds
4. Depress START/RUN Switch Depress until generator starts
5. When the Generator Starts Release the START switch only continue holding PREHEAT/ON for a few seconds)
6. Load The Generator Turn ON the generator main breaker on the Main Distribution Panel. Turn AC breakers ON

STOPPING THE GENERATOR

1. Breakers Turn AC breakers OFF. Turn OFF the generator main breaker on the Main Distribution Panel
2. Generator Let it run a few minutes to cool down
3. STOP Switch Depress to stop the generator set

WARNING

Do not run the generator or engines in an enclosed area, such as a closed boat house, as there is the possibility of buildup and inhaling of carbon monoxide.



SECTION 9 • CARE & REFINISHING

1. MAINTENANCE AND RECONDITIONING

Your new boat has been designed to provide you with years of enjoyment and satisfaction. In order to maintain the factory new appearance of your boat, we recommend the use of 3M™ Marine's one step Maintenance and Reconditioning Products designed specifically for pleasure boats. Following proper fiberglass maintenance guidelines will help maintain your boat's performance, value, and enjoyment.

2. PAINT CLEANING AGENTS & OTHER SUBSTANCES

WARNING

EXPLOSION/FIRE HAZARD

Care and refinishing materials may contain ingredients that are flammable or explosive. Do not use such materials in the bilge

Shut off electrical power and ventilate when using such materials anywhere on the boat or in the cabin.

Do not create sparks or use lighted materials.

Do not use products containing chlorine, phosphates, perfumes and non-degradable ingredients. Consult your marine dealer regarding environmental regulations before painting the hull. Fumes can last for hours, and chemical ingredients can harm people, property and the environment. Common household cleaning agents may cause hazardous reactions. Read and understand directions on all paint, cleaning and polishing materials before using.

3. FIBERGLASS & GELCOAT

The fiberglass hull, deck and some interior parts consist of the molded shell and exterior gelcoat. The gelcoat is the outer surface, often colored, that presents the shiny smooth

appearance which is associated with fiberglass products. In some areas, this gelcoat surface is painted or taped for styling purpose.

Wash the fiberglass regularly with clean, fresh water. Wax gelcoated surfaces to maintain the luster. In northern climates, a semiannual waxing may suffice for the season. In southern climates, a quarterly application of wax will be required for adequate protection.

WARNING

Gelcoat surfaces are slippery when wet. Use extreme care when walking on wet gelcoat.

Always wear non-slip foot gear while washing and waxing boat.

WARNING

Care should be utilized in waxing commonly walked upon areas of the boat to ensure that they are not dangerously slippery.

NOTE: For colored gelcoats, it is important to follow waxing recommendations in order to maintain the luster of the gelcoat.

A. ABOUT COLORED GELCOATS

Colored hulls add a beautiful contrast to all white boats making them distinctive and attractive. Similar to paint on cars, colors need more care and protection (waxing).

Chemical lab tests have proven that colored gelcoats will show more chalking than white gelcoat due to an eventual degradation from weathering. Chalking results from a breakdown of a gelcoated surface into an extremely fine powder. When this happens, the color of the part whitens. The chalk is strictly on the surface. Most house paints are designed to chalk and then wash off clean with water. Gelcoat chalk, however does not wash off.



SECTION 9 • CARE & REFINISHING

One can extend the life of white or colored gelcoat by following Sea Ray's® recommended maintenance instructions. 3M Ultra Performance paste wax or an equivalent marine grade paste wax will help maintain the luster of the original gelcoat.

B. PERMANENTLY MOORED OR DOCKED BOATS

Boats should be rotated in a slip as often as they are waxed. This will eliminate too much ultra violet exposure and degradation to occur on only one side of the boat.

REFER TO 3M ONE STEP MAINTENANCE AND RECONDITIONING PRODUCTS PAMPHLET IN YOUR OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

C. KEEP BILGE AREA DRY

Water may accumulate in the engine room where it is not able to drain to the bilge pump. Check all areas of the engine room for accumulated water and dry thoroughly. Water left standing may penetrate through the gelcoated surfaces and wick into the fiberglass affecting the life of the product.

4. STAINS & SCRATCHES

Although gelcoat and painted surfaces are resistant to deep stains, a need for cleaning will occasionally arise. But, the use of some common cleaning agents will permanently discolor or otherwise damage the finish on your boat.

- Do not use abrasive porcelain-cleaning powders. These are too abrasive and contain chlorine and ammonia, either of which will permanently discolor gelcoat and paint.
- Never use nail polish remover (acetone) or any ketone solvents.
- Use diluted household detergents to remove surface soil and stains. Before using a given brand, check to make sure it contains no chlorine or ammonia.

- Alcohol can be used to remove difficult stains. But it must be promptly washed off with mild detergent and water.
- Minor scratches and deeper stains that do not penetrate the gelcoat may be removed by light sanding and buffing.

5. PERMANENTLY MOORED OR DOCKED BOATS

If permanently moored or docked in salt water or fresh water, your boat will collect marine growth on its bottom. This will detract from the boat's beauty and greatly affect its performance. There are two methods of preventing this:

- Periodically haul the boat out of the water and scrub the bottom with a bristle brush and a solution of soap and water.
- Paint the hull below the waterline with a good grade of antifouling paint. **DO NOT paint the engine drive surfaces.**

NOTE: There are EPA regulations regarding bottom paint application. Consult your Sea Ray® dealer for proper application methods.

6. CARE FOR BOTTOM PAINT

From time to time a slight algae or slime forms on all vessels. The bottom painted portion of the hull can be wiped off with a coarse turkish towel or a piece of old rug while the boat is in the water. Do not use a stiff or abrasive material to clean the bottom paint.

The bottom paint should be inspected annually. If it needs repainting consult your Sea Ray® dealer.



SECTION 9 • CARE & REFINISHING

7. BILGE/ENGINE COMPARTMENT

1. Pump the bilges dry and remove all loose dirt. Be sure that all limber holes are open. If there is oil in the bilge and the source is not known, look for leaks in engine oil lines or engine gaskets. Oil stains can be removed by using a bilge cleaner available from your dealer or a marina. **DO NOT** use flammable solvents.
2. Check all wiring to be sure it is properly supported, that its insulation is intact, and that there are no loose or corroded terminals. If there are corroded terminals, they should be replaced or thoroughly cleaned. Tighten all terminals securely and spray them with light marine preservative oil.
3. Inspect the entire fuel system (including fill lines and vents) for any evidence of leakage. Any stains around joints could indicate a leak. Try a wrench on all fittings to be sure they are not loose, but do not over tighten them. Clean fuel filters and vent screens.
4. Inspect the entire bottom for evidence of seepage, damage or deterioration, paying particular attention to hull fittings, hoses and clamps. Straighten kinked hoses and replace any that do not feel pliable. Tighten loose hose clamps and replace those that are corroded. Tighten any loose nuts, bolts or screws.
5. Refer to your engine operator's manual for engine maintenance details. Wipe off engine to remove accumulated dust and grease. If a solvent is used, make sure it is nonflammable. Go over the entire engine and tighten nuts, bolts, and screws. Inspect the wiring on the engine and clean and tighten the terminals. Inspect the belts and tighten them if needed. Clean and lubricate the battery terminals; fill the battery cells with distilled water as needed.

8. TOPSIDE AREAS

A. STAINLESS STEEL AND ALLOY FITTINGS

Stainless steel and alloy fittings should be cleaned with soap and water or household glass cleaner. Remove rust spots as soon as possible with a brass, silver or chrome cleaner. Irreversible pitting will develop under rust that remains for any period of time. Never use an abrasive like sandpaper or steel wool on stainless. These may actually cause rust. To help protect the stainless, we recommend the use of a good car wax.

B. SALT CRYSTALS

When instruments are exposed to a saltwater environment, salt crystals may form on the bezel and the plastic covers. These salt crystals should be removed with a soft, damp cloth; never use abrasives or rough, dirty cloths to wipe plastic parts. Mild household detergents or plastic cleaners can be used to keep the instruments bright and clean.

REFER TO THE OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

9. GAUGE & SWITCH PANELS

No special care is needed. Just wipe off with a soft, fresh water damp cloth to remove dust or salt. Dry after with chamois or soft cloth. Use of protective chemicals is not required.



SECTION 9 • CARE & REFINISHING

10. ACRYLIC PLASTIC SHEETING

(PLASTIC GLASS)

Never use a dry cloth or duster or glass cleaning solutions on acrylic.

To clean acrylic, first flood it with water to wash off as much dirt as possible. Next, use your bare hand, with plenty of water, to feel and dislodge any caked dirt or mud. A soft, grit-free cloth may then be used with a nonabrasive soap or detergent. A soft sponge, kept clean for this purpose, is excellent. Blot dry with a clean damp chamois.

Grease and oil may be removed from acrylic with kerosene, hexane, white (not aviation or ethyl) gasoline or aliphatic naphtha (no aromatic content).

Do not use solvents such as acetone, silicone spray, benzene, carbon tetrachloride, fire extinguisher fluid, dry cleaning fluid or lacquer thinner on acrylic, since they attack the surface.

Remove fine scratches with fine automotive acrylic rubbing and polishing compounds.

11. CANVAS AND CLEAR VINYL

Do not fold or store any of the canvas pieces while wet. All canvas should be rolled or folded when dry and stored in a clean, dry place. For clear vinyl pieces, the recommended methods for storage are rolling or laying down flat. The clear vinyl should never be folded or creased as cracking will result. To protect the clear vinyl from rubbing against itself while rolled or stored flat, place a piece of very soft, nonabrasive cloth between the pieces. If the surface of the clear vinyl becomes scratched, the canvas manufacturer has provided a canvas care sheet located in your Owner's Manual Packet. When storing the rear (aft) curtain, fold the canvas over the clear vinyl window (do not fold clear vinyl), then roll or store flat.

The fabric should be cleaned regularly before substances such as dirt, pollen, etc. are allowed to accumulate on and become embedded in the fabric. The fabric can be cleaned without being removed from the installation. Simply brush off any loose dirt, particles, etc.; hose down

and clean with a mild solution of a natural soap in lukewarm water (no more than 100°F, 38°C); rinse thoroughly to remove soap. **DO NOT USE DETERGENTS.** Allow to completely dry.

Wash and clean vinyl windows with a warm soap solution. Use a soft cloth or sponge and do not scratch the surface.

If you have stubborn cleaning cases, call your dealer for proper procedures. Do not try your own cleaning procedures as they may permanently damage the canvas.

After each use, especially in salt water areas, rinse the canvas completely with fresh cold water. Then let the canvas dry completely before stowing.

All metal components of the canvas should be rinsed with fresh cold water and exposed components wiped dry to maintain appearance and working order.

12. EXTERIOR UPHOLSTERY FABRIC

Exterior fabrics should be cleaned with a sponge or very soft scrub brush and a mild soap and warm water solution. After scrubbing, rinse with plenty of cold, clean water and allow the fabric to air dry in a well ventilated place, preferably away from direct sunlight.

Mildew can occur if your boat does not have adequate ventilation. Heat alone will not prevent mildew; you must also provide for fresh air circulation.

REFER TO THE OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

13. INTERIOR UPHOLSTERY FABRIC

Cleaning and maintenance information provided by the material manufacturer, is in your Owner's Manual Packet.

NOTICE

Always clean spots, stains, etc., immediately. Test an unseen area of fabric before cleaning stain, to insure that cleaning material will not cause damage.

REFER TO THE OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND OTHER CLEANING INFORMATION.



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