



OWNER'S MANUAL

FUEL SYSTEMS

Boats manufactured for use in California for model year 2018 and after meet the California EVAP Emissions regulation for spark-ignition marine watercraft. Boats meeting this requirement will have the following label affixed near the helm.

WARNING

Operating, servicing and maintaining a recreational marine vessel can expose you to chemicals including engine exhaust, carbon monoxide, phthalates and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, service your vessel in a well-ventilated area and wear gloves or wash your hands frequently when servicing this vessel. For more information go to: www.P65warnings.ca.gov/marine

The fuel system in boats marketed in states other than California complies with U.S. EPA-mandated evaporative emission standards at time of manufacture using certified components.

CALIFORNIA AIR RESOURCES BOARD (CARB)

Outboard, sterndrive and inboard powered boats sold in the state of California are equipped with special components and certified to meet stricter environmental standards and exhaust emissions. All boats sold in California since 2009 are required to meet Super-Ultra-Low (four-star) emissions.

EXHAUST EMISSIONS



Sterndrive and inboard marine engine powered boats meeting CARB's exhaust emission standards are required to display the four-star label on the outside of the hull above the waterline. Outboard and personal watercraft marine engines may also comply with these standards.

DANGER

Carbon monoxide (CO) can cause brain damage or death. Engine and generator exhaust contains odorless and colorless carbon monoxide gas. Carbon monoxide will be around the back of the boat when engines or generators are running. Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness and lack of consciousness. Get fresh air if anyone shows signs of carbon monoxide poisoning. See engine manufacturer's manual for information regarding carbon monoxide poisoning.

Boating Safety Checklist

MUST HAVE ITEMS

As Required By Regulation

Personal Flotation Devices (Life Jackets)

- Type I, II, III, or V for **each person onboard** (Wearable)
- One Type IV (Throwable)
Not Required on Non-Powered boats under 16'

Fire Extinguishers

Choose One	Boats w/out Fixed System		Boats w/ Fixed System
<input type="checkbox"/> Boats <26'	1 Size BI	- OR -	Fixed System
<input type="checkbox"/> Boats 26 - <40'	2 Size BI*	- OR -	Fixed System + 1 Size BI
<input type="checkbox"/> Boats 40 - 65'	3 Size BI*	- OR -	Fixed system + 2 Size BI*

* One Size BII may be substituted for Two Size BI Extinguishers

Visual Distress Signals (VDS)

Choose One

- Combination Day/Night VDS (Flares or Flare Gun)
- Daytime VDS (Flags, Smoke Signal)
AND
Nighttime VDS (Automated SOS Light)

Sound Signals

- Horn or Whistle
- Bell (Not required for vessels under 12m)

Ventilation (Boats with Gasoline Systems)

- Natural Ventilation
- Powered Ventilation

Backfire Flame Control

- Backfire Flame Arrestor (Gasoline Engines except outboards)

- The above represents minimum USCG Safety Requirements on-board vessels.
- Other Requirements may be necessary to comply with state laws.
- This is not intended to be an all-inclusive list but rather a baseline of items to make your boating adventure safe and fun.
- For Vessels over 65' refer to 33CFR 25.30-20 or ABYC A-4.

Boating Safety Checklist

Recommended Items

Items in Red May be Required in Some States

Boats on Inland Waters

Everything on Required List PLUS:

- | | |
|---|---|
| <input type="checkbox"/> First Aid Kit | <input type="checkbox"/> Boating Safety Education/
Certificate |
| <input type="checkbox"/> Anchor with Sufficient Line | <input type="checkbox"/> Watersports Flag
(Skier Down/Diver Down Flag) |
| <input type="checkbox"/> Bailing Device | |
| <input type="checkbox"/> Sun Protection | |
| <input type="checkbox"/> Alternate Propulsion (Paddles, Oars) | |

Boats on Nearshore Waters

Everything Above PLUS:

- | | |
|---|---|
| <input type="checkbox"/> Extra Food & Water | <input type="checkbox"/> GPS/Chartplotter |
| <input type="checkbox"/> Float Plan | <input type="checkbox"/> Depth Finder |
| <input type="checkbox"/> Compass | <input type="checkbox"/> Charts |
| <input type="checkbox"/> VHF Radio | <input type="checkbox"/> Spare Tool Kit |

Boats on Offshore Waters

Everything Above PLUS:

- | | |
|---|---|
| <input type="checkbox"/> EPIRB | <input type="checkbox"/> Man-Overboard Recovery Gear |
| <input type="checkbox"/> Life Raft | <input type="checkbox"/> AIS |
| <input type="checkbox"/> Searchlight | <input type="checkbox"/> Sea Drogue |
| <input type="checkbox"/> List of CPR Instruction | <input type="checkbox"/> Safety Knife |
| <input type="checkbox"/> Radar | <input type="checkbox"/> Weather Information System |
| <input type="checkbox"/> Radar Reflector | <input type="checkbox"/> Radio Direction Finder |
| <input type="checkbox"/> Shore Landing Craft (Tender) | <input type="checkbox"/> Long Range Communications Gear |

Boats on River Waters

Everything on Required List Plus:

- | | |
|------------------------------------|---------------------------------|
| <input type="checkbox"/> Throw Bag | <input type="checkbox"/> Helmet |
|------------------------------------|---------------------------------|

Miscellaneous Items

Other Items That May be Recommended:

- | | |
|---|--|
| <input type="checkbox"/> Heaving Line | <input type="checkbox"/> Strobe Light |
| <input type="checkbox"/> Spare Keys | <input type="checkbox"/> Carbon Monoxide Detector |
| <input type="checkbox"/> Boat Hook/Pole | <input type="checkbox"/> Extra Clothing |
| <input type="checkbox"/> Spare Propeller | <input type="checkbox"/> Marine Hardware |
| <input type="checkbox"/> Extra Engine Oil | <input type="checkbox"/> Masks & Fins (For Clearing Props) |
| <input type="checkbox"/> Handheld Lead-line | <input type="checkbox"/> Storm Sails |

Scan here to download
the ABYC Boating Safety
Checklist App
abycinc.org/mobileapps



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Section 1

INTRODUCTION

CONGRATULATIONS

Congratulations and welcome aboard! To ensure each boating experience is a safe and enjoyable one, please read all the literature provided with your newly purchased boat carefully before operating the boat or any equipment.

Please keep this manual on board for future reference and pass all information along to the new owner if you ever decide to sell the boat.

ABOUT THIS MANUAL

This manual has been written as a general guide to safe operating practices, boating regulations and maintenance techniques for recreational boating. If this is your first time owning or operating a boat, it is recommended that you contact the boat dealer or local boating agency to find out how to enroll in a boater safety course prior to operating the boat.

This manual is not intended to be used as a replacement for specific information and procedures covered in manuals provided by the manufacturer of the engine, accessories and other major equipment.

Because we are constantly working toward product improvement, this manual is intended to be a general guide only. The illustrations used in this manual may not match the equipment on the boat; they are intended only as general reference views.

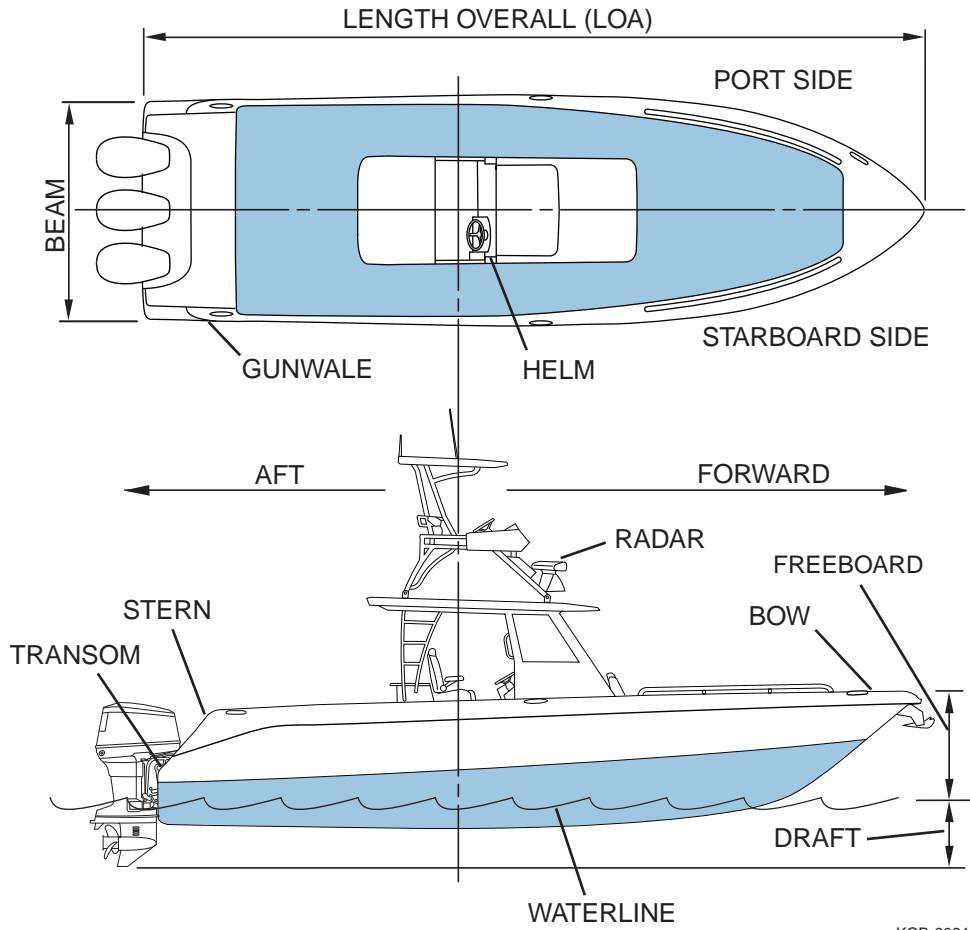
This information is supplied with the understanding that the boat will be operated with good seamanship and attention to safe loading, safe operating conditions and safe speed. The manner in which the boat is loaded and operated is the responsibility of the operator. The following elements should be considered for inclusion in the owner/operator's manual.

ABOUT YOUR NEW BOAT

BOAT TERMINOLOGY

It is important that you understand, learn and use appropriate and common nautical terminology while boating to ensure operator safety and the safety of others.

See the *Glossary of Nautical Terms* section of this manual for additional boating terminology.



KCB-0081

HULL IDENTIFICATION, CAPACITY AND SAFETY PLATES

Hull Identification Number

The hull identification number (HIN) is usually located near the upper starboard corner of the transom on the outside of the boat. In some instances, the HIN may be located in an alternate location as determined by the manufacturer (e.g., a pontoon HIN may be located on the aft crossmember approximately 1 foot (0.3 meters) from the starboard hull attachment). The HIN must be clearly visible and may not be removed, altered or tampered with in any way as regulated by federal law.

In case of collision, theft or damage, report these numbers to the local authorities, the insurance agent and the dealer.

Safeguard information about the boat by recording the HIN and model of the boat, and model and serial

numbers of the engine and accessories on the Boat Information Form in this manual.

U.S. Coast Guard Safety Standards Compliance Plate

All power boats less than 20 feet (6 meters) must have a manufacturer’s compliance plate clearly indicating that the boat is in compliance with the U.S. Coast Guard (USCG) safety standards and the effective date of the compliance. The compliance plate may be combined onto one plate showing both the capacity plate and compliance information by the manufacturer.

As a division of the U.S. Department of Homeland Security, the USCG is the ultimate authority on U.S. waters. The USCG has the right to board any boat for any reason at any time. Failure to obey an order from the USCG can result in a fine, confiscation, imprisonment and even being fired upon in certain areas or conditions.



Certification Standards

The boat was built to meet federal USCG requirements and *may* be certified to more stringent American Boat & Yacht Council (ABYC) standards for the fuel, electrical, ventilation, flotation, horn, identification, capacity, placards and labels, powering, start-in-gear protection, navigation lights, backfire flame control and in most cases, fire extinguishers.

The boat owner is responsible for other USCG-required safety items, which can vary depending on the size of the boat as follows:

- Fire Extinguishers
- Life Jackets
- Visual Distress Signals
- Navigation Rules on board (Boats 39 feet 5 inches (12 meters) in length overall (LOA) and greater
- Bell (Boats greater than 65 feet [20 meters] in length)

The boat manufacturer or dealer may provide some required safety items. Your boat *may not* be certified to ABYC standards; check the capacity plate for more information.

The person/load capacity is determined by the USCG. The capacity plate is usually located within clear visibility of the boat operator or helm area. The capacity plate indicates limits for loading the boat, which are enforceable by law. Never exceed the “U.S. Coast Guard Maximum Capacities” indicated on the capacity plate.



KCB-0008

Boats in the National Marine Manufacturers Association (NMMA) Certification program up to 26 feet (7.9 meters), or a pontoon boat of any length, are certified to ABYC standards, have the USCG maximum rated load capacity on the certification plate and may contain EPA and/or CARB emission information. Do not exceed maximum person or weight capacities.

Yacht Certification

Boats 26 feet (7.9 meters) and greater equipped with this placard are certified by the NMMA for compliance with NMMA and USCG safety standards.



KCB-0050

Upper Deck Capacity Limit

Boats equipped with an upper deck, such as a flybridge or sun lounge, can experience stability issues if too much weight is placed on the upper deck. Weight on the upper deck raises the center of gravity, which makes the boat less stable and more likely to capsize under certain sea conditions.

Boats certified by the National Marine Manufacturers Association (NMMA) to American Boat & Yacht Council (ABYC) standards will have a plate on the upper deck stating the maximum weight capacity allowed on the upper which is usually less than the boat's maximum capacity of people and/or weight. Boats without a plate on the upper deck stating the maximum weight capacity should be limited to no more than 30% of the boat's maximum capacity of people and/or weight. Weight should always be distributed evenly front-to-back and side-to-side.

DESIGN CATEGORY

Offshore performance and tournament fish boats are designed for use in typical conditions in ocean waters; Category A. Wave heights over 5 feet (1.6 m) make boating uncomfortable. Waves over 6 feet (2.0 m) can be dangerous and should only be navigated at reduced speed.



If you use your performance boat in the Great Lakes or ocean, you should confine your cruising to within 11 miles of the shore and constantly monitor the weather for changes. A performance boat is not an oceangoing craft and as such can only be used if the water conditions are within the capabilities of the boat.

DISCLAIMER

This Owner's Manual is provided for information and educational purposes only and is not intended to offer or provide legal advice or create a contractual relationship. Please be aware that as a boat owner, you have responsibilities regarding the safety, maintenance, fitness and operation of the boat which cannot be delegated to anyone else. The extent of such responsibilities is ultimately determined by Federal law and regulations, the general maritime law of the United States, the laws and regulations of the states and territories of the United States, or the laws and regulations of the country where you operate the boat.

REFERENCES AND CONTACT INFORMATION

Use the following list of publications and organizations for reference and contact information concerning safe boating, navigational rules and other boating topics.

Publications

- Bottomley, Tom. *Boatman's Handbook*. Hearst Marine Book. Morrow
- Brotherton, Miner. *Twelve Volt Bible*. Seven Seas
- Calder, Nigel. *Boatowner's Mechanical and Electrical Manual*. McGraw-Hill Education
- Chapman, Charles F. and Maloney, E.S. *Chapman's Piloting, Seamanship and Small Boat Handling*. Hearst Marine Book. Morrow
- Hinz, Earl. *The Complete Book of Anchoring and Mooring*. Cornell Maritime Press
- National Fire Protection Association. *NFPA 302 Fire Protection Standard for Pleasure and Commercial Motor Craft*. National Fire Protection Association
- United States Coast Guard. *Navigational Rules for U.S. Waterways*. Visit <https://www.navcen.uscg.gov/> to view or download this publication.

- United States Coast Guard Auxiliary. *Boating Skills and Seamanship Thirteenth Edition*. United States Coast Guard
- Whiting, John and Bottomley, Tom. *Chapman's Log and Owner's Manual*. Hearst Marine Book

Organizations

American Boat & Yacht Council

Boat building standards.
<http://abycinc.org>

American Red Cross

A resource for first aid training, emergency supplies and preparedness.
<http://www.redcross.org> or consult the local telephone directory

Boat Owners Association of The United States

Organization of recreational boaters offering marine services, education and protecting boater's rights.
<http://www.boatus.com/>

BoatU.S. Foundation for Boating Safety Hotline

Training and education outreach directly to boaters.
<http://www.boatus.org/>
Phone: 800-245-2628

National Association of State Boating Law Administrators

Boat safety training and education resources.
<http://www.nasbla.org>

National Marine Manufacturers Association

Boat, marine engine and accessory manufacturer trade association.
<http://www.nmma.org>

National Oceanic and Atmospheric Administration's National Weather Service

Nautical charting, weather, fishery, ocean and climate resources.
<http://www.noaa.gov>

National Safe Boating Council, Inc.

<http://www.safeboatingcouncil.org>

***Sea Tow Services International, Inc.***

Organization of recreational boaters offering in-water services, education and emergency assistance.

<http://www.seatow.com>

Toll free: 800-473-2869

U.S. Coast Guard

<http://www.uscgboating.org> (To contact the U.S. Coast Guard for an emergency while on the water, always use the onboard VHF-FM radio channel 16. Use cell phones only as a secondary means of communication. Call 9-1-1 to reach rescue personnel.)

U.S. Coast Guard Auxiliary

Information on boating safety classes and boat safety checks.

<http://nws.cgaux.org>; Phone: 877-875-6296

U.S. Coast Guard Navigation Center (NAVCEN)

USCG navigation information.

<https://www.navcen.uscg.gov>

U.S. Coast Guard Office of Boating Safety

USCG resources for recreational boaters.

<http://www.uscgboating.org>

U.S. Coast Guard's America's Waterway Watch Program

<http://www.americaswaterwaywatch.uscg.mil> (A program for recreational boaters to assist the U.S. Department of Homeland Security in reporting suspicious activity on U.S. waterways); Phone: 877-249-2824

U.S. Government Publishing Office

<http://www.gpo.gov>

(For information and documentation on FCC rules and regulations and Skippers Course information, and other government, marine and nautical related documents)

U.S. Power Squadrons

Boating courses and knowledge resources.

<http://www.usps.org>; Phone: 888-367-8777

Water Sports Industry Association

Water sports education, safety and risk management.

<http://www.wsia.net>



SECTION
1

INTRODUCTION

BOAT INFORMATION FORM

BOAT
Boat Manufacturer:
Hull Colors:
Weight:
Length:
Draft:
Beam:
Vertical Clearance:
Dealer:
Dealer Representative:
Dealer Phone:
Boat Model:
Hull ID Number (HIN):
Registration Number:
Registration State:
Purchase Date:
Delivery Date:
Warranty Expiration Date:
Manufacturer Representative:
Manufacturer Phone:



ENGINE, DRIVE AND PROPELLER			
Engine Make:			
Engine Model Number	Port:	Engine Serial Number	Port:
	Stbd:		Stbd:
	Center:		Center:
Drive Make:			
Drive Model Number	Port:	Drive Serial Number	Port:
	Stbd:		Stbd:
	Center:		Center:
Propellers	Make:		
	Type:		
	Size:		
	Material:		
	Part Number:		
SYSTEMS			
Fuel Filter Part Number:			
Battery Make and Quantity:			
Starting			
House/Accessory			
Generator			
ACCESSORIES			
Fuel Tank Capacity:		Battery Make:	
Fuel Filter Part Number:		Battery Size:	
Ignition Key Number:		Freshwater Tank Capacity:	
Cabin Key Number:		Waste Holding Tank Capacity:	
Other Key Number:			
Generator	Make:	Marine Radio	Make:
	Model Number:		Model Number:
	Serial Number:		Serial Number:



SECTION
1

INTRODUCTION

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Section 2

SAFETY

The popularity of boating and other water sports has undergone an explosion of growth in the past few years, making safety an important issue for everyone who shares in the use of the waterways.

⚠ WARNING *Operation Hazard: Read and understand this Basic Boating and Safety Manual, the Engine Operator's Manual and all manufacturer-supplied information regarding the operation of equipment. The boat operator must understand all safety information responsibilities, regulations, controls and operating instructions before attempting to operate the boat. Improper operation could result in death or serious injury.*

The safety content and precautions listed in this manual and on the boat are not all-inclusive. If a procedure, method, tool or part is not specifically recommended, the operator must feel confident that it is safe for them and others, and that the boat will not be damaged or become unsafe as a result of the operator's decision. **REMEMBER – ALWAYS ASSESS EACH SITUATION AND USE SOUND JUDGMENT!**

The boat operator is responsible for their own safety, as well as that of passengers and other boaters.

GOOD SAFETY PRACTICES

Boating-related accidents are generally caused by the operator's failure to follow basic safety rules or written precautions. Most accidents can be avoided if the operator is completely familiar with the boat, its operation and the navigational rules of the road and can recognize potentially hazardous situations.

In addition to everyday safety, failure to observe safety recommendations may result in severe personal injury or death to the operator or to others. Use caution and sound judgment when operating the boat. Do not take unnecessary chances! Failure to adhere to these warnings could result in death or severe injury to the operator and/or others.

Read this entire manual and be aware of other specific safety guidelines not listed in this manual. Seek additional safety information from the USCG and state and local authorities. In addition to specific safety

statements noted in this manual, a general list of safety guidelines and recommendations is listed below:

- The boat must comply with USCG safety equipment regulations.
- Before each outing, check all safety equipment such as fire extinguishers, life jackets, flares, distress flags, flashlights and engine emergency stop switch. Make sure they are operable, in good condition, readily visible and easily accessed.
- Onboard equipment must always conform to the governing federal, state and local regulations.
- Never allow any type of spark or open flame on board. It may result in fire or explosion.
- Take the keys/FOBs when leaving the boat to keep untrained and unauthorized persons from operating the boat.
- Know how to react correctly to adverse weather conditions, have good navigation skills and follow navigational rules as defined by USCG, state and local regulations.
- Check local weather reports before casting off. Do not leave the dock area when strong winds and electrical storms are in the area or predicted to be in the area.
- Seek shelter from open water if lightning is an imminent threat.
- Tell someone of the travel plans before departing.
- Know the weight capacity of the boat. Never overload the boat.
- Never operate the boat while under the influence of drugs or alcohol.
- Look before turning the boat. The boater is obligated to maintain a course and speed unless it is safe to alter course and speed. Look before turning.
- Operators must read and understand all operating manuals supplied with the boat before operation.
- Whenever planning an outing, make sure that at least one passenger is familiar with the operation and safety aspects of the boat in case of emergency.
- Passengers should never sit in front of the operator; always avoid obstructing the operator's view.
- Show all passengers the location of emergency equipment and explain how to use it.



- Never allow passengers to drag their feet or hands in the water, or sit on the bow, bow pulpit, deck or gunwale while the engine is running.
- Never use or hold on to the boarding platform while the engine is running.
- Never stand or allow passengers to stand in the boat or sit on the transom, seat backs, engine cover or sides of the boat while the engine is running. The operator or others may be thrown from the boat.
- Children and nonswimmers must wear a life jacket at all times.
- Never leave children in the boat without adult supervision.
- Improper operation of the boat is extremely dangerous.
- Securely attach the engine emergency stop switch lanyard to a part of your clothing, such as a belt loop, when operating the boat.
- Operate slowly in congested areas such as marinas and mooring areas.
- The bow may be slippery. Do not go forward while the engine is running.
- Slow down when crossing waves or wake in order to minimize the impact on passengers and the boat.
- Never replace the boat's marine parts with automotive parts (if applicable).
- Never remove or modify any components of the fuel system. Always have qualified personnel perform fuel system maintenance. Tampering with fuel components may cause a hazardous condition.
- Avoid contact with engine exhaust gases—engine exhaust contains carbon monoxide.
- Never operate the engine in a confined space.
- Never go under the boat cover with the engine running or shortly after the engine has been running.
- Allow adequate ventilation with fresh air before entering any enclosed areas.
- Watch for other boats, swimmers and obstructions in the water. Stay away from other boats and personal watercraft (PWCs).
- Never swim near a boat when the engine is running. Even if the boat is in the NEUTRAL position, the propeller may still be turning and carbon monoxide may be present.

- Never dive from the boat without being absolutely sure of the depth of the water; severe injury or death may occur from striking the bottom or submerged objects.
- Never wrap ski lines or mooring lines around any body part. You could become entangled in the line if you fall overboard while the boat is moving.
- Keep track of ski lines and dock lines so they do not become entangled in the propeller.
- Have an experienced operator at the helm and always have at least three people present for safe towing—one to drive, one to observe, and one to ski or ride.

SAFETY AND TRAINING

There is a vast amount of recreational boating regulatory, safety and training information online, and much of it is free. This information covers laws, aids to navigation, rules of the road, hands-on boating safety courses, boat safety checks and much more for both novices and experienced boaters. Go to the following sites for more information:

- United States Coast Guard
www.uscgboating.org
- United States Power Squadron
www.usps.org
- BoatU.S. Foundation
www.boatus.org

SAFETY DECALS AND STATEMENTS

SAFETY DECALS

The boat is affixed with various hazard and safety decals at the time of manufacture. These decals appear in specific locations on the boat and on equipment where safety is of particular concern. All operators of the boat must read and understand all hazard and safety decals and advise all passengers on the safety concerns and proper practices. Hazard and safety decals must remain legible. If the operator suspects a decal is missing or damaged they should contact the dealer for immediate replacement.



SAFETY STATEMENTS

There is no substitute for sound judgment and careful practices. Improper practices or carelessness can cause burns, cuts, mutilation, asphyxiation, other bodily injury or death. This information contains general safety precautions and guidelines that must be followed to reduce risk to personal safety. Special safety precautions are listed in specific procedures. Read and understand all of the safety precautions before operation or performing repairs or maintenance.



NOTE — This safety alert symbol appears with most safety statements. It means attention, become alert, your safety is involved! Please read and abide by the message that follows the safety alert symbol.



DANGER Indicates a hazardous situation that, if not avoided, will result in death or serious injury.



WARNING Indicates a hazardous situation that, if not avoided, could result in death or serious injury.



CAUTION Indicates a hazardous situation that, if not avoided, could result in minor or moderate injury.

NOTICE

Indicates a situation that can cause damage to the boat and accessories and/or the environment, or cause the equipment to operate improperly.

SAFETY PRECAUTIONS



DANGER The safety messages that follow have **DANGER** level hazards. These safety messages describe hazardous situations that, if not avoided, will result in death or serious injury.



Training Hazard: Do not permit anyone to launch, operate or retrieve the boat without proper training.

- Read and understand this *Basic Boating and Safety Manual* and all manufacturer-supplied information before operating or servicing the boat to ensure that you follow safe operating practices and maintenance procedures.

- Safety signs and decals are additional reminders for safe operating and maintenance techniques.
- See the boat dealer for additional training.



Exhaust Hazard: Carbon monoxide (CO) is a colorless and odorless gas produced by all engines, fuel-burning appliances and any material that contains carbon and is burned. Direct or prolonged exposure to carbon monoxide will cause brain damage or death.



Electrocution Hazard: Docks and other boats nearby can carry sources of electricity. Faulty wiring or the use of damaged electrical cords and other devices not approved as “shore or marine rated” can cause the surrounding water source to become energized from electricity leakage. Never enter the water or swim in a marina.



WARNING The safety messages that follow have **WARNING** level hazards. These safety messages describe hazardous situations that, if not avoided, could result in death or serious injury.



Fire/Explosion Hazard: Gasoline is extremely flammable and highly explosive under certain conditions.

- Compartments for fuel, flammable liquids or gases must be properly ventilated to prevent explosive vapors from accumulating. Most vapors are heavier than air. If not in a vapor-tight locker vented overboard, vapors will accumulate in the bilge, posing a fire and explosion hazard.
- Inspect fuel system for leaks at least once a year.



Fire/Explosion Hazard: Hydrogen gases produced by a lead-acid battery while it is charging, or the engine is running, can cause an explosion and/or a fire. Always wear personal protective equipment when working on or around batteries.

- Keep the area around the battery well-ventilated.
- Do not smoke or bring an open flame or any other form of ignition near a battery.



- **Do not check for a dead battery by placing a metal object between the battery posts. Sparks could cause an explosion.**
- **Do not place your head directly above a battery when making or breaking electrical connections.**
- **Always charge the battery outside of the boat.**
- **Do not use a battery booster to start the engine.**



Sever Hazard: Make sure nobody is near the propeller before starting the engine(s).

- **Do not allow swimmers to approach or use the ladder when the engine is running.**
- **The operator should walk to the stern and check the water for people near the propeller, as people in the water may not always be noticeable from the helm.**
- **Turn off the engine(s) before allowing people to board or exit the boat. The propeller may continue rotating even when the engine is idling or in NEUTRAL.**
- **Show passengers the location of the propeller and teach them to keep their distance from it at all times, even when the propeller is not in motion.**
- **Show passengers the propeller warning labels around the boat and discuss propeller dangers.**
- **Be particularly alert when boating in high-traffic areas and never operate in swimming zones.**
- **Exercise caution when operating near boats that are towing skiers and tubers.**
- **Never allow passengers to sit in areas where they could fall overboard, including the bow, gunwale, transom, seat backs, or other locations.**
- **Carefully watch children aboard the boat at all times.**
- **Instruct passengers on the rules for using the swim platform, boarding ladders and seats. If possible, instruct them to stay seated at all times while the boat is underway.**



Man Overboard Hazard: Always remain seated in the boat manufacturer's designated seating arrangement, use handholds and never block the view of the boat operator while underway. The boat's bow, gunwale, transom platform and seat backs are not intended for use while underway.

- **If someone falls overboard, slowly turn the boat around while keeping an eye on the victim. Ask a passenger to help monitor the victim. Always STOP THE ENGINE before rescuing a victim from the water.**
- **Never put the engine in REVERSE to retrieve a person from the water. Slowly circle back to the person again if necessary.**



Entanglement Hazard: Rotating or moving parts can entangle or sever body parts.

- **Do not wear jewelry, unbuttoned cuffs, ties or loose-fitting clothing.**
- **Tie long hair back when working near moving or rotating parts such as the flywheel or propeller shaft.**
- **Keep hands, feet and tools away from all moving parts.**
- **Keep all guards in place when the engine is operating.**
- **Use caution when working with ski or mooring lines so they do not become entangled with the propeller.**



Exposure Hazard: Wear personal protective equipment, including appropriate clothing, gloves, work shoes, eye and hearing protection, as required by the current task.



Control Hazard: Do not operate the boat while you are under the influence of alcohol or drugs or if feeling ill. Federal laws prohibit operating a boat under the influence of alcohol or drugs. These laws are vigorously enforced.



CAUTION *The safety messages that follow have CAUTION level hazards. These safety messages describe hazardous situations that, if not avoided, could result in minor or moderate injury.*



Slip/Trip Hazard: Keep the boat free of water, oil, mud and other foreign matter. Do not wax deck and swim platform surfaces. Remove anything that creates slippery areas around the boat.

NOTICE

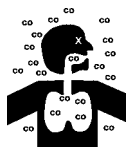
The safety messages that follow have NOTICE level hazards. These messages are used to indicate a situation that can cause damage to the boat and accessories and/or the environment, or cause the equipment to operate improperly.

- *Unapproved modifications to the boat or systems may impair the boat's safety and performance characteristics and shorten the boat's life. Any alterations to the boat may void its warranty. Always consult the boat manufacturer before making modifications or adding equipment.*
- *ALWAYS be environmentally responsible. Follow the guidelines of the EPA or other governmental agencies for the proper disposal of hazardous materials such as engine oil and fuel. Consult the local authorities or reclamation facility.*

CARBON MONOXIDE (CO)



DANGER *Exhaust Hazard: CO gas is colorless, odorless and extremely dangerous. All engines and fuel-burning appliances produce CO as exhaust. Direct and prolonged exposure to CO will cause brain damage or death. Always avoid exposing your passengers or yourself to CO.*



Even with the best boat design and construction, plus the utmost care in inspection, operation and maintenance, hazardous levels of CO may still be present in accommodation areas under certain conditions. To reduce CO

accumulation, always provide adequate ventilation in the boat interior by opening the deck hatches, windows or canvas.

Do not confuse carbon monoxide poisoning with seasickness, intoxication or heat stress. If someone complains of irritated eyes, headache, nausea, weakness, dizziness or drowsiness, or you suspect

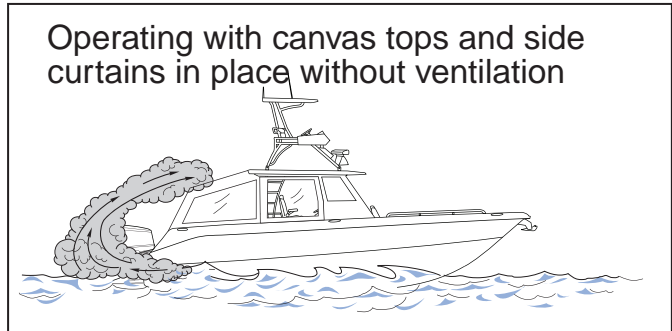
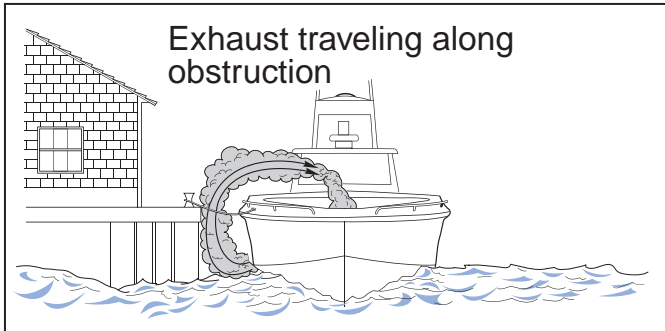
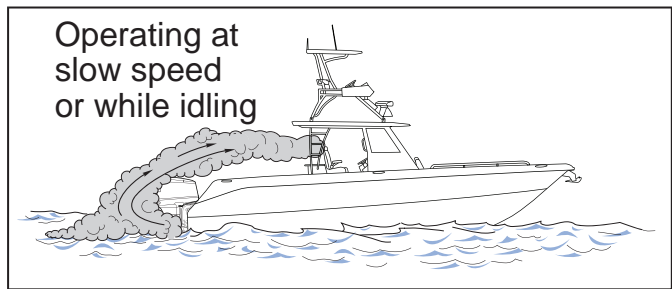
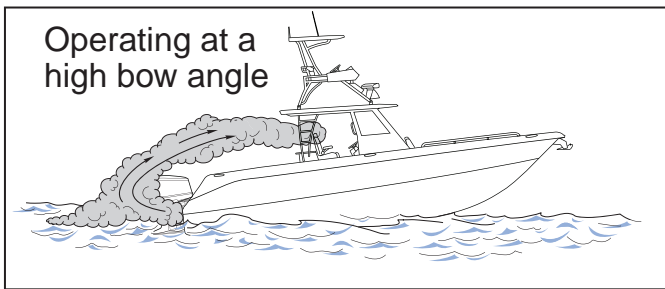
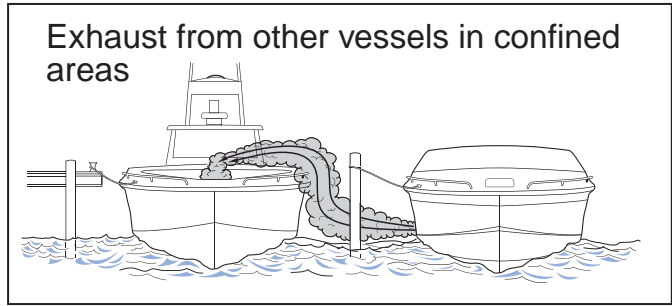
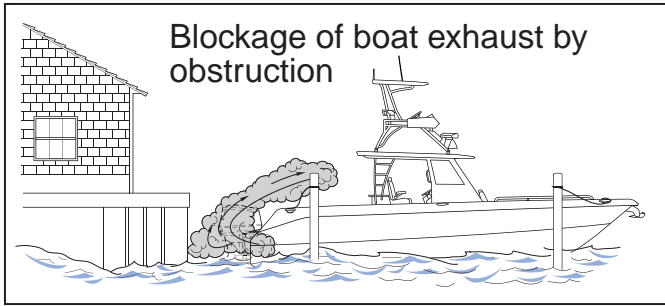
carbon monoxide poisoning, immediately move the person to fresh air, investigate the cause and take corrective action. Seek medical attention if necessary.

Always use a CO detector in confined areas where there is a possibility of CO buildup, such as enclosed canvas, sleeping quarters, galleys and head compartments. Regularly check the condition of the CO detector for proper operation.

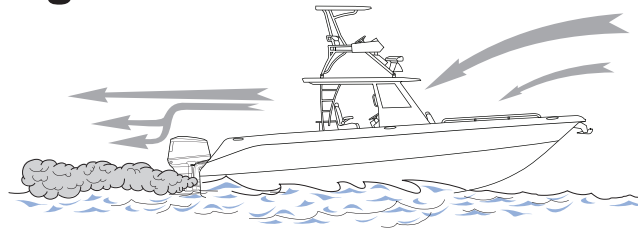
Make sure that all passengers know what the CO detector alarm sounds like. If the alarm sounds, shut down engines and generator, move passengers to fresh air for at least 10 minutes, reset the alarm and investigate the cause. Ventilate the space thoroughly before restarting engines and generator.

Test the carbon monoxide detector operation before each trip, at least once a week and after the boat has been in storage. Also have the CO detectors professionally tested at regular intervals. Most CO detectors are required to be replaced every 5 years – see the OEM manual.

Potential Causes of CO Poisoning While Under Way



Always ensure adequate fresh air ventilation through the boat when under way.



KCB-0049B



REQUIRED BOATING SAFETY EQUIPMENT AND REGULATIONS

U.S. Coast Guard Minimum Onboard Personal Safety Equipment Required
(The boat may be equipped with one or more requirements by the manufacturer.)

	LESS THAN 16 FT (4.9 M)	CLASS 1: 16 TO LESS THAN 26 FT (4.9 TO LESS THAN 7.9 M)	CLASS 2: 26 TO LESS THAN 40 FT (7.9 TO LESS THAN 12.2 M)	CLASS 3: 40 TO 65 FT (12.2 TO 19.8 M)
LIFE JACKETS AND PERSONAL FLOTATION DEVICES (PFDs)	One U.S. Coast Guard-approved Type I, II, III or V wearable life jacket for each person on board	One U.S. Coast Guard-approved Type I, II, III or V wearable life jacket for each person on board and one throwable Type IV PFD device		
VISUAL DISTRESS SIGNALING DEVICES	One (1) electric distress light OR three (3) day and night combination red flares	One orange distress flag or one electric distress light OR three floating or handheld orange smoke signals and one electric distress light OR three day and night combination red flares, handheld, parachute or meteor type		
AUDIBLE SIGNALING DEVICES	A boat less than 39.4 ft (12 m) must have on board an efficient sound-producing device. (Example: hand or mouth whistle OR a compressed or powered air horn)		A boat less than 39.4 ft (12 m) must have on board an efficient sound-producing device. (Example: hand or mouth whistle OR a compressed or powered air horn) A boat 39.4 ft (12 m) but less than 65.6 ft (20 m) in length operating in inland waterways must carry a power whistle OR powered air horn AND a bell	
NAVIGATION LIGHTS	Regulations require that navigational lights be clearly lit and properly displayed at all times between sunset and sunrise and always when operating in reduced visibility while boating			
FIRE EXTINGUISHERS	One B-I type (U.S. Coast Guard-approved) If the boat meets any one or more of the following conditions, the boat must carry one B-I type USCG-approved extinguisher on board: <ul style="list-style-type: none"> • Inboard/sterndrive engine powered • Has closed compartments where portable fuel tanks can be stored • Has double bottom construction that has areas where air or gases can be open or trapped • Has an enclosed living space • Has compartments where flammable, combustible or explosive materials are stored • Has permanent fuel tanks installed 	One B-II OR two B-I type (USCG-approved) (A fixed extinguishing system is equal to one B-I.)		One B-II AND one B-I OR three B-I type (USCG-approved) (A fixed extinguishing system is equal to one B-I OR two B-II.)

FIRE EXTINGUISHER

USCG-approved fire extinguishers are required on all Class I, II and III boats. Mount all handheld fire extinguishers in readily accessible areas away from the engine compartment and other combustible devices. All passengers must know the location and operating procedure of each extinguisher. Follow the manufacturer's instructions for proper use and operation of the fire extinguisher.



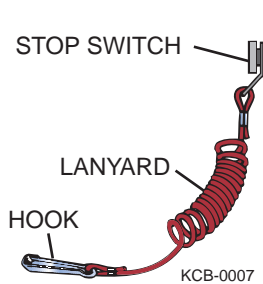
All fire extinguishers used on marine boats must be classified to extinguish type B fires (gasoline, oil or grease). The size and number of required fire extinguishers depend on the size of the boat. The two type B fire extinguishers commonly used are B-I and B-II. Type B fire extinguishers are classified by the different extinguishing compound amounts used in each.

Check the fire extinguisher condition and pressure gauge regularly, if not before every trip, to ensure that the fire extinguisher is in good operating condition and is fully charged. If the fire extinguisher is damaged or not properly pressurized, replace it.

See the *U.S. Coast Guard Minimum Onboard Personal Safety Equipment Required* section of this manual for specific onboard requirements.

ENGINE EMERGENCY STOP SWITCH AND LANYARD

The engine emergency stop switch, sometimes inaccurately called a kill switch, is an extremely important safety device. Use the engine emergency stop switch when operating the boat's engine. This safety device prevents the boat from becoming a runaway if the operator is accidentally thrown from the seat or away from the helm. The USCG recommends and many states require the use of the emergency stop switch by law. Check with local and state authorities about usage requirements to avoid potential fines.



! WARNING *Control Hazard: Never remove or modify the engine emergency stop switch and/or lanyard.*

- **Always check the switch for proper operation. With the engine running, pull the lanyard. If the engine does not stop, have the switch repaired before continuing to operate the boat. Never operate the boat if the engine emergency stop switch does not work.**
- **Avoid accidentally pulling the cord lanyard during normal operation. Loss of engine power means loss of most steering control. Also, without engine power, the boat could slow rapidly. This could cause people and objects in the boat to be thrown forward.**

LIFE JACKETS

Boaters enjoy the feel of sun and spray, so it's tempting to boat without wearing a life jacket, especially on nice days. However, the failure to wear life jackets is by far the number one cause of boating fatalities.

Modern life jackets are available in a wide variety of shapes, colors, sizes and technologies. Many are thin and flexible. Some are built right into fishing vests or hunter coats. Others are inflatable and as compact as a scarf or fanny pack until they hit water and automatically fill with air.

There's no excuse for not wearing a life jacket on the water. Boat dealers or marine stores are the best sources for guidance when selecting this most important piece of safety equipment.

Things to Know about Life Jackets:

- Certain life jackets are designed to keep the head above water and help you remain in a position that permits proper breathing.
- To meet USCG requirements, a boat must have a USCG-approved life jacket for each person aboard. Boats 16 feet and over must have at least one Type IV throwable device as well.
- All states have regulations regarding children wearing life jackets.
- Adult-sized life jackets will not work for children. Special life jackets for children are available. To work correctly, a life jacket must be worn, fit snugly and not allow the child's chin or ears to slip through.
- Life jackets can be equipped with whistles, strobe lights, handheld VHF radios and personal locator beacons.
- Life jackets are recommended for open water.
- Test life jackets for wear and buoyancy at least once each year. Discard waterlogged, faded or leaky jackets.
- Properly stow life jackets but make them easily accessible.
- A life jacket, especially a snug-fitting flotation coat or deck-suit style jacket, can help people survive in cold water.

Life Jackets Must Be:

- USCG-approved
- In good and serviceable condition
- Appropriately sized for the intended user
- The best life jacket is the one you will wear



Accessibility

- Wearable life jackets must be readily accessible.
- Boaters must be able to locate and put them on in a reasonable amount of time in an emergency.
- They should not be stowed in plastic bags, in locked or closed compartments or have other gear stowed on top of them.
- Throwable devices must be immediately available for use in emergency situations.
- Though not required, a life jacket should be worn at all times when the boat is underway. A life jacket can save a boater's life, but only if the boater wears it. Set the example and wear it whenever near the water.

Child Life Jacket Requirements

No person may operate a recreational boat underway with any child under 13 years old aboard unless each such child is either: (1) Wearing an appropriate PFD approved by the Coast Guard; or (2) Below decks or in an enclosed cabin.

Some states require that children wear life jackets at all times; check with the state boating safety authorities.

- Applies to children of specific ages
- Applies to certain sizes of boats
- Applies to specific boating operations

Child life jacket approvals are based on the child's weight. Check the "user weight" on the label, or the approval statement that will read something like "Approved for use on recreational boats and uninspected commercial boats not carrying passengers for hire, by persons weighing XX lbs." They can be marked "less than 30," "30 to 50," "less than 50," or "50 to 90."

Since children grow quickly, many boat launches now feature free use of children's life jackets in several different weight categories.

Life Jacket Requirements for Certain Boating Activities Under State Laws

The USCG recommends, and many states require, wearing USCG-approved life jackets:

- For waterskiing and other towed/surf activities, use a life jacket designed for waterskiing. **It is illegal in many states to participate in towed water sports without a USCG-approved life**

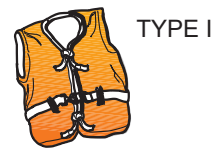
jacket. Be aware that some specialized water sports vests are NOT USCG-approved and should be worn in addition to a USCG-approved life jacket.

- While operating personal watercraft (PWC) use a life jacket marked for PWC or waterskiing use.

Check with the state boating safety authorities. Other rules may apply if boating in an area under the jurisdiction of the Army Corps of Engineers or a federal, state or local park authority. Special local rules are usually posted at the boat launch.

Type I Life Jacket

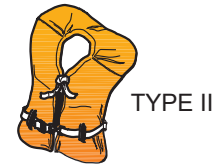
This life jacket is designed so that the person wearing it turns to a face-up position when conscious or unconscious. Type I life jackets are the most buoyant and are effective on all waters, especially when rescue is delayed or flotation time is extended.



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Type II Life Jacket

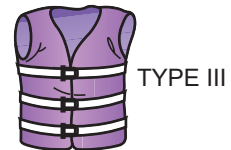
This life jacket is recommended for use in calm water near shore on most inland waters where quick rescue is likely. A Type II life jacket is similar to a Type I life jacket, but it is not as buoyant or effective in turning the wearer to a face-up position.



KC-0006C-A

Type III Life Jacket

This life jacket is designed for personal buoyancy when the wearer is alert and conscious. Type III life jackets require users to turn themselves to a face-up position.

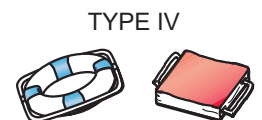


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Type III life jackets are recommended in most inland water applications where quick rescue is likely or when used in the presence of other people.

Type IV Personal Flotation Device

These PFDs are designed to be thrown to a person in the water who can grab and hold it while being rescued. Never wear a Type IV PFD.



KC-0007C-A

Type V Life Jacket

This life jacket is designed for special activities and may be worn instead of a Type I, II or III life jacket if used in accordance with the approval conditions on the label. If a Type V life jacket is part of the minimum onboard life jacket requirements and if it has a label that indicates “required to be worn,” it must be worn at all times. Otherwise one additional Type I, II or III life jacket must be on board to satisfy the minimum life jacket requirements. Some Type V life jackets provide increased protection against hypothermia.

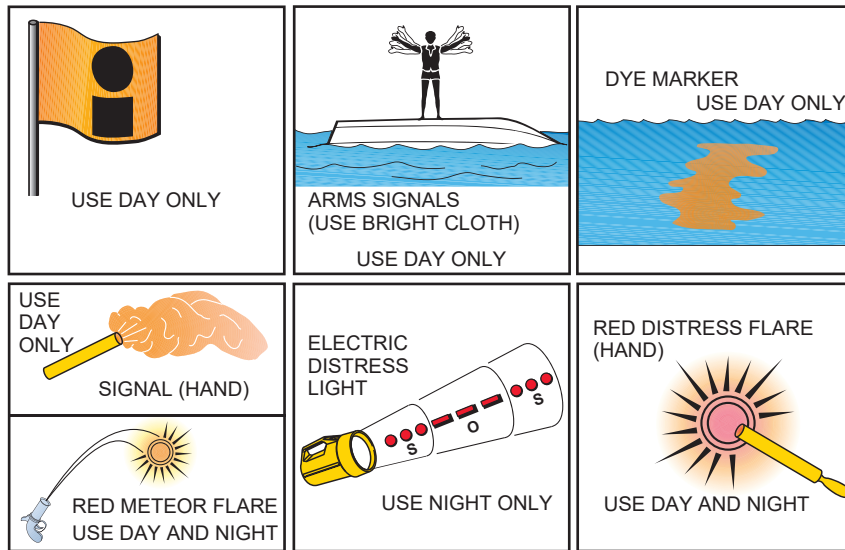


VISUAL DISTRESS SIGNALING DEVICES

Boats less than 16 feet (4.9 meters) must have USCG-approved visual distress signals (VDS) on board when operating between sunrise and sunset in coastal waters, including ocean bays, gulfs and sounds, as well as the Great Lakes, seas, bays and river mouths that are 2 or more miles wide and only to the point proceeding inland where the water narrows to less than 2 miles. Visit the U.S. Coast Guard website for additional information on specific VDS requirements for the boat.

Ensure all passengers on board understand how to operate all VDS. Keep VDS in a readily accessible area and within immediate reach at all times when boating.

VISUAL DISTRESS SIGNALS



KC-0008C-B

Regulations prohibit using pyrotechnic VDS or any VDS in non-emergency situations.

VDS must be:

- USCG-approved
- In proper operating condition
- Safely stowed and readily available
- Within the clearly marked expiration date stamp on the device (where applicable)

Types of VDS vary by emergency situation. VDS are classified as either pyrotechnic or non-pyrotechnic.

NOTE — Some pyrotechnics may be restricted on certain bodies of water. Check with local authorities, or visit the National Association of State Boating Law Administrators (NASBLA) website: <http://www.nasbla.org> or the U.S. Coast Guard website: <http://www.uscg.mil> for additional information.

See the U.S. Coast Guard Minimum Onboard Personal Safety Equipment Required section of this manual for specific onboard requirements.



AUDIBLE SIGNALING DEVICES

Audible (sound) signals are required to be on board all boats to alert other boats of your presence. A boat less than 39.4 feet (12 meters) must always have an efficient sound-producing device on board (Example: hand or mouth whistle, or a compressed or powered air horn).

A boat at least 39.4 feet (12 meters) but less than 65.6 feet (20 meters) operating in inland waterways must always have a power whistle or powered air horn and a bell on board.

All devices must be acceptable for use in marine environments, audible for 1/2 nautical mile and maintain a continuous four- to six-second sound duration. The diameter of the bell's mouth must be a minimum of 7.9 inches (20.0 centimeters).

Ensure all passengers understand how to operate all audible distress signaling devices on board. Keep these devices in a readily accessible area and within immediate reach at all times when boating.

See the *U.S. Coast Guard Minimum Onboard Personal Safety Equipment Required* section of this manual for specific onboard requirements and see the *Navigational Lights and Night Operation* section of this manual for usage information.

NAVIGATIONAL LIGHTS

Navigational lights are intended to alert other boats to your presence and course.

Regulations require that navigational lights be clearly lit and properly displayed at all times between sunset and sunrise, and always when operating in reduced visibility. The placement, shape and visibility requirements of navigational lights may vary depending on usage. Do not allow passengers, gear or stowed items to block navigation lights. Check with local authorities, or visit the NASBLA or U.S. Coast Guard website for additional information.

For additional information, see the *Navigational Lights and Night Operation* section of this manual.

LED LIGHTING

The navigational lighting required by the USCG from sunset to sunrise and in inclement weather is extremely important to boat navigation. The lighting rules are not only designed to indicate direction and right-of-way, but are also designed to prevent night blindness and confusion with navigational aid, emergency and shore-based lights.

NOTICE

Onboard accessory equipment containing red/blue/green (RBG) LED lighting should never be used when underway.

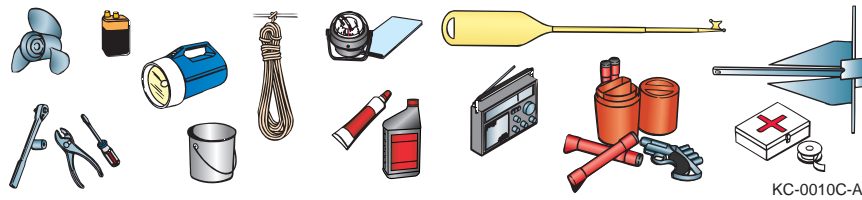
Installing supplemental RGB lighting for “show” can be very dangerous, confusing and distracting to other boaters, and may be illegal. Use caution when changing RGB light color, as some light colors may not be compliant with certain local ordinances. The operator is responsible for complying with local laws and must be familiar with local marine lighting regulations before use, even with certain factory-installed lighting. Blue lighting is typically reserved for law enforcement use only.

Be sure to switch off accessory lighting (not navigation lights) when underway. Use only factory-installed, low-intensity courtesy lighting while on the water.

Never add lighting above the waterline. Avoid lighted accessories such as speakers or light rope.

RECOMMENDED SAFETY EQUIPMENT

Carry and know how to use the following equipment in addition to the required equipment on board at all times as an extra safety precaution:



	INLAND LAKES & RIVERS	COASTAL & INTRACOASTAL WATERS	GREAT LAKES & OCEAN WATERS
Spare keys/FOBs/stop-switch lanyards	•	•	•
Cell phone with waterproof case and lanyard	•	•	•
Mobile device power pack (battery)		•	•
Solar USB charger and cables	•	•	•
Night vision thermal imaging device such as FLIR		•	•
Emergency position indicating radio beacon (EPIRB)		•	•
Personal locator beacon (PLB)			•
Handheld waterproof GPS			•
Handheld waterproof VHF radio			•
Handheld waterproof compass			•
Handheld waterproof two-way radios			•
Satellite communications (SATCOM) device for automatic GPS coordinate updates		•	•
Ditch kit		•	•
Dry bag	•	•	•
Survival (immersion) suit			•
Mirror, whistle and strobe light	•	•	•
Life ring/throwable personal flotation device (PFD)	•	•	•
Foul weather gear and thermal clothing		•	•
Life raft with oars		•	•
First aid kit and manual/app	•	•	•
Emergency food and water for 3 days minimum in open water			•
Ring buoy			•
Spare anchor and at least 150 feet (46 meters) of 5/8-inch or heavier anchor line		•	•
Sea anchor		•	•
Heaving, mooring and towing lines	•	•	•
Fenders and boat hook	•	•	•
Waterproof flashlight, radio and spare batteries		•	•
Radar reflector(s)			•
Sunscreen, insect repellent and sunglasses	•	•	•
Navigational charts		•	•
Binoculars	•	•	•
Tool kit including propeller replacement tools	•	•	•
Sharp folding pocket knife	•	•	•



	INLAND LAKES & RIVERS	COASTAL & INTRACOASTAL WATERS	GREAT LAKES & OCEAN WATERS
Spare propellers and hardware, one each right-hand and left-hand rotation		•	•
Spare parts: pumps, belts, filters		•	•
Bung plugs for each thru-hull port size		•	•
Crash pump (bilge suction line with valve connected to engine raw water pump intake)			•
Duct and electrical tape	•	•	•
Engine oil (one gallon per engine)	•	•	•
Extra transom plugs	•	•	•
Selection of in-line fuses as required	•	•	•

VERY HIGH FREQUENCY (VHF) RADIO

The VHF radio is used to communicate with others on and off the water. VHF channel 16 (156.8 MHz) is designated as the international distress, safety and calling channel and is used to summon rescue services such as the USCG and to make initial contact with ports, marinas, bridges, locks and other boaters in the area. Use a VHF radio. The best way to clearly understand and deal with crossing, overtaking and meeting situations in open water is to communicate with the other boat on the radio.

The responder may then ask the caller for other information to help the caller. It is important to remain calm, speak slowly and be succinct. Short and concise communications are best no matter what the situation is.

Since VHF radios have limited distance line-of-sight (to the horizon) capabilities, it is important for all boaters receiving the distress call to attempt to render assistance until the rescue authorities arrive. The very nature of open water escalates the importance of any distress call. Boaters should always monitor (listening watch) channel 16 but never use it for casual communications. Assist others in distress if possible or monitor the situation until help has arrived.

In other communications, call the other party on channel 16 using your call sign. Bridges and locks will instruct boaters on what to do. Harbors, marinas and other boaters in the area will inform boaters to switch to a particular channel. Most VHF radios transmit in “simplex,” where communication can only take place in one direction at a time. For this reason, standard etiquette is to never interrupt a transmission and to wait 15-30 seconds before making a transmission. There are many channel options available for both commercial and non-commercial use.

NOTICE

The USCG is the lead agency for maritime search and rescue (SAR) in U.S. waters, but that mission is compromised every time the service receives a hoax distress call. Making a false distress call is a violation of federal law (14 U.S. Code § 88) and may result in up to six years in prison, a \$250,000 criminal fine, a \$5,000 civil fine, and reimbursing the U.S. Coast Guard for the cost of performing the search.

Using a VHF radio in foreign waters with a U.S.-registered boat may require a federal Ship Station License by law or treaty. Traveling to a foreign port (for example, Canada, Bahamas, British Virgin Islands and Mexico) requires a Ship Station License as well as a restricted radiotelephone operator permit (RR). Go to www.fcc.gov/wireless/bureau-divisions/mobility-division/ship-radio-stations for more information.

Read the VHF manufacturer’s information on the special features and use of the radio.

VHF-DSC RADIO

The VHF-DSC is a newer type of radio that does everything a standard VHF radio does but includes enhanced



distress alerting capabilities as part of the global maritime distress and safety system (GMDSS). DSC transfers distress alerts digitally on channel 70 with location and specific boat identity with just a push of a button. VHF-DSC radios can contain other built-in GMDSS functions such as a global positioning system (GPS) and an automatic identification system (AIS). In order for the VHF-DSC to function properly:

1. The boat must be registered with the USCG database for boat identity purposes (see *Obtaining a Marine Mobile Service Identity [MMSI]* in this section).
2. The VHF-DSC must be interconnected with a GPS for location information.

Obtaining a Marine Mobile Service Identity (MMSI)

An MMSI is a nine-digit number, somewhat like a phone number, that identifies a specific boat. An MMSI number is programmed into all of the boat electronics that are capable of transmitting and receiving digital signals. Recreational boaters must register to receive an MMSI number assignment if they meet certain criteria.

MMSIs are also linked to the boat owner and can be transferred from an old boat to a new boat. However, if a boater also has a hand-held VHF-DSC radio with the same MMSI number and sells the boat, it is best to include the handheld radio as part of the boat sale. Changing the owner information in the MMSI record is easier than resetting the MMSI number in the radio(s).

Boat owners can also have multiple MMSIs linked to an account for multiple boats. Registering for an MMSI requires several pieces of information including:

- Radio call sign
- Ship classification (several in recreational category)
- EPIRB identification code (if used)
- Boat registration number
- Primary and alternate emergency contacts
- Boat capacity

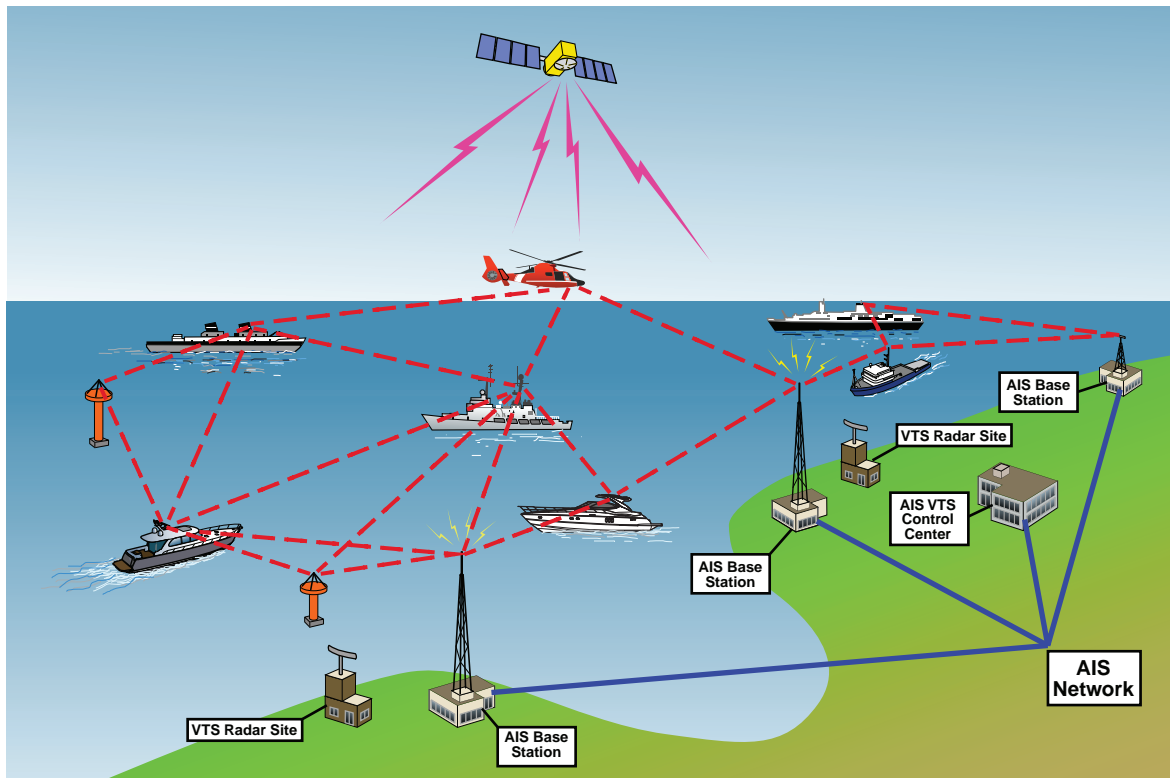
There are several websites for applying for MMSI registration. Some are free and some have a fee or require membership to important marine organizations and services. For more information, go to: www.navcen.uscg.gov/?pageName=mtMmsi.

Connecting VHF-DSC with GPS

All DSC-equipped radios and most GPS receivers have a National Marine Electronics Association (NMEA) 0183 two-wire data protocol. That NMEA protocol connects any model of GPS to any model of radio, regardless of manufacturer. Consult the VHF and GPS manufacturer's information on connecting and programming the radio.

A Word on AIS

AIS is a shipboard broadcast system that acts like a transponder and operates in the VHF maritime band. AIS enables direct hailing of other AIS-equipped boats via properly configured VHF-DSC. AIS is automatic and enhances the signature of the boat, which may not otherwise be seen on radar. Class B AIS equipment for non-commercial use must be USCG-approved and the boat must have an MMSI number programmed. Transmit and receive AIS signatures whenever possible.



KC-6012

Most VHF-DSC radios are equipped with these important features:

- A “distress” button for instant broadcast of an emergency situation with GPS coordinates and MMSI information. Automatically broadcasts to all DSC units in the vicinity with a single push of the button.
- A “test call” feature that provides an automatic response if the radio’s DSC functions are operational
- The ability to build a directory for “speed dialing” other frequently used MMSI numbers
- Automatic (and silent) “listening watch” of channel 70 used for digital distress calls

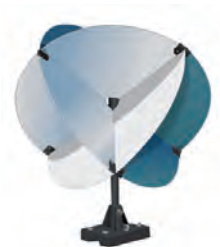
Enabling and utilizing all the available features of VHF-DSC is one of the most important safety features for recreational boating in the Great Lakes, coastal and ocean waters to ensure the fastest response in an emergency. Thoroughly read the VHF-DSC, GPS, EPIRB and other electronics user manuals for specific connection, feature and operation information.

RADAR

If the boat is equipped with radar, study the manual to know how to tune, make clutter adjustments, switch ranges, set alerts, etc. Radar is an excellent safety tool for cruising in shipping channels but should never be used in place of situational awareness or a proper lookout.

RADAR REFLECTORS

Before cruising in open water at night, in inclement weather or in shipping lanes, install radar reflectors. Radar reflectors increase the signature of the boat on radar. Use at least two reflectors measuring 18 inches (46 centimeters) or more diagonally. Contact a dealer for help in choosing from several types of reflectors. Mount the reflectors as high as possible above the waterline—one forward, one aft for 360-degree coverage. Mounts are available for both surface and rail mounting. Having radar reflectors increases visibility but is not a substitute for an active watch.



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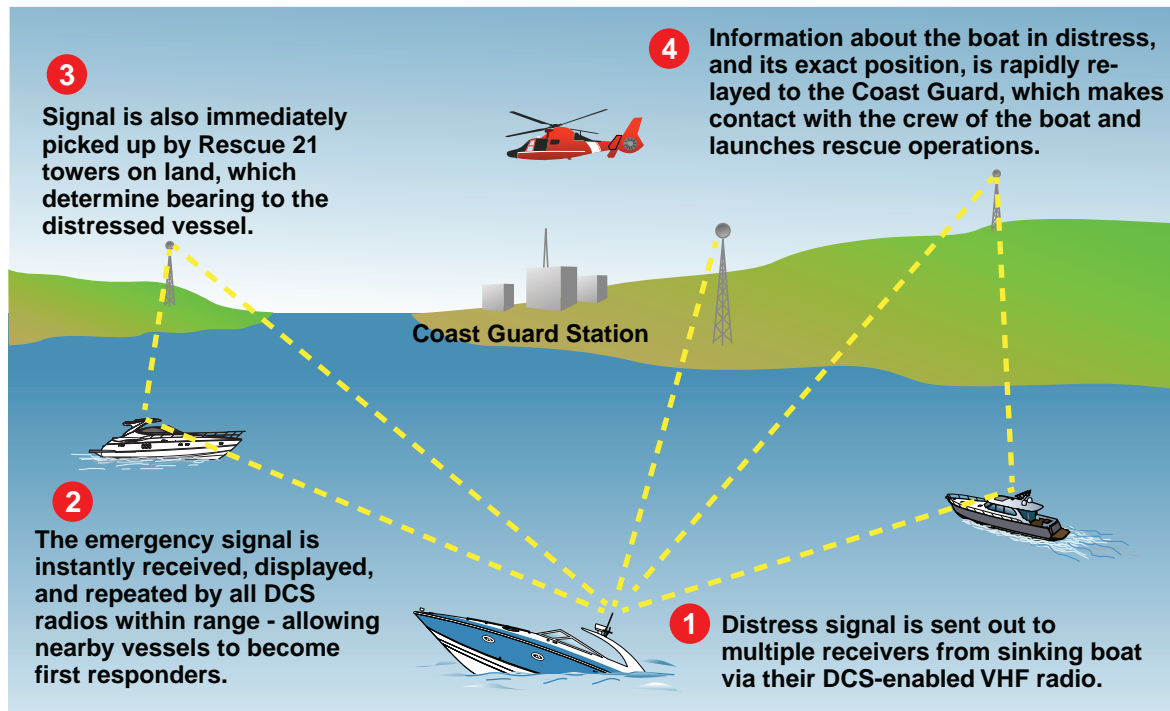


GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)

GMDSS, originally developed for international commercial ships, increases safety and reduces search and rescue (SAR) efforts by standardizing procedures and integrating several new and old technologies. Although recreational boats do not need to comply with GMDSS, some GMDSS technologies are available to recreational boaters to increase safety, particularly in shipping lanes and offshore in open waters. Components of interest to recreational boaters are as follows:

- Digital selective calling (DSC) on select VHF marine radios (VHF-DSC)
- Emergency position indicating radio beacon (EPIRB) stand-alone units
- Automatic identification system (AIS) integrated into various electronics
- Global positioning system (GPS) stand-alone or integrated into various electronics such as a chartplotter utilizing electronic nautical charts (ENCs)

For more information on GMDSS, go to: www.navcen.uscg.gov. Boat dealers are the best sources to use for making an informed decision on adding or integrating safety systems in the boat.



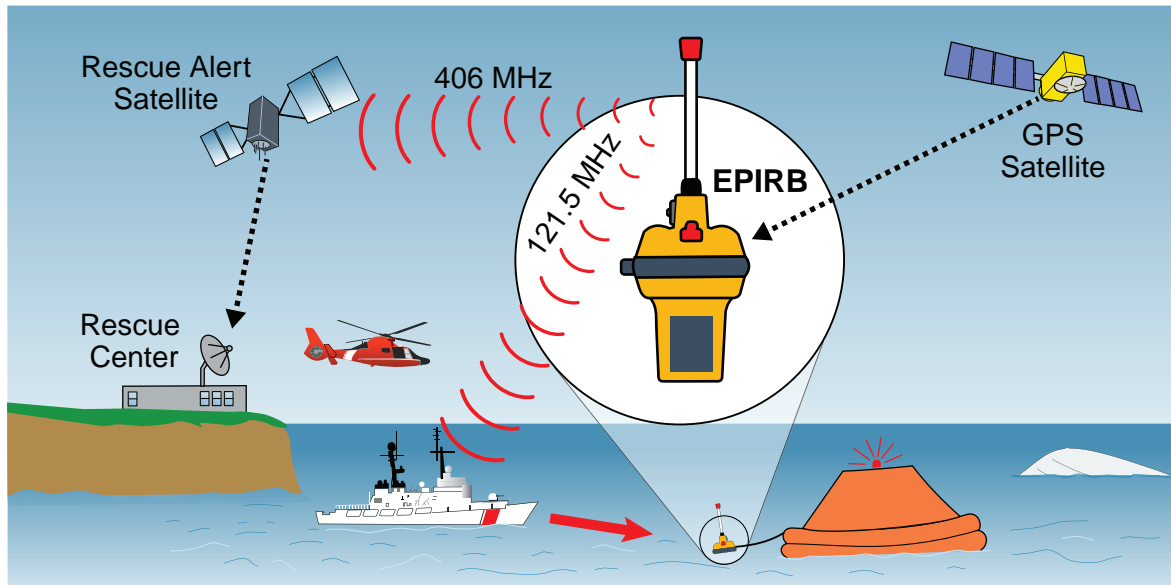
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EMERGENCY POSITION INDICATING RADIO BEACONS (EPIRBs)

If cruising in the Great Lakes, coastal and ocean waters, consider purchasing an EPIRB. In the U.S., boaters must use a U.S.-coded 406 MHz unit and must register the unit with the National Oceanic and Atmospheric Administration (NOAA) by law: www.sarsat.noaa.gov/beacon.html. EPIRBs use GPS

technology to identify a boat's exact location along with its unique identification number, which is sent directly to the NOAA Search and Rescue Satellite (SARSAT). SAR authorities then have all the information on the boat and its location in minutes and can initiate search and rescue operations far more quickly and efficiently. EPIRBs have long-lasting batteries, but replace them every few years as stamped on the unit.



KC-6011

SEA ANCHOR

You should have a separate sea anchor onboard to slow drifting. In heavy seas, a sea anchor is set from the bow to control the boat's behavior. The sea anchor holds the bow to the sea and a slow drift. Please consult the dealer for sea anchor recommendations.

LIFE RAFT

If operating offshore, consider carrying an inflatable life raft. A USCG-approved life raft meets a number of stringent specifications. The life raft must be large enough to hold all the boat's occupants and have its own equipment pack, including a paddle.

SITUATIONAL AWARENESS

A good captain knows that it is important to continuously observe the surroundings and traffic when operating. Good captains also use their eyes to track things around the boat and their ears to hear engine and mechanical issues. Technology should only be used to supplement the conditions and events happening around you and is not meant to replace situational awareness. While available technology and automation help captains see the big picture, the captain is responsible for knowing what is going on around the boat. If possible, post a lookout or lookouts when underway.

Do not get immersed in the boat's technology or blindly follow GPS routes without keeping watch or consulting depth charts. Study the manuals for each piece of equipment and monitor the information for the task at hand, be it depth, traffic, infrared camera, engine data, course or weather.

DRIVING DEFENSIVELY

Sharing boats is becoming more popular in the boating culture. Boating has seen an influx of new, inexperienced and untrained boaters due to peer-to-peer boat-sharing apps. It is increasingly probable that someone on the water “tried” boating because it looked fun. Many of the boat owners sharing their boats do little more than cover safety equipment, starting, stopping and docking instructions. With shares lasting half a day or less, there is little time for much training, let alone covering the rules of the road and navigation.

Boat-sharing is in a legal gray area and is not clearly defined in maritime law. Enforcement of existing rules is nearly impossible and almost always after-the-fact. Operators should assume that the other boat operator is untrained and should drive defensively. Boaters choosing to share their boat should discuss the issue with their insurance agent first and consider a mandatory captain requirement. Use only reputable sharing services and frequently check for new or updated USCG and state requirements.

SMALL BOATS AND SWIMMERS

Canoes, kayaks, paddleboards and swimming inflatables have become impulse purchases for many, as they appear fun to use and prices have fallen. Most of these operators are new to the sport and have no training on rules of the road or navigation. This is further complicated by the low, thin profile that makes these small boats difficult to see, especially in the sun, glare and rough water. Operators should keep a close lookout for these boats, swimmers and other boats. Assume that the person is untrained and give them plenty of space.

KNOWING THE BOAT

Be thoroughly familiar with onboard systems and other equipment, especially the critical equipment such as throttle and shift controls, steering, backup steering, running lights, fuel filters, sea strainers, etc. Should an emergency arise, the captain will need to act safely and efficiently.

SPECIAL NEEDS PASSENGERS

Keep these special precautions in mind when enjoying a day on the water with passengers who have special needs.

Toddlers

- Never leave children in the boat without adult supervision.
- Must weigh at least 18 pounds (8.2 kilograms), since that is the smallest children’s life jacket approved by the USCG. Life jacket must be worn whenever near the water.
- Any device the child is placed in must have flotation.
- Child-proof the boat just like a home. Be sure all gates and compartments are closed and latched.
- Keep a close watch on the child’s reaction to speed and conditions and react accordingly.
- Use a higher than normal SPF waterproof sunscreen and re-apply more often than usual.
- Find a safe area to put the child down without risk of going overboard. Allow the child to get accustomed to the surroundings before launching/leaving.
- Keep trips short, but let them have some fun if possible.

Pregnant Women

- Go boating during the day and in calm seas.
- Avoid sharp turns and slow down for large wakes.
- Drink more water than usual to stay hydrated.
- It is a good idea to stay seated in the accommodation deck area while underway.
- Stay close to the home port in the third trimester.

People with Handicaps and Elderly People

Depending on the disability, there are many marine-specialized options available to make boats safer and friendlier. Researching on the internet for your specific needs is the best way to start.



Pets

- Not all pets can swim; consider a life jacket.
- If playing fetch in the water, get a pet-friendly boarding ramp to make re-boarding easier.
- Provide a shaded area and plenty of fresh drinking water.
- Consider foot protection for hot sand and boat surfaces.
- Allow the pet to get accustomed to the surroundings before launching/leaving. Keep the first outing short to allow the pet to get used to the boating environment.

CRUISING LIMITATIONS

- Scan constantly for people, objects and other watercraft. Be alert for conditions that limit your visibility or block your vision of others.
- Operate defensively at safe speeds and keep a safe distance from people, objects and other watercraft.
- Do not follow directly behind other watercraft.
- Do not go near others to spray or splash them with water.
- Avoid sharp turns or other maneuvers that make it hard for others to avoid you or understand where you are going.
- Avoid areas with submerged objects or shallow water.
- Operate within your limits and avoid aggressive maneuvers to reduce the risk of loss of control, ejection and collision.
- This is a sophisticated boat—not a toy. Sharp turns or jumping waves or wakes can increase the risk of back/spinal injury (paralysis), facial injuries, broken legs, ankles and other bones. Do not jump waves or wakes.
- Do not operate the boat in rough water, bad weather or when visibility is poor; this may lead to an accident causing injury or death. Be alert to the possibility of bad weather. Take note of weather forecasts and the prevailing weather conditions before setting out in the boat.
- Leave a “float plan” with a responsible person on shore. Tell where you plan to go and when you plan to arrive, and provide a description of your boat. Advise this person if your plans change and also when you arrive to prevent false alarms. Refer to *Float Plan* in this manual for additional information.

HAZARD INFORMATION

- Never start the engine or let it run for any length of time in an enclosed area. Exhaust fumes contain carbon monoxide, a colorless, odorless gas that may cause death within a short time. Always operate the boat in an open area.
- Do not use the reverse function to slow down or stop the boat, as it could cause you to lose control, be ejected or impact the steering wheel or other parts of the boat. This could increase the risk of serious injury. It could also damage the shift mechanism.
- Reverse can be used to slow down or stop during slow speed maneuvering, such as when docking. Once the engine is idling, shift to REVERSE and gradually increase engine speed. Make sure that there are no obstacles or people behind you before shifting into REVERSE.
- Stop the engine and remove the clip from the engine stop switch before removing any debris or weeds that may have collected around the propeller.

WATER SPORTS



WARNING *Control Hazard: It is unlawful to participate in water sports while under the influence of alcohol or other drugs.*

Some boats are not designed or recommended to be used for water sports. Use boats equipped with a ski-tow eye or other specially designed line attachment device to pull persons or equipment engaged in a water sport.

Water sports may include, but are not limited to, any activity performed in the water such as swimming, diving, snorkeling, knee boarding, tubing, skiing, parasailing, kiting, gliding or any activity using a device that may be pulled or pushed by a boat.

Check with local and state authorities or water sports clubs and affiliations for additional information.

NOTICE

It is UNLAWFUL to be on or holding on to the boarding platform, swim deck, swim step, swim ladder or any portion of the exterior of the transom at any time while the boat is running or underway in any direction and at any speed.

⚠ WARNING *Personal Injury Hazard: Body, teak or platform dragging is extremely dangerous and can be fatal. Never hold on to the transom of a boat while in the water when the boat is running or underway.*

- **Do not use the boarding platform or ladder for any purpose other than boarding the boat or entering the water.**
- **Do not use the boarding platform or ladder while the engine is running.**
- **Do not swim under the boarding platform when the engine is running.**

BOAT OPERATOR, OCCUPANTS AND PARTICIPANTS

The following water sports guidelines only cover the general conditions that frequently arise. The participants must respond to the constantly changing weather and the conditions of the sea by using reasonable and safe judgment in light of the circumstances.

- Always ensure that all water sports participants and occupants of the boat, especially the operator, are fully aware at all times of the participants' condition and location in the water, as well as the surrounding environment.
- Make safety the primary concern of all involved during the activity. Only allow safe and capable participants to engage in the activity.
- The boat operator and water sports participants must always know their limitations in the activity and never exceed them.
- Never perform water sports in or near:

- Congested areas
- Restricted areas
- Navigation or other waterway markers
- Other boats
- Other water sports participants
- Obstructions in the water
- Shorelines
- Shallow water
- Hazardous weather conditions
- Hazardous waterways, rapid moving water, dams, spillways, etc.
- Areas or times of restricted visibility
- Hours between sunset and sunrise
- Locations too far from shore that could hinder immediate rescue or emergency help if needed

- Always engage in water sports activities in safe waterways only.
- Always attach the water sports tow rope to approved attachment points on the boat.
- Never jump from a boat that is moving at any speed, and do not enter or exit the water when the engine is running.
- Never use different length ropes simultaneously for water sports activities.
- Always make sure that participants know and use approved skiing hand signals and common skiing courtesy.
- Before starting, always agree to speed and communication hand signals between the boat operator, spotter/observer and participants.
- Before starting, always inspect the water sports equipment and tow eye, tow point and tow line for safe operating condition, or damage that may lead to failure.

KNOW WATER SPORTS HAND SIGNALS



WATER SPORT HAND SIGNALS

KC-0271C



RE-BOARDING

⚠️ WARNING *Personal Injury Hazard: Always turn the engine off whenever anyone is in the water near the boat.*

Use caution when re-boarding boats without ladders. Assisted re-boarding requires the boater to first determine how he/she will attempt to re-board the boat before entering the water. Take into account your physical capabilities and the layout of the boat, including mounted accessories. We recommend that all occupants test re-boarding of the boat in a safe, controlled environment before use. Unless a boater is fully confident they can re-board the boat unassisted, a permanently attached re-boarding ladder is necessary.

Boats with low freeboard can be re-boarded without the use of ladders or assistance, but it is important to remain calm. Locate the lowest portion of the boat (lowest freeboard) where re-boarding would be easiest to do with a solid handhold to assist with pulling oneself into the boat. Small boats can be unstable, so it is important to be careful not to flip the boat during re-boarding. To re-board:

1. Make sure the engine's propeller and mounted accessories are a safe distance away from you being accidentally hit.
2. Locate a solid handhold and pull until your torso or leg transfers onto the boat.
3. Roll the rest of your body onto the deck of the boat.

Re-boarding ladders are available for purchase from the boat dealer.

USING THE BOARDING PLATFORM/LADDER

⚠️ WARNING *Personal Injury Hazard: Always turn the engine off whenever anyone is in the water near the boat.*

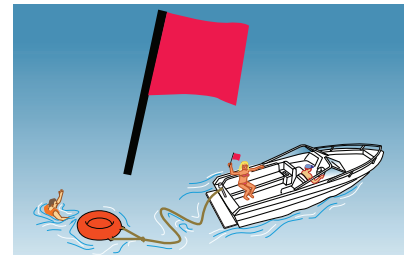
To board, carefully deploy and use the boarding ladder if available. You may also pull yourself onto the boarding platform to enter the cockpit of the boat. Boats equipped with a boarding platform have a few extra precautions to be aware of:

- NEVER allow anyone on the boarding platform or in the water near the platform while the engine is running.
- NEVER attempt to surf on or off the platform while the engine is running.

- NEVER “platform drag” or touch the boarding platform from the water while the engine is running.
- NEVER exceed the weight capacity of the boarding platform. All boarding platforms have weight limits. If there is no capacity decal, ask the dealer.
- Boarding platforms may be wet and slippery. Advise passengers to use caution and any available handholds when using the platform. Never apply wax to the working deck portion of the platform.
- If the boarding platform is equipped with a ladder, be sure the ladder is fully retracted and secured before operating the boat.
- If the boarding platform is removable, be sure it is properly secured before operating the boat.

Fallen skier or rider:

Falling during water sports is commonplace and injuries can occur from a variety of causes.



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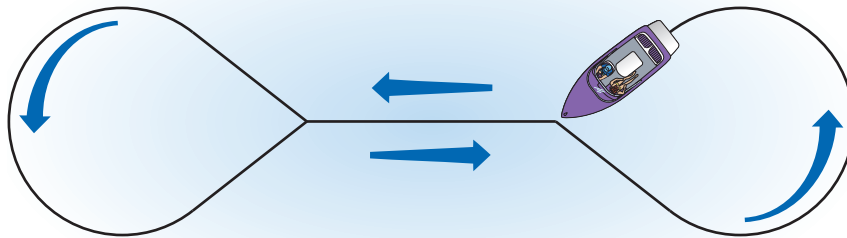
- If the skier/ rider does not immediately indicate that they are “OK,” assume that they need assistance.
- Circle a fallen skier/rider slowly to return the tow rope handle or, pick up the fallen skier/ rider.
- Turn off the engine when near a fallen skier/ rider.
- Always keep the fallen skier/rider in view and on the driver's side of the boat.
- Display a red or orange “skier down” flag to alert other boats that a skier/rider is down if required by the state in which you are operating.



DRIVING PATTERN

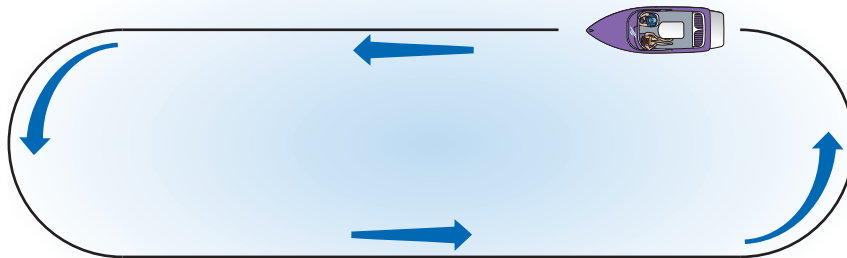
Check with local lake laws before driving any pattern. Some areas require operators to drive skiers/riders in preset patterns.

Operators who want to minimize the rough water for the skier/rider should use a dog-bone pattern when driving. A dog-bone pattern follows the same path from one end of the course to the other, with tight controlled turns at each end. Use this pattern where few other boats are operating.



KC-0317C-A

In areas where many boats are operating, use a large racetrack pattern.



KC-0358

Section 3

BOATING REGULATIONS AND YOUR RESPONSIBILITIES

The U.S. Coast Guard (USCG) is the federal authority on U.S. coastal and inland waterways, but state and local regulations may exist that exceed USCG regulations. The purpose of all these regulations is to assist the boating public and maintain navigational order on waterways.

Many state equipment requirements go beyond USCG requirements. Contact state and local boating authorities for further information. Equipment requirements for coastal and inland waters differ. Check with local authorities or the USCG for further information about coastal water requirements.

Boating regulations are enforced by USCG, state and local authorities. Operators/owners are subject to marine navigation regulations for both federal and state waterways. Operators/owners must comply if enforcement officers signal them to stop the boat or if they ask to board the boat.

Many USCG, state and local resources are available. For additional and current information on regulations, safety and navigation, contact the local USCG unit or local marine authority.

See the *References and Contact Information* section of this manual for a list of resources.

BOAT OWNER / OPERATOR RESPONSIBILITIES

As a boat owner/operator, understand and be aware of USCG federal regulations as well as state and local regulations where operating the boat. Boating regulations include, but are not limited to, boat regulations, boat equipment regulations and navigational regulations.

Operators/owners must have on board at all times all mandatory safety and boat equipment as regulated by the governing authorities. All equipment must be maintained in proper working order.

SAFETY

Boat owners/operators are legally responsible for their safety, the safety of their passengers and the safety of other boaters. In addition, they are responsible for the operation and navigation of the boat under all operating conditions. The boat must be in compliance with USCG safety equipment regulations.

REGISTRATION

The USCG requires that all power boats operated on the navigable waters of the United States be currently registered in the state in which they are principally used. Many states require current registration in that state whenever boating on waters within their state boundary. Always contact state boating authorities (and authorities in neighboring states) for registration information on boats and trailers.

Registration numbers must be current and clearly displayed on the boat according to the defined regulations. Registration certificates must be current and on board at all times.

State and local authorities may require additional registration for boating on certain waterways. Check with state and local authorities for additional registration information.

For more information visit:

- U.S. Coast Guard Office of Boating Safety:
<http://www.uscgboating.org>
- National Association of State Boating Law Administrators:
<http://www.nasbla.org>

INSURANCE

Boat owners are legally responsible for any damage or injury caused when they operate the boat when an accident or collision occurs. They are also legally responsible even when someone else operates the boat and causes damage or injury. Individual states have laws detailing minimum insurance needs. Contact the insurance agent to verify the type of insurance needed BEFORE operating the new boat.

REPORTING ACCIDENTS

The USCG requires the owner/operator of a boat involved in an accident to report the incident to the proper marine law enforcement agency for the state in which the accident occurred. If a person dies or disappears as a result of a recreational boating accident, the boat owner/operator must immediately notify the nearest state boating authority. If a person dies or has injuries requiring more than first aid, the owner/operator must file a formal report within 48 hours of the accident. An owner/operator has 10 days to file a formal report for accidents exceeding \$500 in property damage or complete loss of the boat. Go to <http://uscgboating.org/recreational-boaters/>, Accident Reporting, for information and form download.

BOATING UNDER THE INFLUENCE



KCB-0011

Federal and state laws prohibit the operation of a boat while under the influence of alcohol or drugs, and authorities actively enforce these regulations. If the operator's blood alcohol content is at or above the legal limit, violators are subject to civil and

criminal penalties and imprisonment. Operating a boat under the influence can also result in a loss of motor vehicle driving privileges.

Alcohol and drugs slow reaction time and affect judgment. This type of impaired operation may result in death or severe personal injury.

Owners/operators are responsible for their passengers, including alcohol and drug use and onboard behavior.

Regulations and penalties for operators and passengers may vary from state to state. Contact local and state boating authorities for specific information.

OPERATOR'S LICENSE AND EDUCATION

This manual does not provide complete training on all aspects of boating safety, operation or regulations. Boating authorities highly recommend that all boat operators and passengers seek additional training in boating safety and seamanship from a USCG-approved course.

Licensing requirements can vary widely from state to state. Most states require operators under the age of 18 to be licensed; however, some states require all operators to be licensed and have the license on the

boat during operation. Some states require boat operators to complete a boating education/safety course to obtain a safety certificate before licensure. Pay special attention if you will be operating on boundary waters shared by two or more states, as the requirements may change once you cross the boundary.

Check with state and local authorities for requirements of an operator's license, certificate or training before you or anyone operates the boat.

See the *References and Contact Information* section of this manual for a list of some of the agencies and organizations that offer water/boating safety courses, first aid/CPR, or other recommended training and/or information.

OPERATION BY MINORS

Minors must always be supervised by an adult whenever operating a boat. Many states have laws regarding the minimum age and licensing requirements of minors. Regulations may vary from state to state. Contact local and state boating authorities for specific information.

EMERGENCY ASSISTANCE

An operator seeing a distress signal or suspecting a boat is in trouble must assume it is a real emergency and render assistance immediately as long as it can be done safely.

In accordance with Federal law, in U.S. waters, the operator must render assistance to any individual found at sea in danger of being lost, so far as the operator can do so without serious danger to the operator's vessel or individuals on board. An operator who fails to render such assistance can be fined not more than \$1,000, imprisoned for not more than 2 years, or both. The 1971 Boating Safety Act grants protection to a "Good Samaritan" boater providing good faith assistance, and absolves the boater from any civil liability arising from such assistance.

Under general maritime law in international waters on the other hand, if the operator undertakes to perform acts to rescue or aid those in distress, the operator is subject to liability for reckless or wanton conduct or, for failure to exercise reasonable care (negligence) if he worsens the position of the victim.



NOTICE

The operator in charge of the boat is obligated to provide assistance to any individual in danger if such assistance can be provided safely. Carefully assess the situation at hand and assist if possible. If the operator does not possess the skills to safely assist another boat in trouble with the highest degree of care, call for help and stay in the area until help arrives.

NEGLIGENT OPERATION

Federal law prohibits the negligent or grossly negligent operation of a boat and/or interference with the safe operation of a boat so as to endanger lives and/or property. Some actions that may constitute grossly negligent operation (criminal offense) are:

- Operating a boat in a designated swimming area
- Excessive speed in the vicinity of other boats or in regulated waters
- Hazardous waterskiing or other water sports practices
- Bow riding, or riding on a seat back, gunwale, boarding platform or transom
- Operating a boat while under the influence or alcohol or drugs (severe penalties may be imposed for boating under the influence [BUI])

Other actions that constitute negligent operation, such as, but not limited to:

- Failure to use handhold
- Overloading or improper loading
- Using a boat in weather or sea conditions beyond the intended design of the boat or beyond the skill or experience of the operator
- Continued operation with operator's visibility blocked or impaired
- Modification to boat causing an unsafe operating condition

RESTRICTED AREAS

SECURITY ZONES

Operators must avoid all waterways and areas that are restricted, such as military installations, power plants and petroleum and chemical facilities. Because of the threat of terrorism, the U.S. Coast Guard has implemented and will continue to enforce strict limits on boats near U.S. Navy and U.S. Coast Guard ships and other potential targets.

NAVAL VESSEL PROTECTION ZONES

Do not approach within 100 yards of any U.S. Naval vessel. Slow to minimum speed within 500 yards of any U.S. Naval vessel. Operators needing to approach within 100 yards to ensure a safe passage in accordance with the Navigation Rules must contact the U.S. Naval vessel or the U.S. Coast Guard escort vessel on the boat's VHF radio (channel 16) for authorization.

COMMERCIAL SHIPPING SAFETY ZONES

Do not operate the boat near cruise liners or certain waterfront commercial installations such as ferry terminals. Observe and avoid all security zones and commercial port operations.

BRIDGES AND SHIPPING CHANNELS

Do not stop or anchor beneath bridges or in shipping channels. Operators doing so should expect to be asked to move and/or be boarded by law enforcement officials. Anchoring in these areas is dangerous for the operator and others on the water.

AMERICA'S WATERWAY WATCH

Boat operators can help the U.S. Coast Guard in keeping waterways and coastal installations safe and secure. Boat operators can do this by participating in America's Waterway Watch (AWW). Boaters reporting suspicious activities to AWW should call 877-24WATCH if noticing suspicious activity or behavior on or near the water.

In cases of immediate danger to life or property, call the U.S. Coast Guard on channel 16 VHF-FM or dial 911 for emergencies.

FISHING

Fishing can be very exciting and distracting for the operator when the action gets intense. Operators must always be conscious of the primary responsibility, which is the safe operation of the boat and the safety of passengers and other boats in the area.

Always make sure the helm is properly manned and is never left unattended while trolling. If the boat is equipped with a tower, exercise caution and sound judgment whenever someone is in the tower. Remember, weight in the tower raises the boat's center of gravity and the boat's motion is greatly exaggerated for the person in a tower.



An operator fishing in an area that is crowded with other fishing boats may have difficulty following the rules of the road. This situation can become especially difficult when many boats are trolling. Being courteous and exercising sound judgment is essential. Avoid trying to assert the right-of-way and concentrate on staying clear of other boats. Prevent the boat from becoming entangled in lines and from cutting into lines. Also keep in mind that fishing line wrapped around a propeller shaft can damage seals in the engine lower unit.

There is currently a tremendous drain on our fishing resources. Excessive fishing and hunting, as well as pollution, have strained the fish and game population. Help out by keeping only what you will eat; practice catch-and-release and obey bag limits.

MONOFILAMENT FISHING LINE

Wildlife can experience harm from becoming entangled in or ingesting monofilament fishing line if it is left in the water or on shore. Line in the water can also endanger swimmers and divers and become tangled in boat propellers, causing damage. It can last for years in water, posing a threat for a long time. Fishing line can remain a problem even if put in the trash, because birds can take it from an open bin and become entangled or it can entangle wildlife at landfills.

Many states and private boating/wildlife organizations sponsor programs to collect used line for recycling into new products. Operators who carry used line or happen upon it while boating can dispose of it in recycling bins located at many marinas, launches, tackle shops and state service centers.

MARINE ANIMALS IN DISTRESS

If encountering a beached, stranded or entangled marine mammal (whales, dolphins, porpoises, seals, and sea lions) or other animals, such as sea turtles, that need help in or near the water, go to: www.nmfs.noaa.gov/pr/health/report.htm for resources in your area.

If witnessing others harassing or otherwise endangering wildlife, call the local authorities or 911. Take photos or video if possible.

WAKE

Boat owners/operators are responsible for the wake the boat creates. Regulations may vary from state to state. Contact local and state boating authorities for specific information, as owners/operators may be responsible for any damage or injury their wake causes. Always be alert for no-wake zones and be courteous of others while boating. Excessive and unexpected wakes can cause dangerous and even life-threatening situations.

NOISE

Boat owners/operators are responsible for the noise the boat creates. Many state and local boating authorities enforce noise limits that may restrict engine noise, radio volume or even loud talking. Regulations may vary from state to state. Contact local and state boating authorities for specific information.

SPEED

Boat owners/operators are responsible for maintaining the boat under control at a safe speed. Many state and local boating authorities enforce speed limits. Regulations may vary from state to state. Contact local and state boating authorities for specific information.

PROTECTING THE ENVIRONMENT

Our lake, river and ocean resources must be protected to be enjoyed by future generations. Boat owners/operators are responsible for protecting the natural environment and wildlife by keeping waterways clean.

U.S. waters are covered by several water pollution regulations administered by numerous federal and state agencies. Laws vary between local, inland, coastal, ocean and international waters. Laws can be enforced by local and state authorities as well as the USCG. For recreational boats, U.S. Federal Water Pollution Control, Oil Pollution Control and Refuse Acts cover U.S. waters, and the MARPOL treaty covers international waters. In any case, pollution prevention centers around three areas:

- Sewage pollution
- Garbage (solid waste) pollution
- Oil pollution



As a boater, make it a point NOT to dump or discharge ANYTHING into waters and tell passengers to respect this rule. Return all trash after boating and dispose of it properly on shore.

DISCHARGE OF OIL PROHIBITED

The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into or upon the navigable waters of the United States, or the waters of the contiguous zone, or which may affect natural resources belonging to, or under the exclusive management authority of the United States. If such discharge causes a film or discoloration of the surface of the water, or causes a sludge or emulsion beneath the surface of the water. Violators are subject to substantial civil penalties and/or criminal sanctions including fines and imprisonment.

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WASTE MANAGEMENT PLAN (WMP)

All oceangoing boats 40 feet or more in length equipped with a galley and berthing must have a written waste management plan onboard covering waste collection, handling and disposal. For details, go to www.boatus.org/clean-boating/recycling/waste-management-plan/.

THE DISCHARGE OF ALL FORMS OF PLASTIC INTO ALL WATERS IS PROHIBITED

THE DISCHARGE OF ALL GARBAGE IS PROHIBITED

into the navigable waters of the United States, and into all other waters except as specifically allowed.

ALLOWED: 3 to 12 nautical miles from land – Food waste ground to pass through a one-inch mesh screen.

ALLOWED: 12 or more nautical miles from land – Food waste ground as above, and waste water, and cleaning agents, en route as far from shore as practicable, that are not harmful to the marine environment.

MARPOL ANNEX V - SPECIAL AREAS

GULF OF MEXICO & CARIBBEAN SEA – Food waste en route ground to pass through a one-inch mesh screen.

WESTERN CARIBBEAN REGION – Discharge of all garbage prohibited within 12 nautical miles of land.

Any person who violates the above requirements is liable for civil and/or criminal penalties and regional, state and local restrictions on garbage discharges may also apply.

REPORT ILLEGAL DISPOSAL TO THE U.S. COAST GUARD ON VHF RADIO CHANNEL 16

KCB-0083

MARPOL TREATY

The USCG enforces the International Convention for the Prevention of Pollution from ships, commonly referred to as the MARPOL Treaty (MARine POLLution). This treaty prohibits the overboard dumping of all ship-generated plastics, chemicals, garbage and oil. Contact the USCG for further information.

AQUATIC INVASIVE SPECIES (AIS)



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Aquatic Invasive Species (AIS) are plants and animals that occur in waters in which they are not native and whose introduction causes or is likely to cause economic or environmental damage or harm to human health. AIS have a negative impact on the waterway, its native species, and recreational and commercial uses of the waterway. As responsible boaters and citizens, each boat owner should do their part to prevent the spread of these aquatic hitchhikers.

In many cases, it is also required by law. Check local regulations for any waterway where you will boat.

After each boating trip, follow these three simple steps before you leave the water access to stop the spread of AIS: Clean, Drain, and Dry. This is the boater's way to help protect the environment from the damage that AIS can cause.

Clean

- Inspect and remove all aquatic plants, animals, mud, and debris from the boat, engine, trailer, anchor, and any watersports equipment.
- Rinse, scrub or wash, as appropriate, away from storm drains, ditches, or waterways.
- Rinse watercraft, trailer, and equipment with hot water, when possible.
- Flush motor according to owner's manual.

Drain

Completely drain all water from the boat and its compartments, including but not limited to the bilge, wells, lockers, ballast tanks or bags, bait containers, engines, and outdrives.

Dry

Allow the boat to completely dry before visiting any other bodies of water.

NOTE — Some localities may require inspection or decontamination before and/or after launching. Check state and local laws and regulations for requirements prior to traveling to go boating.

**PAINTS**

Boat owners are responsible for the environmental regulations that may govern the use of antifouling paint. If the boat is kept in water where marine growth is a problem, the use of antifouling paint may reduce the growth rate. Regulations may vary from state to state. Contact local and state boating authorities for specific information.

CLEANING AGENTS

Boat owners are responsible for the environmental regulations that may govern the use of cleaning agents. There are many “green” cleaner choices available for most any material on the boat. If using household cleaners, use them sparingly and never discharge them into waterways. Do not mix cleaners and be sure to use plenty of ventilation in enclosed areas. Avoid using chlorine, solvents and products that contain phosphates, as well as non-biodegradable or petroleum-based products. Regulations may vary from state to state. Contact local and state boating authorities for specific information.

EXHAUST EMISSIONS

Boat owners are responsible for the exhaust emissions from the boat. Increased exhaust (hydrocarbon) emissions, which are regulated by the EPA, pollute the water and air. Contact the dealer and the engine manufacturer for more information. Additional restrictions may apply and vary from state to state. Contact local and state boating authorities for specific information.

Section 4

EMERGENCIES

Be prepared to deal with emergencies before they happen. Try to formulate a plan for each type of emergency in advance in order to make decisions quickly and without hesitation. Precious moments lost can mean the difference between losing and saving a life.

Before operating the boat, review *Safety in Section 2*.

FIRST AID / MEDICAL EMERGENCIES

Every second counts toward preventing injury or death in case of a medical emergency. Boaters must have proper training and take necessary preventive measures to properly assist in times of need. Carrying an adequate and current first aid kit is critical in the immediate response and care of someone in need of medical attention. Always have dry blankets readily accessible to help prevent hypothermia. For additional information on medical, first aid and safety training such as CPR, contact your state and local authorities, or visit the Red Cross website:

<http://www.redcross.org>.

EMERGENCY PREPARATION CHECKLIST

In addition to a safety equipment list, have an emergency checklist on board to assist in times of emergency. Use the following topics as a guideline to develop a list of emergency procedures and instructions for the use of visual and audible distress signaling devices, radios, first aid kits and all related information that could assist you or others in the event of an emergency.

CARBON MONOXIDE POISONING

If anyone onboard shows signs of CO poisoning (see Safety Section), immediately move to fresh air - either outdoors or by an open door/window/hatch. Check that all persons are present. Call the local emergency Services (9-1-1 in the U.S.) and do not re-enter the space or move from the open door/window/hatch until the emergency responders have arrived, the space has been ventilated, and the source of CO has been found and corrected by a qualified technician.

USING DISTRESS SIGNAL

Ensure all passengers understand how to operate all onboard visual and audible distress signaling devices and communication equipment. Keep all distress signaling devices and communication equipment in a readily accessible area and within immediate reach at all times.



An emergency can occur when you least expect it. Be sure you and your passengers know how to use all types of distress signaling devices.

See the *Markers, Warnings and Advisories* section of this manual for more signaling devices.

Seconds count during emergencies. Knowing the proper way to use the distress signaling devices aboard the boat can help save lives.

- **MAYDAY radio call** – A mayday call is reserved for life-threatening situations, such as fire, severe weather or sinking, where lives are in imminent danger or the boat is in danger of sinking. Start the broadcast clearly and calmly with **“Mayday - Mayday - Mayday.”**
- **PAN-PAN (pahn-pahn) radio call** – A pan-pan call is used for urgent but non-life-threatening situations where there is no immediate danger to lives or the boat, such as a loss of steering control or taking on water of any amount. Start the broadcast clearly and calmly with **“Pan - Pan - Pan.”**
- **Securite (se-cure-ih-tay) call** – A securite call is used for non-life-threatening situations to notify authorities and others in the vicinity of important navigation and weather alert calls. Start the broadcast clearly and calmly with **“Securite - Securite - Securite.”**

In an emergency situation the responder needs to know four important pieces of information:

- The exact nature of the emergency and an assessment of the severity
- Number of people on board
- The location (navigation marker, visual reference or GPS coordinates in open water)
- What the boat looks like (hull and top colors, unique features, flags, etc.)



For additional information on the safe and proper use of distress signaling devices and the safe and proper use of emergency communication equipment, contact state and local authorities. Additional information can be found on the USCG website:

<http://www.uscgboating.org>.

REQUESTING ASSISTANCE (NON-DISTRESS CALL)

If a boater contacts the USCG on Channel 16 VHF-FM or Channel 70 DSC regarding a non-distress situation, the USCG will offer to contact any assistance provider (commercial or friend) the boater requests or will issue a Marine Assistance Request Broadcast (MARB) if the boater has no preference of service.

LAW OF SALVAGE

If boaters require assistance while cruising in the Great Lakes, coastal or ocean waters, they should use caution **before** allowing any towing company or private agency to pass a line to the boat. The law of salvage says, among other things, “...any vessel, if rendered assistance from a towing company or private agency, can be forced to relinquish a portion of the vessel’s worth for the assistance received.” While this is very rare with recreational boats, it can happen.

Before taking the line boaters must establish that they do not agree to any salvage rights and wish to be assisted on a contract basis. Boaters must then establish the contract price and payment terms. Boaters should accept the tow line only when the captain of the company/agency acknowledges the contract price and payment. Most tow companies are reputable and post terms and pricing on their websites.

If boating in the Great Lakes, coastal or ocean waters, it is a good idea to have a membership in a national towing service. This membership can significantly reduce the costs of towing if ever needed.

FIRE AND EXPLOSION

! WARNING *Fire/Explosion Hazard: Gasoline is extremely flammable and highly explosive under certain conditions.*

- Do not smoke or allow open flames or sparks nearby when refueling.
- Do not store fuel in any containers or compartments which are not designated for fuel storage.
- Static electricity can be generated while fueling and can cause a fire or explosion. To prevent electrostatic spark when refueling, make sure the nozzle is in contact with the fill pipe at all times.
- Avoid damaging fuel lines and connectors and make sure fuel does not contact hot engine parts.
- Do not confuse the fuel fill deck plate with the water or waste fill plates, if equipped. All deck plates are properly labeled. If fuel is accidentally pumped into any other deck plate, do not attempt to pump it out. Water and waste pumps are not designed to pump fuel and a fire or explosion could result. Contact the dealer to have the fuel professionally removed.
- USCG-approved fire extinguishers are required on all Class I, II and III boats.

A fire or explosion may occur when least expected. The decision to abandon the boat or stay to fight the fire is difficult and depends on many factors. Formulate a fire plan in advance to make that decision quickly and without hesitation. Keep in mind the following guidelines:



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- Many fires are the result of gasoline and oil accumulating in the bilge, careless fueling practices and electrical problems. In the event of a fire, try to stop the boat and turn off the engine as quickly and safely as possible. Immediately use a fire extinguisher at the base of the flames in a sweeping motion to reduce or extinguish the fire. Ensure that all passengers are safe from immediate danger and are wearing life jackets. If the fire is located in the engine compartment (if equipped), make sure the bilge blower (if equipped) is off and do not open the engine cover.

- Once the fire is extinguished, check for other immediate fire threats and personal injuries and call for assistance immediately.
- If you are unable to easily extinguish the fire, or if the fire is uncontrollable, attempt to get yourself and all passengers off the boat and into the water. If possible, ensure that all passengers are wearing life jackets or have access to one by the time they are in the water. Before leaving the boat, if possible, verify that there is no immediate danger of fuel sitting or burning on the water's surface where you and your passengers will be floating. Immediately swim to a safe position upwind from the boat and use distress signals to get assistance.

MAN OVERBOARD (MOB)

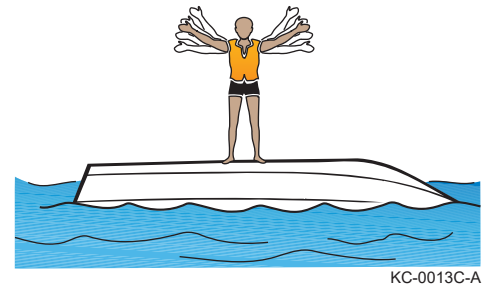
A high percentage of boating fatalities are the result of people falling overboard, many of whom were not wearing life jackets. If someone falls into the water unexpectedly, react quickly, as every second counts toward preventing injury or death. Keep these guidelines in mind:

- Brief passengers before leaving the dock on the proper procedures should someone fall overboard. Add this briefing to the passenger safety equipment overview.
- At the first sign that a person has fallen overboard, loudly yell "man overboard" and state which side of the boat such as "man overboard—port!" In heavy seas, throw a floatable item toward the MOB as quickly as possible to serve as a marker.
- The operator should immediately reduce speed and determine whether or not to come to a full stop or circle around.
 - If stopped, throw a flotation device (Type IV is best, but any can be used) to the victim, shut down the engines, and throw the victim a line if necessary.
 - If circling around, assign one passenger to throw a flotation device as a marker, keep the victim in sight and continuously point to the victim. Carefully navigate back to the victim, staying at a safe distance, and position the boat safely to retrieve the victim. Keep current, wind and waves in mind so the victim drifts toward the boat. Shut down the engines and throw the victim a line if necessary.

- Move passengers to the rescue side of the boat to assist the victim back into the boat.
- Avoid going into the water to assist the victim unless there is no other way to retrieve the victim. If a rescuer must go into the water, the rescuer should be wearing a life jacket. The rescuer should also be prepared for the possibility of being pulled under water by the victim if the victim is panicking.

CAPSIZING AND FLOODING

A boat may capsize or flood when least expected. Formulate a plan in advance in case of capsizing or flooding.



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Review the following guidelines:

- If the boat capsizes, locate all passengers and guide them to a safe flotation device or the forward hull if the boat is floating upside down.
- If possible, provide life jackets to all persons in the water and assess them for alertness and injuries.
- **STAY WITH THE BOAT!** Climb up on the hull and try to get assistance.
- Do not try to swim to shore, as it can be farther than it appears.

If the boat starts to flood, slow the boat to a safe speed and stop as quickly as possible. Activate the bilge pump(s) immediately. Try to locate the cause of the flooding. If the cause is not readily apparent or not easily corrected, head for shore or shallow water as quickly as possible and call for help.



RUNNING AGROUND

When a boat runs aground, the stop is usually abrupt. Because passengers are not secured to a seat, abruptly stopping a boat while in motion can cause serious personal injury or even death. First, turn off the engine(s) immediately, locate all passengers and attend to any injuries, calling for emergency assistance as needed. Then, assess the damage to the boat and determine if there are any other immediate threats such as water leaking into the boat, or fuel or flammable materials leaking into the water or inside the boat. Immediately call for assistance if threats exist that could endanger the safety of passengers.

If there are no immediate safety threats to passengers and the boat is not damaged, attempt to propel it away from the obstacle. If the engine or drive system has been damaged and the engine restarts, be aware of excessive vibrations or uncommon noises, which usually indicate damage to the drive system. If this is the case, it is not safe to proceed. Call for emergency or professional towing assistance immediately.

⚠ WARNING *Personal Injury Hazard: Use extreme caution when using tow lines and when connecting tow lines to cleats. Death or serious injury could occur when lines and/or cleats fail while they are under extreme tension.*

If the engine restarts and the boat can be navigated safely back to port, proceed slowly to port and be ready to call for emergency assistance if needed. Even if the boat and engine appear to be in good operating condition after running aground, have the boat inspected by a qualified marine technician BEFORE returning it to service. Damage may have occurred that is not obvious to you as an operator.

DANGEROUS WEATHER

Take special precautions when encountering or operating in dangerous or hazardous weather conditions.

See the *Severe Weather* section of this manual for additional information.

ENGINE OR BOAT SYSTEM FAILURE

In the event of an engine or boat system failure and when not in immediate danger, try to troubleshoot or identify the problem before calling for assistance.

See the *Troubleshooting* section of this manual for additional information.

ACCIDENTS, COLLISIONS AND GIVING ASSISTANCE

A collision or accident may occur when least expected. Formulate a course of action in advance in case of a collision or accident. Keep in mind the following guidelines:

- If an accident or collision occurs involving the boat, locate all passengers first and verify and secure their safety. Check for injuries and provide all passengers with a flotation device.
- After determining that passengers are not in danger, provide assistance to passengers on the other boat.
- Immediately call for help and then assess the damage to the boats. Render necessary assistance to prevent further damage or personal injury.

The USCG requires the owner/operator of a boat involved in an accident to report the incident immediately to the proper marine law enforcement agency for the state in which the accident occurred.

See the *Reporting Accidents* section of this manual for additional information.

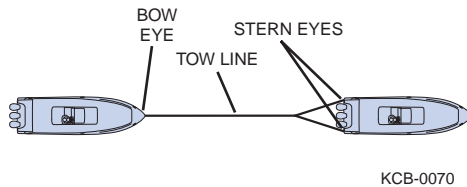
An operator who witnesses or is aware of an accident or collision while boating must report it immediately and provide assistance.

Operators seeing a distress signal or suspecting a boat is in trouble must assume it is a real emergency and render assistance immediately. After determining that a real emergency exists, call for help immediately and then provide assistance to all passengers to ensure their safety.



TOWING ON THE WATER

In situations where an operator is asked to tow or be towed for any reason, assess the situation and try to contact a professional towing service or other emergency assistance first. When encountering a boat in distress, always offer emergency or safety assistance and/or call for assistance for the distressed parties if necessary. Towing or being towed presents an increased risk of personal injury and boat damage.



⚠ WARNING *Personal Injury Hazard: Use extreme caution when using tow lines and when connecting tow lines to cleats. Death or serious injury could occur if lines and/or cleats fail while they are under extreme tension.*

Follow these guidelines when towing or being towed:

- Use extreme caution when throwing weighted lines to a boat in distress. When in rough seas, use a light throwing line with a weight secured on the throwing end and a heavier towing line secured to the other end.
- Never attempt to tow a boat larger or heavier than your own.
- Never attempt to tow a grounded, damaged or capsized boat.
- Use a tow line that is rated at least four times the gross weight of the boat being towed.
- Make sure tow lines are in good condition and are free of damage, cuts or abrasions.
- Attach a tow line to the bow eye on the disabled boat. Never attach a tow line to any point on the disabled boat other than the bow eye.
- Attach the tow line to the stern eyes of the towboat. Wrap the tow line with chafing gear where it rubs against the boat or any corners.
- Leave at least two boat lengths between the boats for adequate movement.
- Never allow anyone to be in line with the tow line. If the line breaks or pulls free, dangerous recoil could occur, resulting in severe injury or death to anyone in its path.
- Adjust the tow line to match wave action. Keep the boats on the crest or in the trough of the

waves at the same time. In protected, calm waters, shorten the line for better handling.

- Tow at moderate speed, allowing for adverse wind and wave conditions.
- Have the operator of the towed boat steer with you if possible.
- Have a person on the tow boat watch the disabled vehicle and, if necessary, be available to signal the operator of the disabled boat.

Check with local and state authorities prior to towing for additional regulations and restrictions on towing other boats or equipment.

HURRICANE AND SEVERE WEATHER PREPAREDNESS

If keeping the boat in a region susceptible to hurricanes or severe weather (such as in the Great Lakes), have a well-thought-out plan for the boat long before the season starts. Consider the following:

- Boaters new to the area should talk to neighbors and local officials on what to expect.
- Boaters should talk to the dealer and marina about supplies, equipment and services available.
- Assemble the boat, contacts and insurance information and copy documents for safekeeping.
- If keeping the boat on the water, prepare a hurricane mooring package with extra lines, fenders and chafing protectors, as it is usually the boat owner's responsibility to provide mooring gear in a marina. Plan on doubling the normal lines (bow, stern and spring) and fenders as a minimum. Remember, once a hurricane watch is posted, the local supply of lines and fenders will be quickly depleted.
- Remove electronics, canvas and loose items such as fighting chairs.
- Remove flammable, explosive or hazardous materials.



PROTECTING THE BOAT FROM THEFT

Thefts of boats, propulsion units and electronics are on the rise due to the high values and easy resale. While thieves still target boats on trailers at homes or on lake properties, marinas, storage facilities and dealerships are now being targeted because of the concentration of high-quality outboards and electronics available. Consider the following to make it difficult for thieves:

- Remove expensive electronics or cover with a sturdy, lockable cover.
- Use locking devices on outboard motor mounts and propellers.
- Use security fasteners that require a special tool for removal when mounting devices.
- Survey the marina or storage facility for obvious security lapses. Discuss concerns with personnel or find a new location.
- Talk to neighbors at home or the marina/ storage facility and provide them with a cell phone number and other contact information.
- If leaving the boat in the water, install a boat monitoring system with GPS tracking. Many propulsion unit manufacturers now offer this as an option on boats with electronic controls.
- Consult an insurance agent and local authorities for more recommendations.

Section 5

OPERATING IN HAZARDOUS CONDITIONS

Before operating the boat, review *Safety in Section 2*.

SEVERE WEATHER

Getting caught in severe weather can be dangerous and even fatal. Check with local weather stations, the USCG or weather-service broadcasts (162.55 or 162.40 MHz) for the latest conditions. Check the weather not only before you go out on the water, but also periodically while you are on the water. Consult the following websites for weather information:

- www.weather.com
- www.nws.noaa.gov
- www.navcen.uscg.gov

Enable National Oceanic and Atmospheric Administration (NOAA) weather alerts on radios, phones and other electronic devices for advance warnings. If weather is approaching, instruct all passengers to wear a life jacket; close all windows, hatches and doors; remain seated; use handholds and seek shelter in a safe harbor.

STORM CONDITIONS

Take the following precautions if operating the boat in storm conditions:

- Have all occupants wear life jackets.
- Turn on navigation lights.
- Locate and have inclement weather gear and safety equipment ready.
- Mark or identify the boat's position.
- Close all ports, stow all gear and secure any loose equipment on deck.
- Reduce speed and head for port or a safe, easily reachable place.
- Keep a lookout for debris and obstructions in the water.
- When possible, head into the waves at a 45-degree angle. Allowing high waves to strike the side of the boat may cause it to capsize or swamp.
- If losing power, keep the boat headed into the waves by rigging a sea anchor off the bow.
- If a storm cell with lightning cannot be avoided, lower antenna and take down fishing poles.

FOG CONDITIONS

Avoid operating the boat in foggy weather, if possible. Operators encountering fog conditions should return to port immediately. Also, take the following precautions:

- Reduce speed to a safe speed or idle.
- Take bearings and log the course and speed before the fog sets in. Use of a GPS is recommended.
- Have all occupants wear life jackets.
- Assign lookouts to the bow and stern to keep watch and listen.
- While navigating in fog, sound a five-second blast from the horn or whistle once every two minutes to alert other boaters of your position.
- If it is unsafe to continue navigating the boat, quickly find the best position to anchor. Sound a five-second blast from the horn or whistle once every minute while anchored to alert other boaters of your position.

REDUCED VISIBILITY

Natural environments and inclement weather can cause reduced visibility. Storm condition hazards can be compounded by reduced visibility while on the water. Always use common sense and take safety precautions if operating the boat in reduced visibility conditions.

COLD WEATHER

Avoid operating the boat in cold water or weather conditions, and never operate in frozen or icy waters. Operating in these conditions significantly increases the risk of serious injury or death. Boating in these conditions can lead to cold-water immersion, shock or hypothermia. Weather conditions may hinder emergency rescue or assistance, and cold weather poses potential problems for onboard equipment, as well as the engine. See the *Engine Operator's Manual* and the equipment manufacturer's instructions for operating in cold weather.

WATER HAZARDS

Every waterway poses hazards that operators must be aware of and avoid. These hazards include shallow water, rocks, tree stumps, sandbars and submerged/semi-submerged cables and pipes. Ask local authorities and other boaters for information and consult a marine chart when boating on unfamiliar waters. As a boat operator, try to avoid all hazards, known and unknown.

AQUATIC VEGETATION/WEEDS

Operating in weeded areas can be hazardous. Aquatic vegetation can be a threat to the boat's drive system. Vegetation and weeds can wrap around the propeller, causing loss of propulsion and steering control. They may also restrict the engine water cooling intake, causing the engine to overheat. Avoid operating in or near vegetation. If restricted because of vegetation, stop the engine. See the *Engine Operator's Manual* for recommendations on the removal of vegetation from the propeller and water cooling intake ports. Be extremely careful and never get into the water when clearing the propeller. Stay out of the water in highly congested vegetative areas, which can severely restrict your mobility and create a life-threatening situation.

NOTICE *Vegetation can sometimes be removed by shifting to NEUTRAL, pausing a moment, then shifting to REVERSE to unwind the vegetation from the propeller.*

DAMS AND SPILLWAYS

The waterways around dams and spillways are extremely hazardous. Dams and spillways are subject to rapid water flow changes, and may have floating and sunken debris in the nearby water. These areas are often marked as restricted, and it is best to always stay clear of them.

SHALLOW WATER OPERATION

WARNING *Collision Hazard: Use caution in shallow water or where underwater/floating objects may be present. Hitting an object at high speed or severe angle can seriously injure people and damage the boat.*

Operating in shallow water presents a number of hazards. Sandbars in narrow inlets are constantly shifting, making it difficult to mark them with buoys. Sandbars are sometimes indicated by waves as they form into breakers when passing over the sandbar. In coastal areas, tides can affect water level as much as 30 feet (9 meters). Check with local marinas or Coast Guard stations for tide tables and current charts.

MARKERS, WARNINGS AND ADVISORIES

Find out from local authorities if hazards exist in areas where you intend to navigate, and know how these hazards are marked. You must also recognize flag designs that indicate hazards or activities that are present and keep well clear of those areas. Always watch for swimmers and stay clear of all swimming areas, marked or unmarked.



KC-0015C-B

Become familiar with navigation markers, which identify navigable routes and indicate water hazards. Always stay within marked boundaries and steer clear of hazards.

Flags and indicators are markers of potential emergencies and hazards. Become familiar with these flags and indicators. Additionally, understand your responsibilities when operating at these times and in these areas.

BOAT FLAGS

DIVERS FLAG



USED BY RECREATIONAL DIVERS - INDICATES DIVER'S POSITION

ALPHA FLAG



WORLDWIDE VESSELS ENGAGED IN DIVING OPERATIONS - DOES NOT INDICATE DIVER'S POSITION

DISTRESS FLAG



INDICATES FELLOW BOATER IS IN NEED OF ASSISTANCE

SKIER DOWN FLAG



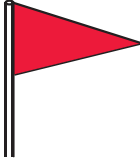

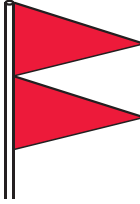





INDICATES SKIER IS DOWN

KCB-0013

Storm warning advisory flags and indicators alert boaters to impending weather conditions. Become familiar with these flags and indicators and understand the potential hazards associated with operating in these conditions.



HARBOR FLAGS AND INDICATORS

DAYTIME WARNING	DESCRIPTION	NIGHTTIME WARNING
	Small Craft Advisory - Winds greater than 18 knots, sustained for two hours or more or hazardous wave conditions. Following a storm, hazardous wave conditions can persist long after the high winds have subsided.	
	Gale Warning - Sustained winds (2 or more hours), of 34-47 knots.	
	Storm Warning - Sustained winds of 48 knots or greater.	
	Hurricane Warning - Forecast winds of 64 knots and above. Displayed only in connection with a hurricane.	

 Actual Signal in red

KC-0371C



SECTION

5

OPERATING IN HAZARDOUS CONDITIONS

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Section 6

NAVIGATION RULES AND AIDS

Before operating the boat, review *Safety in Section 2*.

The following information outlines basic navigational rules. Boating regulations are enforced by USCG, state and local authorities. You are subject to marine navigation regulations for both federal and state waterways. For more information, contact the USCG, state and local marine authorities. The navigational rules for U.S. waterways can be found in the “Navigational Rules” publication. This publication can be found at most marine supply stores, or you may contact the USCG or visit:

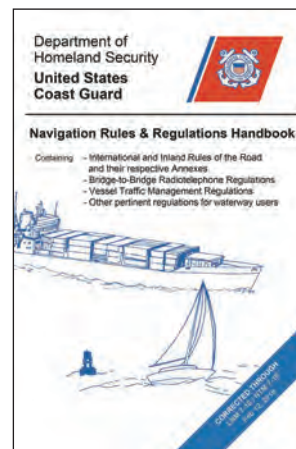
www.navcen.uscg.gov to view or download the publication.

Any boat 39 feet (12 meters) or longer must have a copy of the “Navigational Rules” publication on board at all times. Failure to have this document on board can result in penalties and/or fines.

NAVIGATION RULES

The USCG Navigation Rules and Regulations Handbook is a compendium produced by the USCG Navigation Standards Branch of the:

- International Regulations for Preventing Collisions at Sea
- Inland Navigation Rules and their respective technical annexes
- COLREGS Demarcation Lines
- Vessel Bridge-to-Bridge Radiotelephone Regulations
- Vessel Traffic Management Regulations
- Various other pertinent provisions of the U.S. Code and Code of Federal Regulations regarding compliance and penalties associated with the Navigation Rules



KCB-0058

If the size of the boat requires keeping a copy of this handbook on board for reference, all operators should familiarize themselves with the contents annually. To obtain a copy of this handbook, go to <http://uscgboating.org>.

RULES OF THE ROAD

RIGHT-OF-WAY

Boats with less maneuverability have right-of-way over more agile boats. You must stay clear of a boat with right-of-way. Examples of boats with right-of-way are:

- Boats aground or not under command
- Boats with restricted maneuverability
- Boats engaged in fishing
- Non-motor boats (having no power propulsion), i.e., rowboats, paddle boats, canoes and sailboats

Small pleasure boats must yield right-of-way to large commercial boats in narrow channels. A boat with right-of-way is sometimes referred to as the privileged boat.

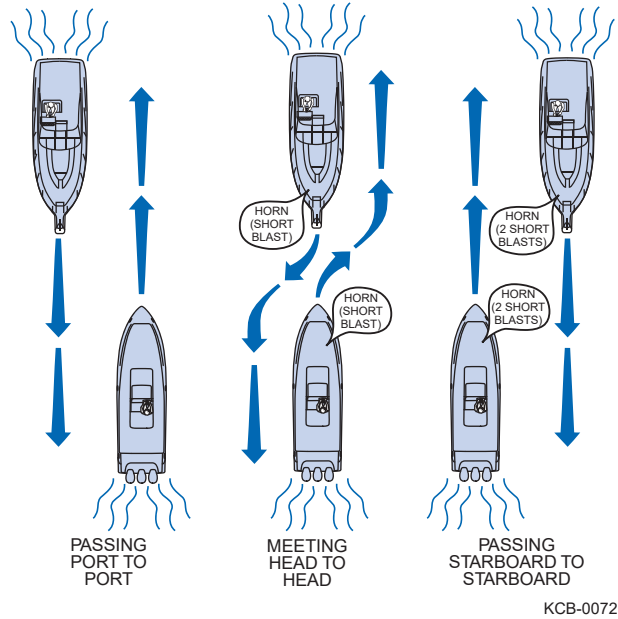
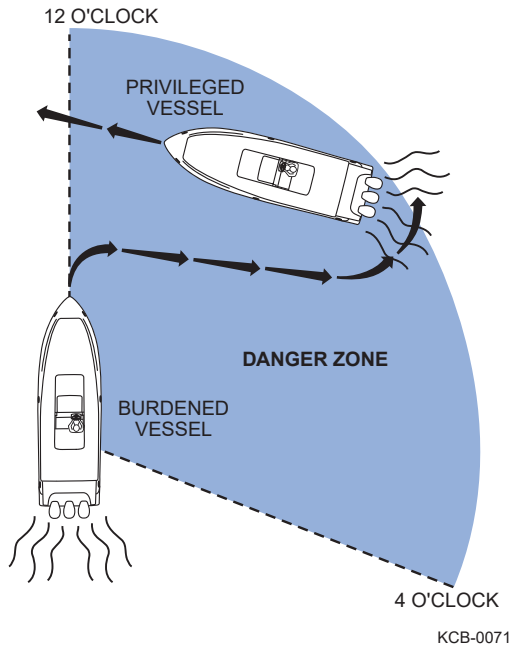
THE GENERAL PRUDENTIAL RULE

The general prudential rule regarding right-of-way is if a collision appears unavoidable, neither boat has right-of-way. Both boats must act to avoid collision.



CROSSING

In crossing situations, the boat to the right from the 12 o'clock to the 4 o'clock position has the right-of-way and must hold course and speed. The boat without right-of-way must yield and pass to the stern of the privileged boat. Boats going up and down a river have the right-of-way over boats crossing the river.

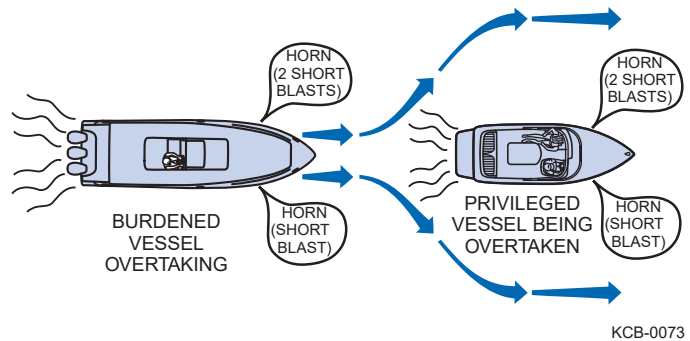


OVERTAKING / PASSING

The boat overtaking or passing must yield right-of-way to the boat being passed. The overtaking boat must make any adjustments necessary to keep out of the way of the boat being passed. The boat being passed has the right-of-way and must hold its course and speed.

MEETING HEAD-ON

When two boats meet head-on, neither boat has the right-of-way. Both boats should decrease speed, turn to the right and pass port to port. If, however, both boats are on the left side of a channel, each vessel should sound two short horn blasts and pass starboard to starboard.



AUDIBLE SIGNALS

It is not necessary to sound a signal every time a boat is nearby. It is typical for commercial boat operators to signal their intention, using a whistle, horn or bell, to avoid potentially confusing or hazardous situations. Privileged boat operators customarily signal first, then the yielding boat operators return the same signal to

acknowledge they understand and will comply. Use the danger signal (five or more short, rapid blasts) if intent is not clear.

Use the following signal blasts early enough so other boaters notice and understand them:

AUDIBLE DISTRESS SIGNAL	DEFINITION
One long blast	Warning signal (coming out of slip or passing astern)
One short blast	Pass on port side
Two short blasts	Pass on starboard side
Three short blasts	Engine(s) in reverse
Five or more short blasts	Danger signal

NAVIGATION LOCKS

There are specific procedures in place for navigating through locks. Details may vary in certain regions, but in general:

- Stay between the red and green buoys that mark the river's navigable channel.
- Request an opening using a marine radio, cell phone or with a sound signal of one prolonged blast (four to six seconds) and one short blast (one second) within one mile of the lock. Sound signals can be made by using the lock's pull-cord or the boater's whistle, horn, megaphone or hailer.
- The boater should wait for the lock operator to signal with horn blasts. Additional signals may include traffic lights or flashing lights.
- Enter the lock at reduced speed.
- Make sure all passengers remain seated and wear their life jackets.
- Use fenders and boat hooks to avoid damage to the boat and the lock walls.
- When through, wait for the lock operator's signal (horn and/or lights), then leave the lock at idle speed. Military and commercial boats have priority over recreational boats.

coastal waters and rivers. This system is maintained by the USCG.

There are two other navigation marking system variations boaters must follow in the United States:

- Western Rivers Marking System – When on the Mississippi River, tributaries above Baton Rouge, and several other rivers that flow toward the Gulf of Mexico.
- Intracoastal Waterway (ICW) – Runs just inland and parallel to the Atlantic Ocean and Gulf coasts from Manasquan, New Jersey, to the Mexican border. *Since ICW routes may travel next to non-ICW routes in opposing directions, navigate by the yellow symbols when following the ICW.*

Both systems are similar to USATONS but have subtle differences that must be understood. If you boat in these areas, visit www.uscgboating.org for navigation rules.

Navigational aids are designed and placed accordingly to help you navigate safely on the water. Learn to recognize the different buoys and day markers.

The following information is based on the USATONS. For further information, contact the USCG and state and local marine authorities. Also visit www.uscg.boating.org for navigation rules.

The USATONS uses buoys, beacons and minor lights as markers.

NEVER tie or anchor to a navigational aid. This action is unlawful and dangerous to you, your boat and other boaters.

AIDS TO NAVIGATION

Learn to recognize the different buoys and day markers; they are the signposts of the waterways. The United States Aids to Navigation System (USATONS) is the primary marking system used on inland water,

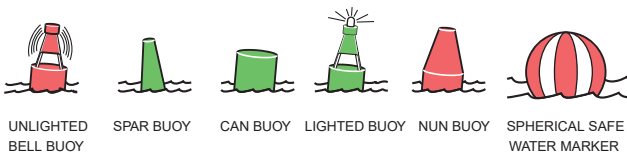


NEVER move or damage a navigational aid. This action is unlawful and dangerous for other boaters.

BUOYS

Most anchored floating markers are generally referred to as buoys. Buoys have many uses and color schemes, and can vary in size and shape. The most commonly used buoy colors are white, red, green, yellow and black. Buoys may be unlighted or lighted. Some are audible; others have both an audible and a visual signal. Lights, bells and horns on buoys aid in night boating or poor visibility conditions. Buoys with unique light-flashing characteristics are identified on nautical charts with the specific flashing pattern.

Become familiar with the specific buoys used in the waters where you are boating. Contact local authorities for specific information and/or navigational aid charts for your waterways.

UNLIGHTED
BELL BUOY

SPAR BUOY

CAN BUOY

LIGHTED BUOY

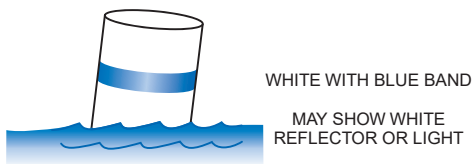
NUN BUOY

SPHERICAL SAFE
WATER MARKER

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MOORING BUOYS

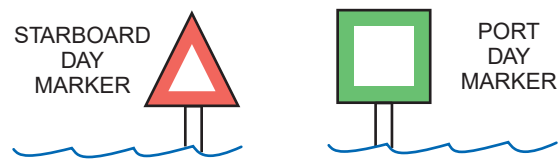
The only buoys you are permitted to moor to are mooring buoys. Mooring buoys are white with a blue horizontal stripe. Mooring to a navigation buoy, regulatory markers or lateral markers is illegal.

WHITE WITH BLUE BAND
MAY SHOW WHITE
REFLECTOR OR LIGHT

KC-0020C-A

DAYMARKS / DAYBOARDS

Daymarks or dayboards are fixed visual markers in the water. The markers are commonly attached to a post or piling and are sometimes accompanied by a light. Daymarks are either red or green and are usually triangular- or square-shaped, though their shapes can vary. Daymarks often display numbers, which act as navigation guides. Red daymarks are usually triangular and sometimes show an odd number. Green daymarks are usually square and sometimes show an even number. The numbers on the markers are sequential and increase from seaward.



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LIGHTS AND LIGHTED STRUCTURES

Maneuvering a boat at night can be dangerous and confusing. To aid boaters with navigation and to warn of hazards, the USCG and state and local authorities maintain a variety of light structures. Some light structures are equipped with radio beacons, radar reflectors and/or fog signals.

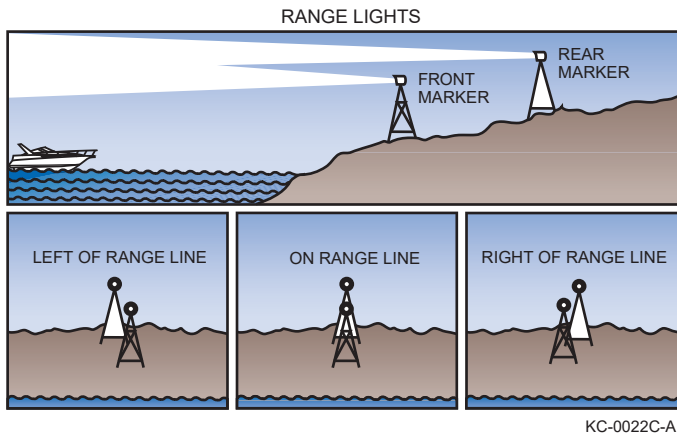
Minor Lights

Minor lights are colored according to the buoyage marking system in use. They are similar to lighted buoys, except they are usually higher and on more stable platforms to increase visibility. Most minor lights are part of a series to mark a channel, river, or harbor and fairways.



Range Lights

Range lights are usually visible in one direction and help a boat operator navigate safely. Steering a course to keep range lights arranged in a line (one on top of the other) will help guide a boat through a channel.



Lighthouses

Lighthouses can be found at harbor entrances, prominent headlands, isolated danger areas and along the coasts. These striped or patterned structures have unique flashing signals, which help boaters identify them.



MARKERS

Seven (7) types of markers are used to assist the boat operator:

- Regulatory
- Range
- Special
- Lateral
- Safe Water
- Preferred Channel
- Isolated Danger

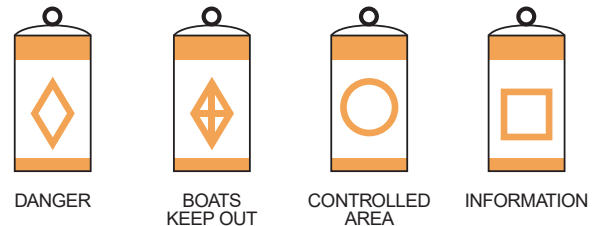
Regulatory Markers

Regulatory markers are used to display information or indicate danger. Regulatory markers can be fixed visual markers or anchored floating buoys.

Fixed visual markers are usually white with orange geometric shapes that display information. Anchored floating buoys are white cylinder-shaped buoys with orange bands at the top and orange geometric shapes that may display information.

Following are the various orange geometric shapes used on these markers:

- Diamond – Indicates danger
- Diamond with cross marks inside – Indicates that a boater must keep away
- Circle – Indicates a controlled area or speed limit
- Square – Displays important information



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Range Markers

Range markers have many color schemes, may have numbers or letters and may be lighted or unlighted. They are placed in pairs within close distance of each other. They are commonly used in channels to guide boats safely through the center or safe line of navigation. Keep range markers visually in line with each other while navigating the waterway to avoid obstacles or other invisible dangers.

Special Markers

Special markers are yellow and come in various styles and shapes. Lighted and unlighted daymarks and buoys vary in function. Many are used to display information and navigational direction rules. The most common special markers are those used in intercoastal waterways. Contact your state and local authorities for more information on special markers used in your boating area.



Lateral Markers

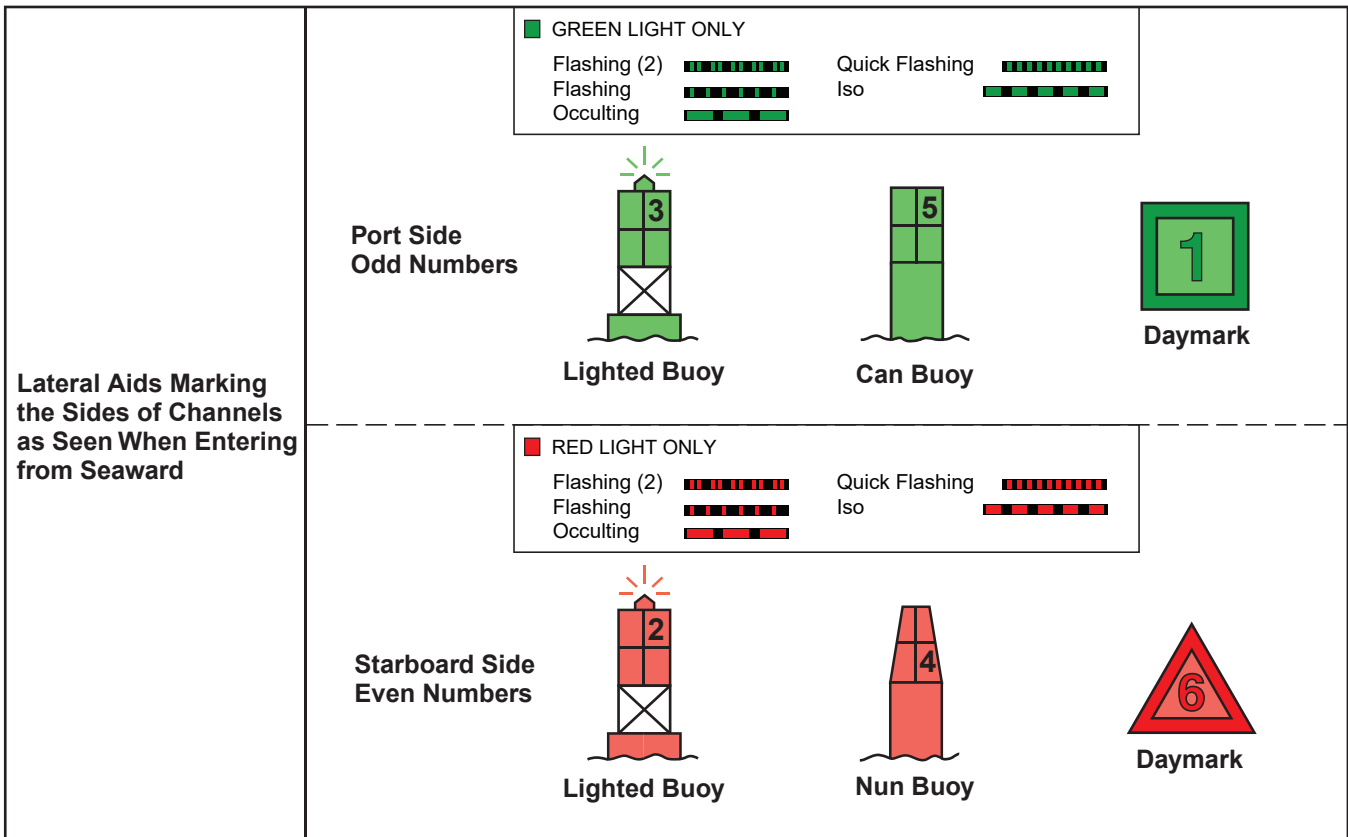
Lateral markers are used to mark the sides of navigable channels. They can be buoys, daymarks or minor lights, and are red and green in color. They can be lighted or unlighted and may or may not have numbers.

The basic nautical rule of lateral markers is the phrase “Red, Right, Returning.”

The term “sea” generally refers to the ocean or a large body of water. “Seaward” refers to traveling from the sea or a large body of water inland or to a smaller body of water.

When traveling seaward – keep red markers to your port (left) and green markers to your starboard (right).

When returning from seaward – keep red markers to your starboard (right) and green markers to your port (left).





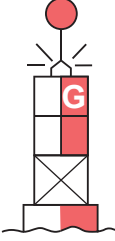

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Safe Water Markers

Fairways and mid-channels may be marked with safe water markers or buoys. These markers indicate safe

water all around. Safe water markers are red and white with vertical stripes, and are round or have a red spherical top mark.

<p>Safe Water Aids Marking Mid-Channels and Fairways (No Numbers—May be Lettered)</p>	<p><input type="checkbox"/> WHITE LIGHT ONLY MORSE CODE Mo (A) </p>	 <p>Daymark</p>
	 <p>Lighted</p>  <p>Spherical Buoy</p>	

KCB0086

Other Special Signs and Markers

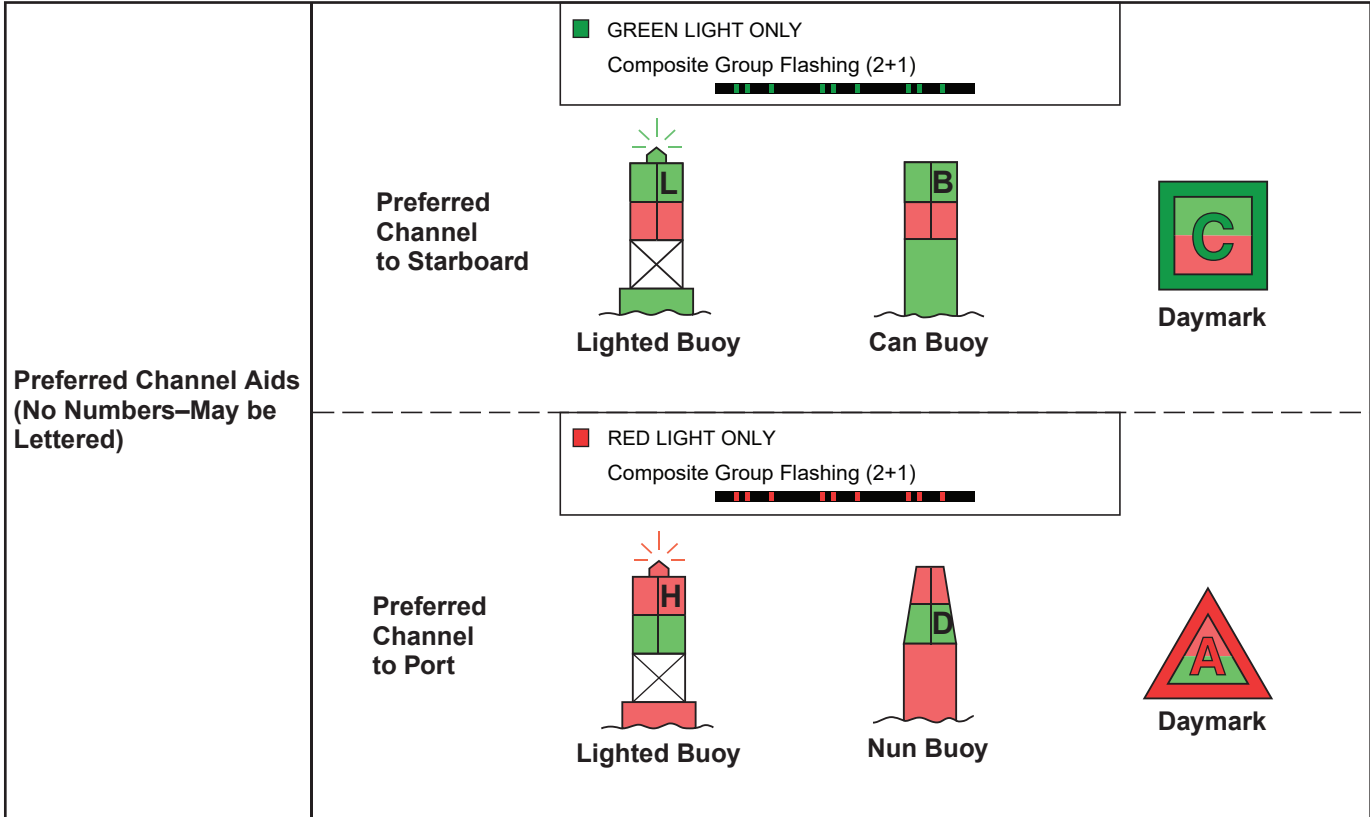
Various signs and markers are used throughout U.S. waterways for different purposes. In Florida, special signs are used to warn of “manatee” areas. These signs help to control speed and/or restrict areas from boating to conserve this endangered species. As a boat owner and operator, be aware of special information and markers on the waterways. Contact your state and local authorities for more information on local restricted or controlled areas and their markers.



Preferred Channel Markers

Obstructions, channel junctions and preferred channels are marked with red and green horizontally striped can and nun-style buoys. The top band color

indicates the preferred path to take. Use these markers in the same manner as lateral markers to follow preferred channels.



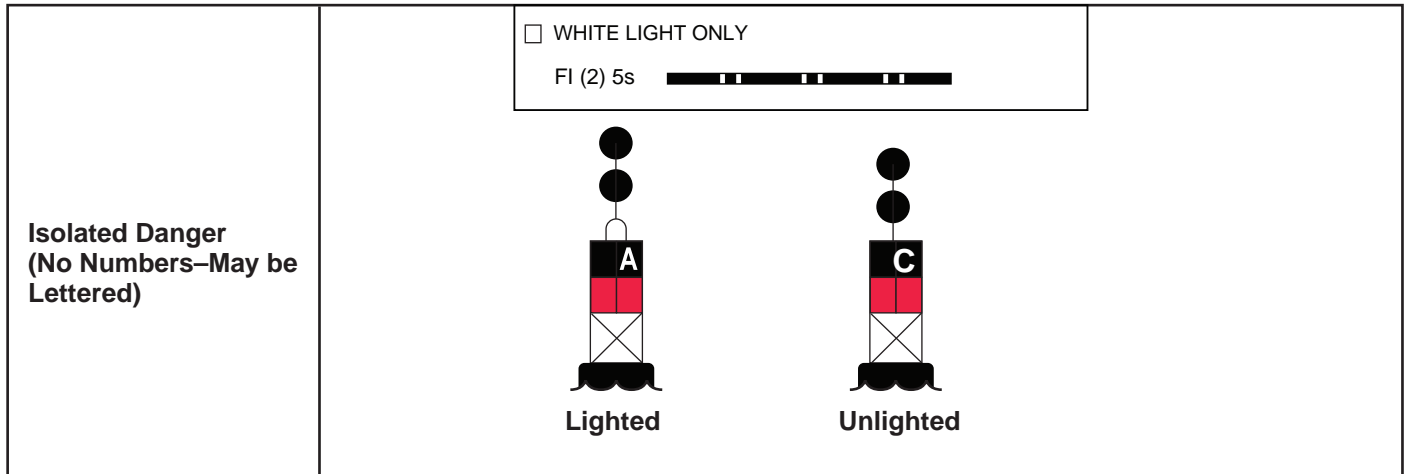
KCB0084



Isolated Danger Markers

Isolated danger markers indicate an isolated danger which may be passed on all sides. These markers are black with one or more broad horizontal red bands and are equipped with a top mark of two black spheres,

one above the other. On inland waters, a buoy with alternating vertical black and white stripes may be used to indicate that an obstruction or other danger exists between the buoy and the nearest shore. Do not pass between the buoy and the shore.



KCB0087

NAVIGATIONAL LIGHTS AND NIGHT OPERATION

Navigational lights alert other boats to your presence and course, especially when operating at night or in restricted visibility conditions.

Regulations require that navigational lights be clearly lit and properly displayed at all times between sunset and sunrise, and always when operating in reduced visibility. Where applicable, lights must appear on the sides, stern, masthead and all-around positions.

All navigational rules apply at night, but speed is restricted on many waterways. Night boaters must operate at a slow, safe speed and stay clear of all boats, regardless of which boat has right-of-way.

Protect your night vision by avoiding bright lights. If possible, have a passenger help keep watch for other boats, water hazards and aids to navigation.

The size, speed and direction of other boats are determined at night by white, green and red running lights.

- A green light indicates the starboard side of the boat. Generally, if you see a green light on another boat, you have the right-of-way. Hold your course.
- A red light indicates the port side of the boat. Generally, if you see a red light on another boat, they have right-of-way and you must yield your course.



SECTION

6


NAVIGATION RULES AND AIDS

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Section 7

OPERATING THE BOAT

Before operating the boat, review *Safety in Section 2*.

 **WARNING** *Control Hazard: Certain actions can cause you to lose control of the boat:*

- ***When accelerating the boat in the forward direction, the bow can rise and restrict visibility. Observe for obstacles and people before accelerating.***
- ***The rotational thrust of the propeller under rapid acceleration can create high steering torque and rapidly change the direction of steering, causing loss of control.***
- ***Do not trim the engine out too far or the boat may begin to “porpoise” (bounce up and down). Porpoising reduces control and visibility.***
- ***Improper use of trim tabs or moving them down at high speeds can cause loss of control.***
- ***If you lose control of the boat, pull back on the throttle and trim in at the same time.***

BEFORE GETTING UNDERWAY

SAFETY EQUIPMENT

Federal and local laws require certain safety equipment to be on board at all times. Responsible boaters carry additional equipment in case of emergency.

FLOAT PLAN

Complete a float plan before departure and leave it with a reliable person who is aware of your intentions while on the water. In case of emergency or if you do not return as planned, this information can be helpful to the USCG or others in rescuing or contacting you. There are several float plan apps that make it easy to fill out and email the plan. For more information on float plans or to download a float plan form, go to:

<http://www.floatplan.uscgaux.info>

CONSIDERATIONS FOR LONGER VOYAGES

Boaters intending on making longer cruises in unfamiliar waters should keep the following in mind:

- Use extreme caution in tidal waters. Consult tidal charts or NOAA tide predictions (https://tidesandcurrents.noaa.gov/tide_predictions.html) and travel on the “rising tide” if possible.
- Measure the boat’s actual fully loaded draft with full fuel, water, passengers and gear. Do not rely on the boat manufacturer’s published draft specifications.
- Measure the boat’s actual height with a typical load, including any options mounted up top such as rod holders, lights, radar dome, etc. Do not rely on the boat manufacturer’s published height specifications.
- In big water, it is imperative to have all the recommended safety equipment for boating on Great Lakes and open ocean.
- Be sure the electronic chart software is up-to-date and keep paper backup charts.
- Make slip reservations in advance and immediately contact the marina master on VHF channel 16 when in range (typically three to five miles).
- Avoid cruising in shipping lanes whenever possible.

SYNCHRONIZING GPS DATUM WITH CHART DATUM

The datum set up in the GPS receiver must match the datum used to create the map the boater is using. The three common datums in use in the continental United States are:

- NAD 27 CONUS – North American Datum of 1927 for the Continental United States (Common on older United States Geological Survey [USGS] maps)
- NAD 83 – North American Datum of 1983 (Used on most newer USGS maps)
- WGS 84 – World Geodetic System of 1984 (The default datum used by the GPS system)

The chart datum is usually printed somewhere in the title block. Never apply a GPS position to a chart without first ensuring that the GPS datum in use agrees with the datum used to construct the chart. Using incorrect datum can introduce hundreds of meters of position error. By entering the datum in use, the GPS will automatically correct the information it provides to match the chart. Refer to the *GPS Operator’s Manual* for details.



PRE-DEPARTURE SAFETY CHECKLIST

The following checks are essential to safe boating and must be performed before starting the engine or getting underway. Perform these checks every time you operate the boat so they become routine.

Never launch the boat or leave the safety of the dock if any problem is found during the pre-departure safety check. A problem could lead to an accident during the outing, causing severe injury or death. Have any problems corrected before proceeding:

- Check the current and forecasted weather reports, as well as wind and water conditions.
- Make sure the operator is qualified to operate the boat and does not use drugs or alcohol while at the helm.
- Make sure all required safety equipment is on board.
- Make all passengers aware of safety procedures.
- File a float plan.
- Have all required documents on board.
- Have all maps or navigational charts for the intended destination on board.
- Be sure all passengers are properly seated.
- Be sure the boat is not overloaded.
- Check the engine emergency stop switch lanyard for proper installation and operation.
- Be sure the fire extinguisher is fully charged.
- Check bilge drain plugs for proper installation.
- Be sure all water has been pumped from the bilge area.
- Have plenty of emergency food and water on board.
- Check the bilge blower (if equipped) for proper operation, and be sure no fumes are present in the bilge area.
- Be sure all required equipment is on board (mooring lines, anchor lines, tool kit, etc.).
- Be sure you have enough fuel for the return trip.
- Check all compartments for fuel fumes.
- Check that no fuel, oil or water is leaking or has leaked into the bilge compartment.
- Check all hoses and connections for leakage and damage.
- Check the hull and propeller for damage.
- Check the engine cooling water intake pickup for blockage.
- Check that batteries are fully charged and the battery terminals are clean and tight.
- Check the electrical systems and navigation lights for proper operation.
- Be sure no person or obstacle is near the propeller.
- Check that the throttle/shift control is in the NEUTRAL position.
- Check the steering system for proper operation.
- Inspect the steering, throttle and shift cables for kinks, wear and interference with other components.
- Check that all required maintenance has been performed.

BOARDING

Helpful guidelines when boarding a boat:

- Always step, rather than jump, into a boat.
- Avoid stepping on fiberglass or other potentially slippery surfaces.
- Always board one person at a time.
- Never board while carrying gear. Set the gear on the dock, board the boat and then pick up the gear.
- Never use the engine unit as a boarding ramp.
- It is courteous to always ask for permission to board so the owner/operator is aware of your presence on the boat.

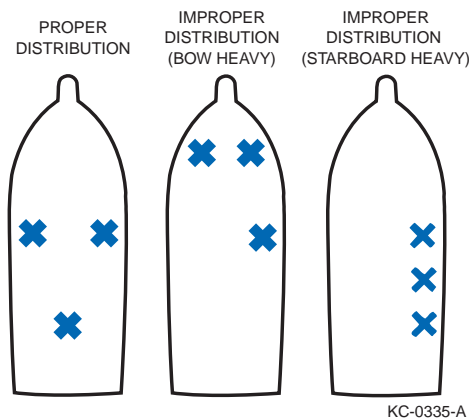
See the *Using the Boarding Platform/Ladder* section of this manual for re-boarding the boat from the water.



BOAT LOADING

The safety and performance of the boat depends on load, weight and the distribution of each.

The person/load capacity is determined by the USCG. A capacity plate is usually located within clear visibility of the boat operator or helm area. The capacity plate indicates limits for loading the boat, which are enforceable by law.



⚠ WARNING *Sinking Hazard: NEVER exceed the USCG certified maximum capacities under any circumstances. Exceeding the limitations stated on the capacity plate can cause the boat to sink or the passengers and/or operator to drown, resulting in death or serious injury.*

- Board passengers one at a time and distribute them equally to maintain equal buoyancy of the boat.
- Distribute weight equally from port to starboard and fore to aft. The shifting of weight may be required when underway to maintain an efficient trim position for optimum performance.
- Stow and secure all loose gear in stowage areas to prevent load shifting.
- Do not stow gear on top of safety equipment; safety equipment must be quickly accessible.
- In adverse weather, reduce the load in the boat. Person and load capacity ratings are calculated for normal boating conditions.

⚠ WARNING *Man Overboard Hazard: Always use the boat manufacturer's seating designation while the boat is underway. Never allow anyone to sit in rear aft-facing seats while the boat is underway. This could result in a man overboard hazard.*

FUELING

FUEL MANAGEMENT

Use the “one-third” rule for fuel management. Use one-third of the fuel to reach your destination, one-third to return and one-third as reserve fuel.

FUEL SUPPLIERS

Refuel only at approved suppliers such as marina fuel docks or automotive fuel service stations. Approved suppliers have safeguards in place to lessen the likelihood of static discharge. Use only containers and funnels approved for use with gasoline fuels. See the *Before Refueling* section of this manual for additional information.

STATIC ELECTRICITY AND THE FUEL SYSTEM

The boat's built-in fuel tank has a bonding system that protects it from creating and discharging static electricity. The boat must be in contact with the water or on its trailer when refueling to complete the bonding system.

If the bonding system is not complete, an electrostatic spark may occur.

⚠ WARNING *Fire/Explosion Hazard: An electrostatic spark can ignite fuel vapors, causing a fire and/or explosion.*

Use extreme caution when filling the fuel system. In addition:

- Remove portable fuel tanks from the boat and place them on the ground to fill. The fuel tank must be properly grounded before refueling.
- Do not refuel a built-in fuel tank if the boat is suspended from a sling or another type of boat lift system. Suspending the boat from the water interrupts its bonding system. Using a portable fuel tank to refuel the boat while it is suspended may cause an electrostatic spark.

FUEL (GASOLINE)

Fuel for marine gasoline-only engines must be carefully selected to avoid fines and possible catastrophic engine damage not covered under warranty. It is illegal for any person to tamper with emissions control devices such as the fuel system, and it is also illegal for any person to mis-fuel a marine gasoline-only engine with a blend of more than 10% ethanol.



While it is always preferable to use fuel that does not contain ethanol (usually labeled as “marine” or “recreational”),



most marine engines are designed to tolerate E10 (10% maximum ethanol) fuel as long as the fuel meets the engine manufacturer’s octane requirements. When using fuel containing ethanol, buy fuel in smaller quantities that will be consumed during a weekend of boating. Fuel degrades quickly and the engine operates better on fresh fuel. Use marine fuel stabilizer to treat and reduce degradation of any remaining fuel.

Fuels that contain bio-isobutanol at any percentage are safe to use in marine products and have none of the limitations of ethanol biofuel additives.

Do not use octane boosters or other fuel additives except fuel stabilizers. Purchase fuel from a quality supplier selling high volumes to ensure the fuel is fresh. For more information go to: www.toptiergas.com/licensedbrands/

NOTICE *Fuels that are blended to contain more than 10% ethanol may damage the engine, oil system or fuel system and should not be used in marine engines. Fuels that contain more than 10% ethanol can corrode metal parts, deteriorate rubber and plastic, or weaken gaskets. Damages caused by the use of fuels that contain more than 10% ethanol or fuels that do not meet engine manufacturer octane requirements are not covered by your warranty.*

Gasoline Fuel in the U.S. Market

The majority of recreational boats are trailerable and often fueled at automobile gasoline filling stations. In the U.S. market, there are ever-increasing percentages of ethanol blended with gasoline with the most common being 10%. Since there is no standard for labeling gas pumps, it can be confusing to select the proper blend – LOOK BEFORE YOU PUMP!

Ethanol blends of more than 10% are tempting to use in your boat because they are cheaper. Ethanol blends of more than 10% are NOT meant for ANY outdoor power equipment and their illegal use will not only deteriorate rubber and plastic, causing an environmental hazard, but will cause permanent DAMAGE to the engine that is not covered by the Warranty – DO NOT BUY GAS BY PRICE!

	CONTAINS NO ETHANOL	UP TO 10% ETHANOL	UP TO 15% ETHANOL	UP TO 30% ETHANOL	UP TO 50% ETHANOL	UP TO 85% ETHANOL
OK for Boat Engines	Yes	Yes	No	No	No	No
OK for Long-Term* Storage	Yes	No	No	No	No	No
Covered by Engine Warranty	Yes	Yes	No	No	No	No
Illegal to Use in Boat Engines	No	No	Yes	Yes	Yes	Yes
Price	Most Expensive	About 5% less	About 10% less	About 20% less	About 30% less	Least Expensive

* 3 – 6 months with marine-grade fuel stabilizer added immediately
 ** Not more than one month with marine-grade fuel stabilizer added immediately

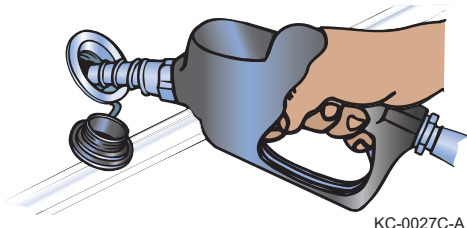
BEFORE REFUELING

⚠ WARNING *Fire/Explosion Hazard: Gasoline is extremely flammable and highly explosive under certain conditions. Be sure to check the fuel hoses and connectors for leaking and deterioration before fueling and on a monthly basis.*

- Refuel the tanks only in a well-lighted area.
- Know where the fire extinguishers are.
- Stop all engines, motors and appliances before refueling. Keep the engine compartment blower on if equipped.
- Do not smoke or allow open flames or sparks nearby, within 50 feet (15 meters), of the fueling area.
- If equipped, close all doors, windows, hatches and ports.
- Determine the amount of fuel required to fill the tanks. Do not overfill the fuel tanks. Allow for at least a 2% expansion of fuel when refueling. If the fuel temperature is 32°F (0°C) or lower, allow at least 6% for fuel expansion.

REFUELING

The fuel filler on boats with built-in tanks is usually located in the aft area. The fuel tank is equipped with either a shutoff valve or



antisiphon valve. The shutoff valve requires you to manually turn the fuel valve, while the antisiphon valve operates automatically. Because gasoline fumes are heavier than air, they will sink to the lowest part of your boat, such as the bilge. Always evacuate fumes with the bilge blower (if equipped) before attempting to start the engine.

NOTICE *To prevent unwarranted engine damage, refer to the Engine Operator's Manual for recommended fuel and oil specifications.*

⚠ CAUTION *The fuel tank may be under pressure. Remove fuel filler cap slowly to release any pressure.*

REFUELING BUILT-IN FUEL TANKS

Maintain contact between the fuel nozzle and the fill pipe at all times, before and during refueling, to prevent an electrostatic spark. If it's necessary to use a funnel, use a metal funnel. Do not use a plastic funnel. Do not fill built-in tanks from unapproved portable containers.

NOTICE *If the boat is unlikely to be used for two weeks or more, and you are using an ethanol-blended fuel, fill only the amount of fuel you need plus 15% as a safety factor. Unused ethanol-blended fuel deteriorates quickly.*

AFTER REFUELING

- Close the fuel fill cap thoroughly.
- Wipe up any spilled fuel completely. Dispose of rags properly onshore.
- Open all doors, windows, hatches and ports to ventilate all spaces. Check for fuel vapors before starting any engines or appliances.
- If equipped, operate the blower for a minimum of four minutes before starting the engine.

GETTING UNDERWAY

The following basic boat maneuvering and operation principles do not cover all conditions or situations you may encounter during operation. It is important for you and anyone else operating the boat to have certified instruction before operating the boat.

Always advise all passengers on board of your steering, stopping and accelerating intentions. Brief passengers on:

- Obeying captain's orders
- Safety equipment location and operation
- Basic boat operation
- Radio operation
- Re-boarding procedure
- Man overboard procedure
- Emergency procedure
- Hazardous weather procedure
- Docking procedure
- Fueling procedure

Be sure all passengers are properly seated in designated seating positions and not riding on the bow, bow pulpit, deck, gunwale or rear sun deck while underway. Passengers must use caution when riding in the bow. Move to the aft passenger seats during rough water operation or if visibility is restricted.

STARTING

The following information is intended as a basic guideline only and may not apply to your specific engine or controls. See the *Engine Operator's Manual* or control manufacturer's information for instructions on starting and operating the engine, adjustments and maintenance.

- Secure the boat to the dock before starting the engine.
- Check that the throttle is in the NEUTRAL position.
- Turn the battery selector switch to the appropriate ON position.
- Operate the bilge blower (if equipped) for four minutes or long enough to fully evacuate the engine and bilge compartments of explosive fumes.

⚠ WARNING *Fire/Explosion Hazard: If equipped with a bilge blower switch, always operate the bilge blower for a minimum of 4 minutes prior to starting the engine. Gasoline vapors can explode, resulting in injury or death.*

- Check the bilge for fuel vapors.
- Verify that the blower is operating properly.
- Always run the blower when the boat is operating below cruising speed.
- Attach the engine emergency stop switch lanyard to the boat operator.
- Check that all passengers are seated properly.
- Position the lower drive power trim to the full DOWN position.
- Start the engine.

STEERING

⚠ WARNING *Control Hazard: If the engine is shut off (no thrust), you will have no steering control, and the boat's momentum will cause it to move forward even though the engine has stopped. Even at low engine speeds where thrust is reduced, a loss of steering control can occur.*

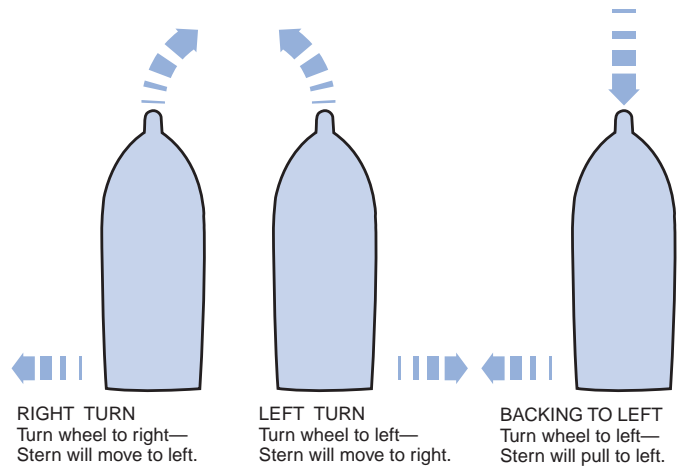
Steering a boat is very different from steering an automobile. Steering and maneuvering a boat is far more difficult and requires time and practice to master.

When steering a boat, it is important to understand the causes and effects of turning. Since both thrust and steering are at the stern of the boat, the stern will push

away from the direction the steering wheel (helm) or tiller arm is turned. The boat seems to skid across the water while turning, which feels very different from an automobile making a turn.

Steering in reverse has its own challenges. Practice forward and reverse steering to gain comfort and to feel in control of the boat in any steering situation.

Be prepared for wind and current while steering the boat. Steering in wind or water currents is difficult and requires skill to be able to anticipate and compensate for these effects.



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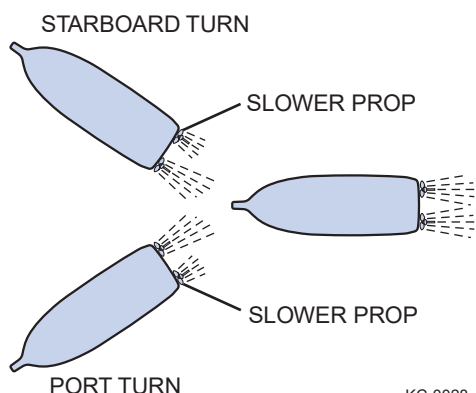
Rotational thrust of the propeller is an aspect most single propeller-driven boats share and needs to be compensated for at slow speeds. During rotational thrust, torque is transmitted to the helm and may cause the boat to drift either port or starboard when moving forward at a slow speed. Rotational thrust usually goes unnoticed at high speeds. While moving forward at a slow speed, constant helm corrections are usually necessary to maintain a straight course.

TWIN-ENGINE STEERING

When maneuvering with twin engines at low speeds, steer using the independent thrust of the port and starboard drives in conjunction with helm movements. Steering in this manner can be very effective, especially when maneuvering in restricted areas and when docking.

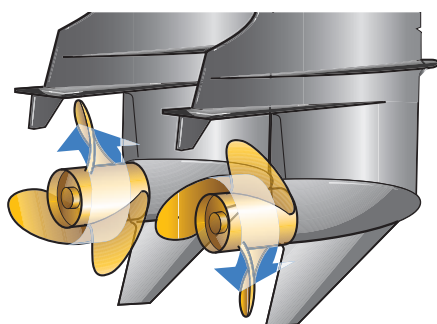
Practice using the throttles to control steering of the boat. Practice these maneuvers in open water away from others before attempting them near docks or other boats.

- Before attempting to make close turns at low speed, always position the throttles in IDLE.
- Reverse the direction of the engine on the side you want to turn. If you want to turn starboard, for example, shift the starboard engine into REVERSE. The forward speed of the port engine, along with the reverse rotation of the starboard engine, will pivot the boat into a starboard turn.
- Use quick “bursts” of throttle to control the boat. Keep in mind that once the boat starts to move, momentum will carry it through.



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Twin-engine and dual-prop boats usually compensate for rotational thrust of the propellers by using one counterrotating drive with a counterrotating propeller, and one standard clockwise-rotating drive and propeller to reduce the effects of steering torque at all boat speeds.



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SHIFTING

The following information is a basic guideline only and may not apply to the specific shift control. See the *Engine Operator's Manual* or control manufacturer's information for the shift control operation, adjustment and maintenance.

- Most side-mounted throttle and shift controls have a neutral detent lock that must be released before shifting from NEUTRAL.
- Always use a brisk and decisive movement when shifting into or out of gear.
- Always pause in NEUTRAL before shifting from FORWARD to REVERSE, or REVERSE to FORWARD. Most throttle and shift controls have a detent position for NEUTRAL, FORWARD and REVERSE engagement positions. These detent positions are important; when shifting into and out of gear, always pause in these positions.
- Never shift into REVERSE while your boat is in FORWARD gear when traveling at any speed above idle.
- Always keep the shift control clean and clear of obstructions.

STOPPING

Reverse thrust is commonly used to slow and stop a boat. The amount of reverse thrust needed to stop will vary due to boat design, load and speed.

⚠ WARNING *Control Hazard: Always reduce engine speed to idle and pause in NEUTRAL before shifting from FORWARD to REVERSE or REVERSE to FORWARD. Abrupt stopping and steering loss can occur if the propulsion unit is shifted quickly from FORWARD to REVERSE or REVERSE to FORWARD. Never shift into REVERSE at planing or high forward speeds.*

A boat does not have brakes. Controlling the boat to a stop and while stopped are important skills that must be learned. Reverse thrust is commonly used to slow and stop a boat. The continued momentum of a boat will vary according to the boat design, load and speed. You must also consider and learn to compensate for the effects of wind and current. Stopping in wind or water currents is difficult and requires skill to be able to anticipate and compensate for these effects.

- To stop or slow forward motion, always gradually return the throttle(s) to the slow IDLE position, pause and shift into NEUTRAL, then pause and shift into REVERSE.

⚠ WARNING *Control Hazard: Gradually return the throttle(s) to the slow IDLE position. Failure to do so can cause loss of boat control and engine propulsion system damage.*



- If the boat has been driven for a long period of time at high speed, allow the engine a two- to three-minute cool-down period at low idle in NEUTRAL.
- Turn the ignition key to the OFF position.

NOTICE

Never pull the lanyard from the engine emergency stop switch for normal shutdown. Doing so may impair your ability to restart the engine quickly.

- Avoid collisions; at high speeds the boat will require more time and distance to stop or slow.
- The proper use of trim tabs and outdrive trim angle is important when slowing to a stop. Qualified local boating authorities can provide proper instruction in slowing and stopping your boat.

ACCELERATING AND RUNNING UNDERWAY

You must understand the boat's equipment and controls in order to drive and control the boat in a forward direction at all speeds and in all conditions. Learning to drive and control the boat can be challenging; take this matter seriously and spend plenty of time practicing.

The phrase "on plane" is commonly used when referring to the running angle of a boat in forward motion. When a boat is "on plane," its hull is usually running level or almost level with the water's surface, which is considered level. The level "plane" of the water's surface is the most efficient angle to run in. This basically means that the boat is running on top of the water and not plowing through it.

Factors to consider when accelerating a boat forward and running at the most efficient planing angle are:

- Boat design
- Hull type and condition
- Boat load and distribution of weight
- Engine capability and condition
- Propeller type, size and condition
- Outdrive and boat power trim equipment and condition

Because all boats are different and vary in design, purpose and load, planing angles and characteristics will vary among all boats. Become familiar with the boat's characteristics and obtain qualified assistance.

The following guidelines provide a basic understanding of forward acceleration and operating on plane while underway:

- Always look in front of and around you before proceeding. Avoid collisions before accelerating; be aware and stay clear of people and obstacles in the water.
- Always advise all passengers on board of your intention to accelerate and get underway.
- Stow and fasten all loose gear.
- Make sure the engine emergency stop switch lanyard is connected to the operator.
- If equipped, adjust the boat trim tabs up or to a neutral position with the hull.
- If equipped, adjust the engine power trim to the full-in position.
- Shift from NEUTRAL into FORWARD detent idle position.
- Adjust steering to the direction of travel.
- Using a controlled and constant motion, move the throttle control forward.



WARNING *Control Hazard: When accelerating forward, the bow can rise and restrict visibility. Never remove your hand from the steering wheel. The rotational thrust of the propeller under rapid acceleration can create high steering torque and rapidly change the direction of steering, causing loss of control.*

- As the boat begins to move, the bow will rise and the boat will tend to plow through the water. As acceleration increases, the boat will begin to plane or level out within a few seconds. If it will not plane to a near-level position and has sufficient horsepower, slowly reduce the throttle back to the FORWARD detent idle position. Recheck the load distribution and trim equipment position to determine the cause.
- Once the boat is on plane, the steering torque will diminish; however, never remove your hands from the helm while underway. While running at a planed position, you will notice greater throttle response and steering control as you continue to accelerate or achieve the most comfortable and safe speed for the conditions. You can achieve better performance, control and running efficiency using the engine's power trim and the boat's trim tabs, if equipped.

- Be aware of the wake you create and anticipate the effect it will have on others. During acceleration, deceleration and at speeds other than on plane, a heavy wake is usually created. You are responsible for the boat's wake and any damage or injury it causes.
- Obey no-wake areas and speed-controlled areas.
- Stay clear of or at a safe distance from other boats.
- Avoid collisions; at high speeds the boat will require more time and distance to stop or slow.

CHECKS AFTER OPERATION

- Check gauges frequently for signs of abnormal conditions.
- Check that controls operate smoothly.
- Check for excessive vibration.

TRIM TABS

Trim tabs adjust the boat's trim angle and are primarily used to compensate for uneven weight distribution, listing, water conditions and other factors that can hinder efficient planing. Trim tabs are either power or manually adjusted, and vary in application, style and shape.


Trim tabs are added to a boat's hull at the stern to lift the stern and effectively make the hull longer. Trim tabs raise and lower to deflect and redirect water. This change in water flow creates upward pressure under the tabs, raising the stern and at the same time lowering the bow. The tabs are commonly used at the same time. They can, however, be used independently to adjust for water conditions, wind and boat weight distribution.

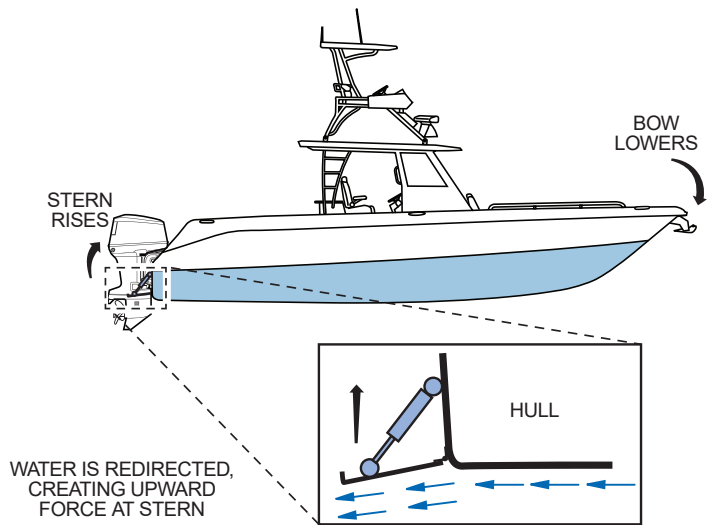
Trim tabs can sometimes help to keep a boat on plane at lower speeds and help a boat achieve plane quicker. The boat operator can adjust trim tabs by using a switch at the helm area. Trim tab gauges are available in most applications to provide a visual gauge-to-trim position. Most gauges indicate trim position in a range from UP (out) to DOWN (in).

Trim tabs are primarily used in conjunction with the engine's power trim.

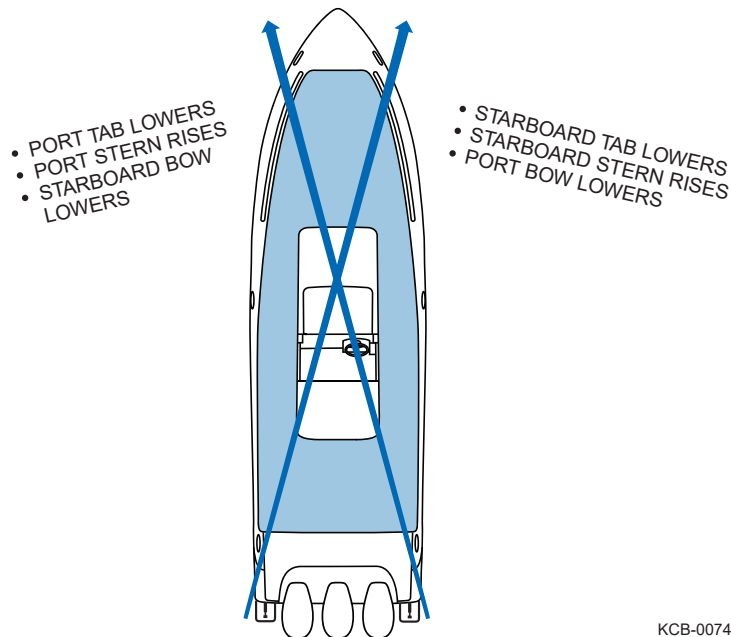
General trim tab operation guidelines:

- When getting on plane, adjust the trim tabs to the best position to allow the boat to plane. A few trial runs will help you determine what position works best for your application. In most applications, this will be full up or parallel with the hull at a neutral angle. The further down the trim tab position, the more the stern lift increases and the bow lift decreases.
- Once on or near plane, use the engine's power trim to achieve better control and an efficient planing position.
- Further adjust (usually UP) the trim tabs to fine-tune planing efficiency and increase speed.

 **WARNING** *Control Hazard: Always use caution when operating the trim tabs. Improper use of trim tabs or moving them DOWN at high speeds can cause an accident or injury. See Safety Precautions at the beginning of this section for more details.*



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TRIM AND TILT

The following information is a basic guideline only and may not apply to your specific power tilt unit. See the *Engine Operator's Manual* for information on your power tilt operation, adjustment and maintenance.

The engine's power tilt generally operates in conjunction with the power trim system, which is commonly called power trim and tilt. This system allows you to raise and lower the lower drive unit and

propeller to adjust trim (the planing and running angle of the boat while underway) and tilt (used to position the lower drive unit up beyond the power trim range used for trailering, launching or beaching). Never use power tilt while the engine is running.

POWER TRIM

The following information is a basic guideline only and may not apply to your specific power trim unit. See the *Engine Operator's Manual* for information on your power trim operation, adjustment and maintenance.

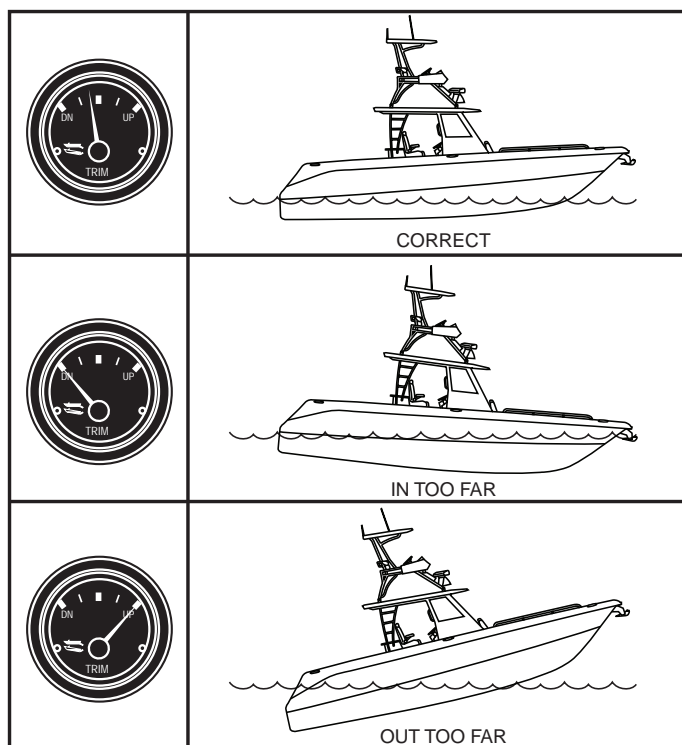


The engine's power trim allows you to raise and lower the lower drive unit and propeller to adjust the planing and running angle of the boat while underway.

Boat trim adjustment while underway greatly affects boat performance and efficiency. During normal operation while underway at speed, trim the boat to the best possible position to reduce the wetted surface of the hull. With less boat in the water, both speed and fuel economy increase. Adjust systems with manual

trim adjustment for best overall operation for the load and conditions. Engines with power trim allow for continuous adjustment for best results.

Adjust the power trim by using a switch at the helm area or on the throttle control. Trim gauges are available in most applications to provide a visual gauge-to-trim position. Most gauges indicate trim position between UP (out, away from the transom) and DOWN (in, closer to the transom).



KCB-0080

General effects of power trim underway:

Trim in too far (closer to the transom):

- Speed decreases.
- Fuel economy decreases.
- Boat may handle and steer poorly.
- Boat will have difficulty achieving a proper running, planing position.

Trim out too far (away from the transom):

- Steering torque increases.
- Speed decreases.
- Fuel economy decreases.
- Boat may handle and steer poorly.
- Boat will bounce or porpoise.
- Engine RPM increases.

- Propeller may ventilate as it nears the surface of the water and slip excessively as it pulls air from the surface. This will cause engine RPM to rapidly rise.
- Boat will have difficulty getting on plane from an idle position.

⚠ WARNING *Control Hazard: Do not trim the engine out too far or you may lose control of the boat. If you lose control of the boat, pull back on the throttle and trim in at the same time.*

See the Operating the Boat section of this manual for more details.

General power trim operation guidelines:

- When getting on plane from an idle position, start with the trim full in. As the throttle position increases, the boat speed will increase and drive the bow up. As acceleration proceeds, the bow will start to come down. When the bow starts to fall and the boat begins to plane, slowly start to trim out.
- Trimming out while underway generally causes the boat to rise up and plane. The boat begins accelerating without adjusting the throttle as less of the boat is dragging in the water. Trimming up causes the engine RPM to increase. It is very important to watch the engine tachometer to keep it at or near full throttle operating range and not to exceed the engine's wide-open throttle operation range. See the *Engine Operator's Manual* for the engine's wide-open throttle operation range.
- To find the optimum trim position while underway, run the boat at a stable planed angle with the least possible amount of the hull in the water. The boat reaches optimum trim position when it is not porpoising or plowing excess water.

High-speed operation on smooth water provides stability, but you must maintain control by using quick reactions and adjustments. Know your limits and stay within them. Keep one hand on the steering wheel and the other on the throttle controls at all times.

⚠ WARNING *Control Hazard: If you lose control of the boat, pull back on the throttle and trim in at the same time.*

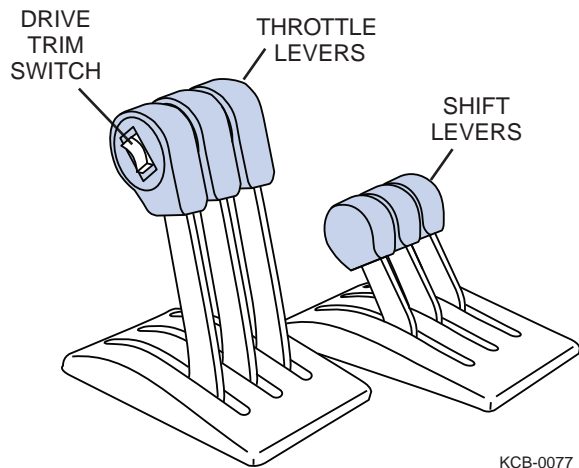
Constant adjustments are necessary for rapidly changing conditions. Small inputs of throttle and steering are exaggerated at high speeds. Depending on the speed, keep watch well ahead so that you have enough time to react.

If the boat has trim tabs, you can achieve further boat trim adjustment by using the trim tabs in conjunction with the engine power trim equipment.

HIGH-SPEED MULTI-ENGINE OPERATION

If the boat is equipped with two or more engines, it may be capable of high-speed operation. The term high-speed is subjective and differs depending on the boat type. In general, two or more engines indicate a performance boat which requires additional operator attention and safety precautions. Multi-engine boats may have enhanced components and systems to withstand the rigors of high-speed operation such as:

- **Hull** - Performance boats can incorporate one or more hull features such as Steps, Strakes, Pads, Notches, or Tunnel/Catamaran-style hulls.
- **Seating** - Performance boats often have stand-up bolsters for the driver and bucket seating and handholds for the passengers to prevent ejection in rough waters.
- **Controls** - Multi-engine boats may have a single- or dual-lever control for each engine. Controls can be mechanical, electronic or a combination. Electronic controls may have:
 - One control for all engines
 - Individual controls for all engines
 - Integration with a joystick for slow-speed maneuvering and easier docking



KCB-0077

- **Steering** - Multi-engine boats may have hydraulic power steering and/or tie bars connecting two or more drives or engines together for precise steering control.
- **Trim Tabs** - Multi-engine boats may have high-performance tabs that react faster and have more surface area so that small adjustments can result in big changes.
- **Drive Trim** - Multi-engine boats may have high-pressure/high-flow pumps for better response.

Keep these tips in mind when operating a performance boat:

- All passengers must wear life jackets and eye protection when operating at moderate-to-high speed.
- Always check forward visibility before getting on plane.
- Always slow down before turning the boat.
- Turning maneuvers are safer if done in calm water. Fast turns in any conditions are dangerous.
- Always look to the rear before turning. It is important to know what is around you at all times.
- Do not trim the tabs or drives independently.
- Steering, trim tab and drive trim inputs must be slow, smooth and even. Sharp or erratic turns and/or trim adjustments at moderate-to-higher speeds are dangerous and must be avoided.
- Usually as the water gets rougher, the tabs will need to go down and the drives will need to go in.
- Do not operate the boat so that it leaves the water. It may harm the passengers. It will also cause over-rev-related damage to the engine and/or outdrives, as well as undue stress on the boat and its internal components.

⚠ WARNING **Control Hazard: Never operate the boat at speeds that are beyond your capability, or the capabilities of the boat. If in doubt, SLOW DOWN!**

DOCKING

Practice leaving and approaching the dock to become familiar with the procedures.

Helpful guidelines when departing from the dock:

- Make sure you have sufficient space to maneuver the boat away from the dock, other boats and any other obstacles that may hinder your departure.
- Always allow sufficient clearance to the stern for the engine to clear any obstructions.
- Be aware of other boat traffic, wind and water conditions before departing.
- Make sure the engine is started and you have boat movement under control before casting off any mooring lines.
- Always proceed slowly when departing from a dock.

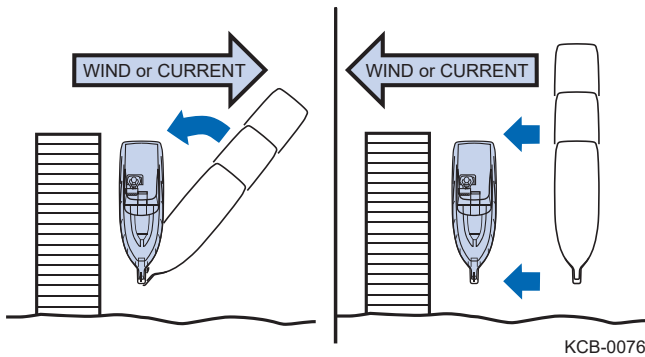
Helpful guidelines when docking:

- Make sure you have sufficient space to maneuver your boat around the dock, other boats and any other obstacles that may hinder your approach.
- Be aware of other boat traffic, wind and water conditions on your approach.
- Approach from a direction against the wind or current.
- When possible, approach slowly from a 45-degree angle and then steer parallel to the dock.
- Have fenders, dock lines and assistance ready.

⚠ WARNING **Personal Injury Hazard: Never use your hand, arm or any other part of your body to attempt to keep the boat from hitting the dock. The boat could push against the dock, causing severe injury.**

- If possible, throw a mooring line to a person on the dock and have that person secure the bow. With the bow secure, swing the stern in with the engine or pull it in using a boat hook or the stern line.
- Tie off the bow and then the stern.
- Use bow and stern dock lines, as well as spring lines, for additional security.
- Use fenders to protect the boat from damage.

- Never attach a dock line to a point or part of the boat that is not designed to withstand the stress and the weight of the boat.
- If planning on docking the boat for a long period of time, use chafing protectors on the lines to protect the boat's finish.
- Leave some slack in the lines to allow for wave movement or tidal action if applicable.



MOORING

Because mooring configurations vary, consult with other experienced boaters or the boat dealer for recommendations on properly mooring the boat. Always moor the boat securely to prevent personal injury or property damage.

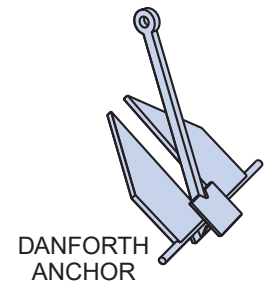
Helpful guidelines when mooring:

- Each mooring line must be of the appropriate strength, material and type to safely secure your boat when moored.
- Each mooring line must be longer than the length of the boat.
- Use bow and stern mooring lines, as well as spring lines, for additional security.
- Use fenders to protect the boat from damage.
- When possible, tie up with the bow facing into the wind or current.
- Never attach a mooring line to a point or part of your boat that is not designed to withstand the stress and the weight of the boat.
- Only use the bow eye, stern eyes and other cleats or attachment points that have been approved for mooring.

- If you plan on mooring the boat for a long period of time, use chafing protectors on lines to protect the boat's finish.
- Leave some slack in the lines to allow for wave movement or tidal action if applicable.

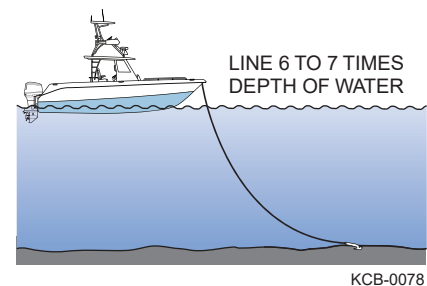
ANCHORS AND ANCHORING

Anchors are available for various applications and come in many sizes, types and shapes. Boat weight and size are primary factors in choosing an anchor. When selecting an anchor, consult other qualified boaters familiar with the waters or the boat dealer.



Anchor line is constructed from various materials and is available in many diameters and types. The anchor rode for recreational boats consists of the anchor line connected to a length of chain attached to the anchor. Consult with the boat dealer for a recommendation on appropriate lines for the boat anchor and application.

For most applications, anchor line length should be at least six to seven times longer than the depth of the water in which you are anchoring. Always have plenty of additional anchor line on board. If anchoring in tidal waters, consider a rode chain about the length of the boat and increase the total anchor line length to ten times the depth of the water at low tide.



⚠ WARNING *Sinking Hazard: ALWAYS anchor from the bow; NEVER anchor from the stern. A small amount of current will make a boat unsteady. A strong current can pull a boat anchored by the stern under the water and keep it there.*



⚠ WARNING *Collision Hazard: ALWAYS anchor in areas where the boat will not disrupt other boats. Do not anchor in a channel or tie up to any navigation aid. It is dangerous and illegal.*

Helpful guidelines when anchoring:

- Make sure the anchor line is tied to the anchor. Tie the other end of the line to the forward cleat or bow eye.
- Head the boat into the wind or current over the spot where you want to lower the anchor.
- Stop the boat before lowering the anchor.
- Slowly lower the anchor until it hits bottom.
- Allow the boat to back away, keeping tension on the line.
- Release at least six to seven times as much line as the depth of the water.
- Secure the anchor line to the bow cleat or eye.
- Firmly pull on the line to make sure the anchor is holding.
- Occasionally check your position against the shoreline. If the anchor is dragging and the boat is drifting, reset the anchor.

Helpful guidelines when weighing (pulling in) the anchor:

- Start the engine(s).
- If necessary, move forward until enough tension is off the anchor line to allow for retrieval of the anchor. Avoid running over the anchor line; retrieve the line as you approach the anchor.
- Once the anchor line is straight up and down, lift the anchor from the bottom.
- If the anchor is stuck, attach the anchor line to the bow cleat so it is tight. The up-and-down motion of the bow from wave action may loosen the anchor from the bottom. If the anchor remains stuck, let out a few more feet of line and attach it to the bow cleat. While keeping tension on the line, slowly maneuver your boat around the anchor to help loosen it. Avoid running over the anchor line.
- Always stow and secure the anchor and line before departing.

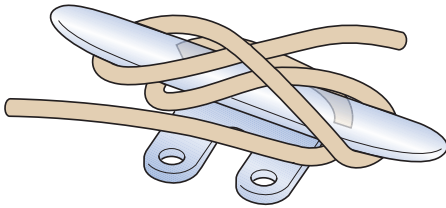


LINES AND KNOTS

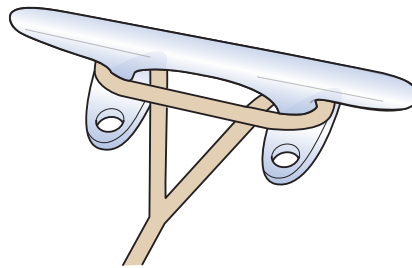
Mooring, anchor and other nautical lines are constructed from many different types of materials, and are available in many diameters and styles. Consult with your local marine supply store for a recommendation of appropriate lines for the boat and application. Commonly used mooring lines are constructed of a high-quality synthetic material in a double-braided configuration and usually have eye splices on at least one end.

Learn and become familiar with tying and using knots. Knowing how to use knots and lines properly can prevent personal injury and property damage.

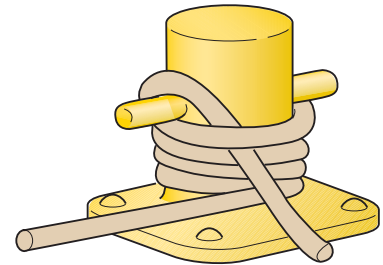
Practice tying lines to docks, cleats and anchors, and connecting two lines together. Consult other qualified boaters or the boat dealer, or visit the local bookstore, library or the Internet for information on the proper use of nautical lines and knots. The following illustrations represent a few examples of securing mooring lines.



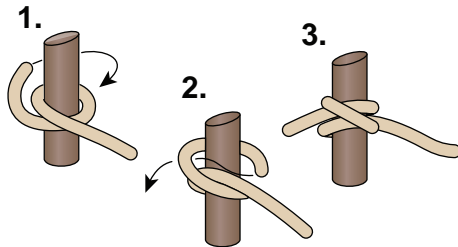
Cleating an open line



Cleating an eye-spliced line

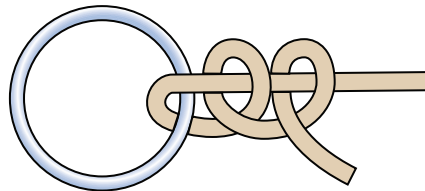


Securing to a dock bitt



Securing load line (clove hitch)

A "double half hitch" should always accompany a "clove hitch" on the load line.



Securing load line (double half hitch)

KCB-0088

Section 8

TRAILERING AND LAUNCHING

Before using the trailer, review *Safety in Section 2*.

LEGAL CONSIDERATIONS

The following information is intended as a basic guideline only. See the *Trailer Operator's Manual* for information on operation, adjustments and maintenance.

Before using the trailer, contact your state's Department of Motor Vehicles (and that of other states through which you may be traveling) for information on trailering regulations. Trailer regulations vary widely from state to state, and it is your responsibility to be in compliance with all regulations when trailering the boat.

Regulations include, but are not limited to, trailer registration, licensing, width, height, length, lights, safety chains, tie-downs, hitch type, weight capacity, brakes, spare wheels, vehicle mirrors and gross vehicle weight.

TRAILER CLASSIFICATION

Trailers are separated into four classes based on the Gross Vehicle Weight Rating (GVWR):

TRAILER CLASS	GVWR
Class One	under 2000 lb (907 kg)
Class Two	over 2000 lb (907 kg) and under 3500 lb (1588 kg)
Class Three	over 3500 lb (1588 kg) and under 5000 lb (2268 kg)
Class Four	over 5000 lb (2268 kg)

TRAILER TYPE

Trailers are designed for many applications and can vary in style. To prevent damage to the boat and/or personal injury, always use the appropriate trailer for proper support of the boat. Contact the dealer for more information.

TRAILER GROSS VEHICLE WEIGHT RATING

All trailers must display a Gross Vehicle Weight Rating (GVWR) decal, which shows the load-carrying capacity plus the weight of the trailer. The total weight of the boat (fully loaded with fuel, batteries, water, etc.), engine, gear and trailer must never exceed the GVWR.

TOWING VEHICLE

The towing vehicle must be able to safely pull the full trailer and boat load. Never pull a trailer load that exceeds the vehicle's towing capacity; you risk losing control of the trailer and/or vehicle. Before trailering, always check the *Vehicle Operator's Manual* for maximum towing/trailering load specifications and maximum gross vehicle weight specifications that include the fully loaded trailer.

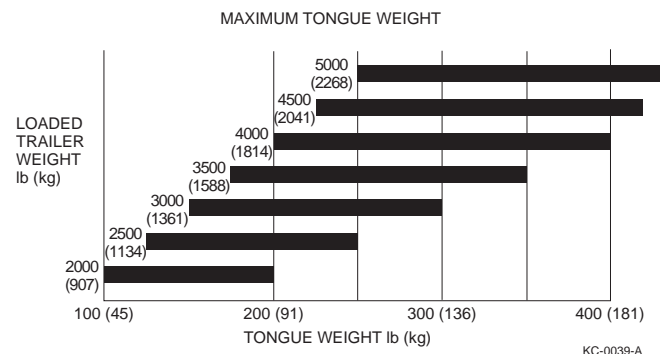
VEHICLE TOWING HITCH

The towing vehicle must be able to safely pull the full trailer and boat load. The vehicle must have a towing hitch that is capable of safely handling the trailering load and tongue weight of the trailer.

Hitches are designed for many applications and can vary in style. Use professional assistance when selecting the correct hitch and hitch ball for the towing application.

WARNING *Control Hazard: A vehicle hitch that is underrated or improperly installed can lead to loss of control of the trailer and/or vehicle. Never use a hitch that is not rated to pull the maximum weight of the trailering load or that is not rated for the maximum tongue weight that the trailering load applies.*

Hitches are divided into classes that specify the trailer's gross trailer weight and maximum tongue weight for each class.

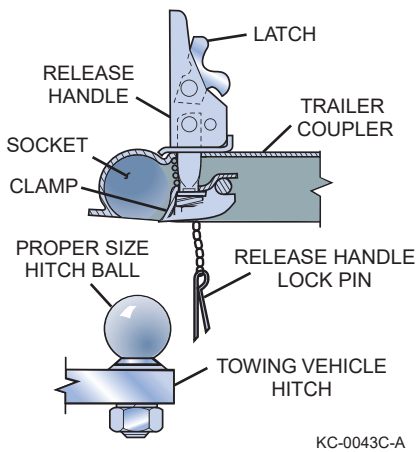




HITCH BALL AND TRAILER COUPLER

Most boat trailers have a coupler that connects to a hitch ball attached to the towing vehicle's hitch. The trailer hitch coupler must always match the size of the hitch ball. The correct hitch ball diameter for the coupler is usually marked on the trailer coupler.

WARNING *Control Hazard: Never use a hitch ball size or rating that does not match the trailer coupler specifications. Using an improper size or rated hitch ball can lead to loss of control of the trailer and/or vehicle.*



Trailer hitch balls are sized and rated for use based on the trailer GVWR:

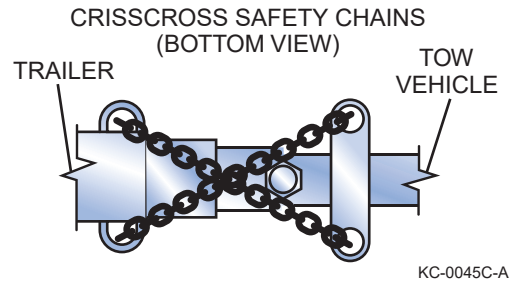
TRAILER CLASS	GVWR	HITCH BALL DIAMETER SIZE
Class One	under 2000 lb (907 kg)	1-7/8 in. diameter size
Class Two	over 2000 lb (907 kg) and under 3500 lb (1588 kg)	2 in. diameter size
Class Three	over 3500 lb (1588 kg) and under 5000 lb (2268 kg)	2 in. diameter size
Class Four	over 5000 lb (2268 kg)	2-5/16 in. diameter size

SAFETY CHAINS

The boat trailer's safety chains prevent the trailer from completely detaching from the towing vehicle when underway. Connect the chains to the vehicle's hitch or frame and crisscross the chains under the trailer tongue to prevent the tongue from dropping to the road if the trailer separates from the hitch ball. Rig the chains as tight as possible with enough slack to permit full-free turning. Safety chains must be rated at the same or greater weight capacity as the trailer's GVWR.

Never allow the chains to drag on the ground when trailering.

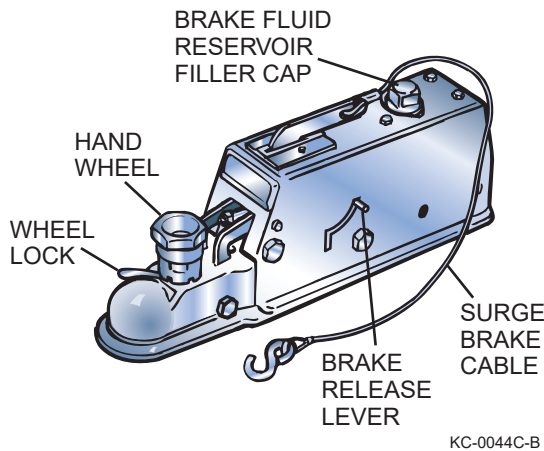
Attach the chains properly and securely between the towing vehicle and trailer before trailering.



TRAILER BRAKES

In some states, any trailer with a GVWR of 1500 lb (680 kg) or more is required to have trailer brakes. Check with your state and local authorities for more information.

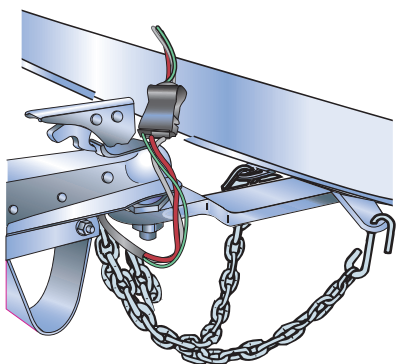
The three basic types of trailer brakes are electric, hydraulic surge and air-actuated. If the trailer is equipped with brakes, see the *Trailer Operator's Manual* for more information on operation, adjustments and maintenance.



5-PIN WIRING CONNECTOR

Some trailers equipped with surge brakes may utilize a 5-pin wiring connector. These trailers use an electric solenoid valve that allows brake fluid to bypass back to the reservoir while in REVERSE. The solenoid is usually connected to the reverse lights on the tow vehicle to ensure the brakes only bypass in REVERSE. The fifth pin is for deactivating the brakes when backing up, and is required to be connected to the vehicle's power when backing up.

TRAILERING GUIDELINES

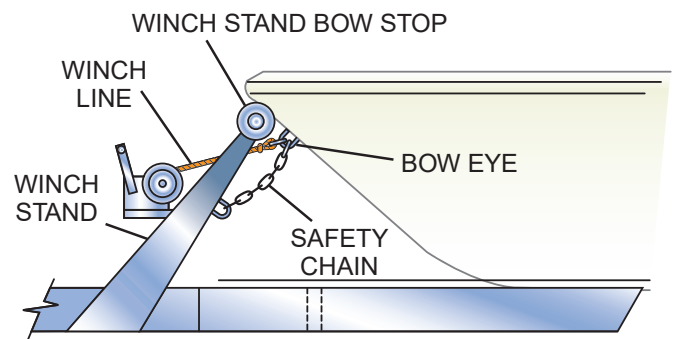


Follow these guidelines when trailering:

- Before driving, make sure the vehicle maintenance and trailer maintenance are current. This is very important because towing puts additional stress on the tow vehicle.

- Make sure the wheel lug nuts/bolts on the tow vehicle and trailer are tightened to the correct torque.
- Be sure the hitch, coupler, draw bar and other equipment that connect the trailer and the tow vehicle are properly secured and adjusted.
- Make sure all running lights, brake lights, turn signals and hazard lights are working.
- Verify that the brakes on the tow vehicle and trailer are operating correctly.
- Maintain a safe speed as regulated by the trailering laws of the state where you are traveling.
- Check the trailer and vehicle brakes for proper operation and fluid level prior to departure.
- Check the trailer for damage prior to departure.
- Make sure the hitch ball and trailer coupler are the same size and bolts and nuts are tightly secured.
- The coupler must be completely over the ball, and the latching mechanism must be locked down.
- Make sure the safety chains are properly crisscrossed and connected. They should not touch the road but should have enough slack to make turns. If the ball were to break, the trailer would follow in a straight line and prevent the coupler from dragging on the road. Make sure the trailer emergency brake cable or chain is also installed to the tow vehicle frame.
- Ensure the breakaway system lanyard is connected to the tow vehicle and not to the safety chains or ball mount. Synchronizing GPS Datum with Chart Datum

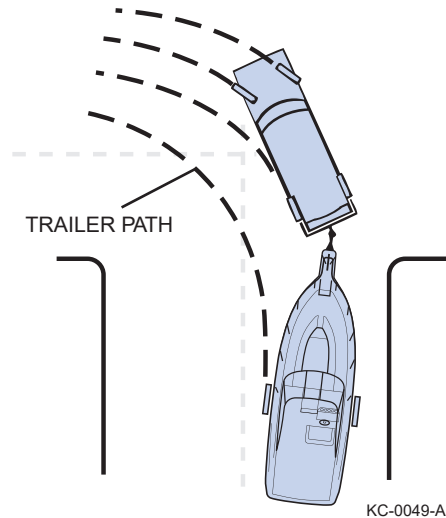
NOTE — Make sure the towing vehicle and trailer are in compliance with all state and local laws. Contact your state motor vehicle bureau for laws governing the towing of trailers.





- Once the trailer is secured to the vehicle hitch, stow the trailer jack or lift so that it will not hit the ground.
- Check and correct tire pressure on the tow vehicle and trailer, including the spare tire. Under-inflated tires heat up rapidly and may cause tire damage or failure. The proper tire pressure is listed on the trailer certification plate.
- Check trailer wheel bearings before each trip.
- Secure the stern of the boat to the trailer from the stern eyes.
- Fasten the bow of the boat to the trailer with the bow winch line connected to the bow eye and bow safety chains.
- If travel conditions require, use an additional tie-down strap across the rear of your boat from side to side to further secure the stern.
- Check all strapping material for wear.
- Check that the wiring is properly connected. It should not touch the road but should be loose enough to make turns without disconnecting or damaging the wires.
- Too much or too little tongue weight makes steering difficult and causes the tow vehicle to sway. Put approximately 5% to 10% of boat and trailer weight on the tongue.
- Drive with the vehicle and trailer running lights on.
- Check load distribution to make sure the tow vehicle and trailer are properly balanced front to back and side to side.
- Check that all items are securely fastened on and in the trailer.
- Be sure the trailer jack, tongue support and any attached stabilizers are raised and locked in place.
- Check side-view mirrors and rearview mirrors for good visibility.
- Check routes and restrictions on bridges and tunnels.
- Keep wheel chocks and jack stands on hand.
- Side curtains, backdrop, aft curtains, convertible tops and detachable windshields are not designed to stay on boats at highway speeds. Before towing, take down the convertible top, side curtains, back cover and detachable windshield, if equipped.
- Remove any covers that are not designed to stay on boats at highway speeds.

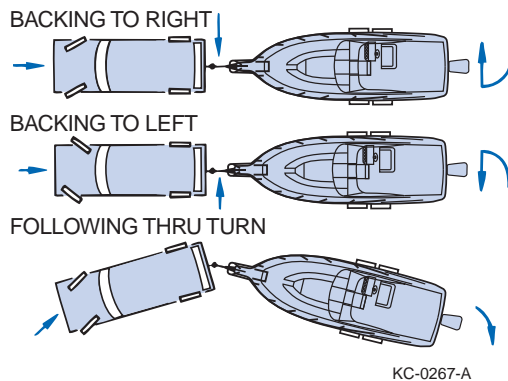
- Carry a spare tire and wheel for both the trailer and the towing vehicle, along with tools to change them.



- See the *Engine Operator's Manual* for engine-related trailering information. Continuous road shocks may fatigue the boat's steering system.
- Tie outboard motors in place so they will not tilt or turn from road shock.
- On extended trips, carry spare wheel bearings, seals and races.
- While traveling, check the wheel hubs every time you stop. If the hub feels abnormally hot, inspect the bearing before continuing your trip.
- Carry a fire extinguisher in the vehicle.
- Turn carefully while towing a trailer; additional space and distance are needed.
- Drive slowly over railroad tracks or rough roads.
- While trailering the boat from lake to lake, boaters may unknowingly introduce a foreign aquatic species from one lake to the next. Thoroughly clean the boat below the waterline, remove all weeds and algae and drain the bilge and livewells before launching it in a new body of water.



BACKING UP



If you have never towed a trailer before, take time to practice and become comfortable with backing up the boat and trailer. Situations can arise in traffic, or when launching, that will require you to be able to back up the trailer safely.

Follow these guidelines when backing a trailer:

- Back slowly and make small steering adjustments.
- Turn the car wheels in the direction opposite where you want the trailer to go.
- After the trailer begins moving, turn the car to follow it.
- Have a second person assist you with audible and hand signals.

LAUNCHING

Before launching, inspect the launch ramp for any problems that may hinder launching or make launching unsafe. Ramps can be slick and dangerous to drive or walk on, and may have unseen drop-offs beneath the water that would pose a safety hazard. Always be aware of water conditions and the effects of the wind when launching.

Before launching, inspect the boat and trailer for damage. Do not launch if you detect damage or find that the engine or propeller is not in good operating condition. Have any repairs made before launching.

Use courtesy when preparing the boat for launching by preparing away from the ramp on level ground before proceeding to the launch ramp.

When launching the boat on the trailer, have two or more people assist you. Since all launches are different, the following procedures are intended as guidelines only:

- Verify that the vehicle's brakes, including the parking brake, are in proper working order.
- Make sure the trailer is securely fastened to the vehicle.
- Remove the boat cover, if equipped.
- Check that the bilge drain plug is in place and all other plugs that allow water to leak into the boat are in place.
- Remove all tie-downs from the boat.
- Attach the bow and stern docking lines.
- Attach boat fenders if necessary.
- Disconnect the trailer's light harness from the car.
- If applicable, trim or tilt the engine/outdrive up to avoid damage.
- Make sure the bow winch and strap are securely locked and fastened.
- Make sure the bow winch safety chains, if equipped, are in place.
- Make sure all required documentation and safety equipment are on board.
- Verify that batteries are fully charged and in good condition.
- Check fuel level; add fuel if necessary.
- Always launch with the help of another person.
- Make sure there is no one on the ramp behind the boat.
- Keep the trailer/vehicle combination as straight as possible and at 90 degrees to the shoreline.
- Back slowly down the ramp until the transom of the boat is a few inches in the water; then stop the vehicle.
- Stop the vehicle and shift into PARK (automatic transmission) or REVERSE (manual transmission). Apply the brakes and/or parking brake. If possible, use wheel blocks.
- Position the mooring lines within reach of the dock.
- Disconnect the bow winch strap and safety chains, if equipped, from the bow eye.
- Manually back the boat clear of and off the trailer into the water and secure to the dock using mooring lines.



- Remove any wheel blocks and release the vehicle brakes. Pull the trailer slowly out of the water, and secure and park in a designated area.
- Board the boat.
- Lower the engine/outdrive, if applicable.
- Run the bilge blowers as required, if equipped.
- See the *Engine Operator's Manual* for starting procedures.
- Remove dock lines from the dock and proceed slowly away from the dock.

LOADING GUIDELINES

Follow these guidelines while loading the boat onto the trailer:

- When loading the boat on the trailer, have two or more people assist you.
- Stop, turn off the engine and secure it to the dock with dock lines at a position clear from where the trailer will be in the water.
- If applicable, trim or tilt the engine/outdrive up to avoid damage.
- Verify that the vehicle's brakes, including the parking brake, are in proper working order.
- Disconnect the trailer's light harness from the tow vehicle.
- Make sure the trailer is securely fastened to the vehicle.
- Back the trailer slowly down the ramp until it is positioned so that the boat can be loaded.
- Stop the vehicle and shift into PARK (automatic transmission) or REVERSE (manual transmission). Apply the brakes and/or parking brake. If possible, use wheel blocks.
- Position the mooring lines within reach of the dock.
- Manually position the boat onto the trailer using mooring lines. Make sure it is centered on the supports of the trailer.
- Position the bow eye into the bow stop and connect and secure the bow winch strap and safety chains, if equipped, to the bow eye.
- Secure the mooring lines inside the boat.
- Remove any wheel blocks and release the vehicle brakes. Slowly pull the trailer and boat up the ramp.
- Secure the transom to the trailer.
- Prepare for trailering as necessary.

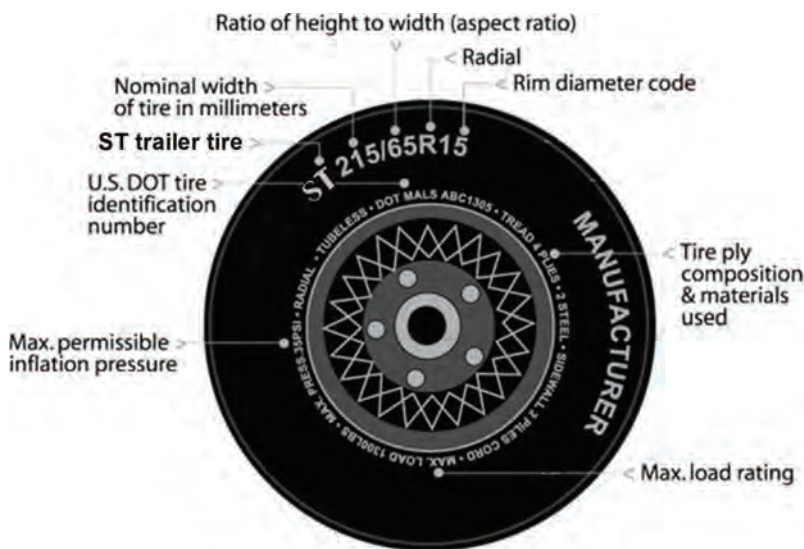
TRAILER TIRES

NOTICE

Tire manufacturers are required by law to collect and maintain customer information in the event of a tire recall. Be sure to fill out the tire registration form completely and mail it to the tire manufacturer.

INFORMATION CONTAINED ON THE SIDEWALL OF THE TIRE

Both U.S. and Canada federal regulations require tire manufacturers to place standardized information on the sidewall of all tires. This information identifies and describes the characteristics of the tire.



Sidewall Information

KCB-0093

Maximum Permissible Inflation Pressure

Indicates the tire manufacturer's maximum permissible pressure and/or the pressure at which the maximum load can be carried by the tire. Refer to the certification label on the port forward half of the trailer for the correct tire pressure for your trailer.

U.S. DOT Tire Identification Number (TIN)

This begins with the letters "DOT" and indicates the tire meets all federal standards. The next two numbers or letters are the plant code designating where it was manufactured, the next two are the tire size code, and the last four numbers represent the week and year the tire was built. For example, the numbers 5110 mean the tire was built the 51st week of 2010. The numbers are identification codes used for traceability. This information is used to contact customers if a tire defect requires a recall.

ST: Indicates the tire is a special tire for trailers in highway service.

215: Indicates the nominal width of the tire in millimeters from sidewall edge to sidewall edge. In general, the larger the number, the wider the tire will be.

65: Indicates the aspect ratio, which gives the tire's ratio of height to width.

R: Indicates a "radial" type tire.

15: Indicates the wheel or rim diameter in inches.

Tire Ply Composition and Materials Used

Indicates the number of plies or the number of layers of rubber-coated fabric in the tire tread and sidewall. Tire manufacturers also must indicate the ply materials in the tire and the sidewall, which include steel nylon, polyester and others.



Maximum Load Rating

Indicates the maximum load in kilograms and pounds that can be carried by the tire. Refer to the certification label on the port forward half of the trailer for the correct tire pressure for your trailer.

NOTICE

Manufacturer's Tire Registry:

Be sure to fill out the tire registration form provided with your owner's packet. Mail it to the tire manufacturer for the purpose of federal defect notification regulations.

8-193 (1-05)
701-100-298

IMPORTANT

In case of a recall, we can reach you only if we have your name and address. You **MUST** send in this card to be on recall list.
Do it today.

SHADED AREAS MUST BE FILLED IN BY SELLER

CUSTOMER'S NAME (PLEASE PRINT)				TIRE BRAND																				
				QTY	TIRE IDENTIFICATION NUMBER																			
1	2	3	4		5	6	7	8	9	10	11	12	13											
CUSTOMER'S ADDRESS																								
CITY		STATE		ZIP CODE																				
NAME OF DEALER WHICH SOLD TIRE																								
DEALER'S ADDRESS																								
CITY		STATE		ZIP CODE																				
DEALER NON-SIG #																								

8890480061

Sample Tire Registration

KCB-0094

INFLATING YOUR TIRES

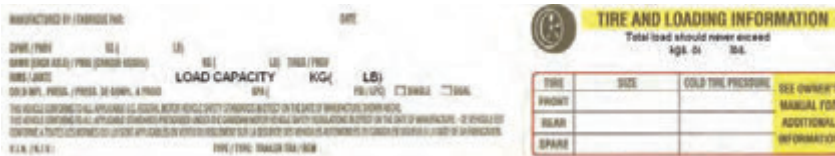
Safe operation of your trailer requires that your tires are properly inflated. Remember that a tire can lose up to half of its air pressure without appearing flat. Before each trip, check your tires with a tire gauge, including the spare (if equipped). Inflate all tires to the inflation pressure recommended on the certification label located on the port side of the forward half of the trailer. Failure to follow the tire pressure recommendations can cause uneven treadwear patterns and adversely affect the way your trailer handles.



CAUTION

Under-inflation is the most common cause of tire failures and may result in severe tire cracking, tread separation or "blowout," with unexpected loss of vehicle control and increased risk of injury. Under-inflation increases sidewall flexing and rolling resistance, resulting in heat buildup and internal damage to the tire. It also may result in unnecessary tire stress, irregular wear, loss of vehicle control and accidents. A tire can lose up to half its air pressure and not appear flat!

When weather temperature changes occur, tire inflation pressures also change. A 10°F (6°C) temperature drop can cause a corresponding drop of 1 psi (7 kPa) in inflation pressure.



Certification Label and Tire Label

KCB-0095

TO CHECK THE PRESSURE IN YOUR TIRE(S)

1. Check your tire(s) when they are “cold.” The term cold does not relate to the outside temperature. Rather, a cold tire is one that has not been driven for at least 3 hours. When you drive, your tires get warmer, causing the air pressure to increase. Therefore, to get an accurate tire pressure reading, you must measure the tire pressure when the tires are cold or compensate for the extra pressure in warm tires.
2. Remove the cap from the valve on one tire, then firmly press the tire gauge onto the valve and measure the pressure with the tire gauge.
3. Add (or remove) enough air to reach the recommended air pressure indicated on your certification label.
4. Replace the valve cap.
5. Repeat this procedure for each tire, including the spare.

NOTICE

Use a high-quality tire gauge with a sufficient pressure range and a design that allows you to reach and fully seat the gauge on the tire valve, including the spare. A gauge with a bleed valve is handy for over-inflated tires. For your safety, tires that are damaged or show signs of excessive wear should not be used because they are more likely to blow out or fail. Improper or inadequate trailer maintenance can cause tires to wear abnormally. Inspect your tires, including the spare, frequently, and replace them if one or more show signs of damage or excessive wear.

TIRE CARE

Periodically inspect the tire treads for uneven or excessive wear and remove objects such as stones, nails or glass that may be wedged in the tire grooves. Check for holes or cuts that may permit air leakage

from the tire, and make necessary repairs. Also inspect the tire sidewalls for cracking, cuts, bulges, and other signs of damage or excessive wear. If internal damage to the tire is suspected, have the tire demounted and inspected in case it needs to be repaired or replaced.

CAUTION *Tires degrade over time, even when they are not being used. It is recommended the tires generally be replaced after 6 years of normal service. Heat caused by hot climates or frequent high loading conditions can accelerate the aging process. You should replace the spare tire when you replace the other tires due to the aging of the spare tire.*

LOAD-CARRYING CAPACITY

The certification label shows the maximum load-carrying capacity and is located on the port forward side of the trailer.

GVWR is the Gross Vehicle Weight Rating. It is the total combined weight of the trailer and its maximum load-carrying capacity. DO NOT exceed the GVWR rating for the trailer.

Total Load is the maximum load-carrying capacity of the trailer minus the weight of the trailer.

Locate the statement “Total load should never exceed XXX kg or XXX lbs.” on your trailer’s tire label located on the port forward side of your trailer.

This figure equals the available amount of the boat with all equipment, gear, fuel, water and luggage load capacity.

TIRE AND LOADING INFORMATION			
Total load should never exceed 1719 kgs. or 3790 lbs.			
TIRE	SIZE	COLD TIRE PRESSURE	SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION
FRONT	ST215/75R14C	50 PSI	
REAR	ST215/75R14C	50 PSI	
SPARE	ST215/75R14C	50 PSI	

Sample Tire Label

KCB-0096



Determine the combined weight of the boat with all equipment, gear, fuel, water and luggage being loaded on the trailer. That weight may not safely exceed the tire label's total load.

Improper weight distribution can place excessive strain on the towing vehicle and trailer. It can also cause the trailer to "fishtail" (sway side to side). Be sure gear and luggage are distributed evenly in the boat.

GLOSSARY OF TIRE TERMINOLOGY

Bead: Area of the tire that seats to the rim and provides a seal.

Cold tire pressure: The tire pressure when the trailer has been stationary and out of direct sunlight for an hour or more and prior to the trailer being pulled 1 mile (1.6 km).

Inflation pressure: A measure of the amount of air in a tire.

kPa: Kilopascal, a metric unit of air pressure.

PSI: Pounds per square inch, a standard unit of air pressure.

Recommended inflation pressure: The cold inflation pressure found on the certification label or tire label located on the port forward side of the trailer.

Rim: The metal support (wheel) for a tire upon which the tire beads are seated to provide a seal.

Sidewall of the tire: Area between the bead area and the tread.

Tire Identification Number (TIN): A number on the sidewall of each tire providing information about the tire brand, manufacturing plant, tire size and date of manufacture. It is also referred to as the DOT code.

Tire label: A label on the trailer showing the tire sizes, recommended inflation pressure and the maximum weight the trailer can carry.

Tread area of the tire: Area of the perimeter of the tire that contacts the road when mounted on the trailer.

REPORTING SAFETY DEFECTS

If you believe that your boat trailer has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying the trailer manufacturer.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of trailers, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer or the boat manufacturer.

To contact NHTSA, you may call the Vehicle Safety Hotline toll-free at 1-888-327-4236 (TTY: 1-800-424-9153); go to <https://nhtsa.safercar.gov>; or write to Administrator, NHTSA, 1200 New Jersey Avenue SE, Washington, DC 20590. You can also obtain other information about motor vehicle safety from <https://www.safercar.gov>

Section 9

BOAT FEATURES AND OPTIONS

Before operating any systems within this section, review *Safety in Section 2*.

The boat may be equipped with a variety of systems to operate the boat and to provide other conveniences you may need while on the water. The following basic and typical information may not apply to your specific application. All of the boat's systems may not be covered in this section. See the *Equipment Manufacturer's Operator's Manual* for specific details.


Regularly inspect and maintain all components and systems to prevent unexpected hazards due to worn or faulty components. Be sure to replace components and hardware with marine-grade parts.

 **WARNING** *Fire/Explosion Hazard: Never use parts not specified for marine use to replace marine-grade parts. Using non-marine specified parts in a marine environment may result in a fire and/or explosion.*

AUTOMATIC FIRE EXTINGUISHING SYSTEM

Automatic fire extinguishing systems are self-contained systems that are designed to automatically activate to help extinguish fires. These systems include the extinguishing material, lines, nozzles, valves, sensors, controls and indicators.

In the event of an extinguisher discharge, immediately shut down all electrical and mechanical systems and powered ventilation. Automatic fire extinguishing systems are added protection to your safety and the boat's fire protection, but do not eliminate the need for hand held U.S. Coast Guard approved fire extinguishers. See the *Automatic Fire Extinguishing Systems Operator's Manual* for specific operation and service information.

 **WARNING** *Fire Hazard: If the fire system discharges, wait for at least 15 minutes before opening engine hatch. Fire system gas displaces oxygen to "smother" the fire. Opening the hatch too soon may feed oxygen to the fire and flashback can occur.*

BILGE PUMP SYSTEM

The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into the water. Violators can be fined \$5,000.

Water will enter a boat for a number of reasons, including heavy seas, strong storms and long periods of rain. The bilge area is usually the deepest part of the hull and where the water settles. The bilge pump moves water from the bilge area through hoses and empties it through an opening in the hull.

The bilge pump can be operated manually by a switch. Some models feature an automatic bilge pump setting. Switching to AUTO when operating the boat will allow water to be automatically pumped out when it reaches a level that activates the float switch in the bilge area.

NOTICE *Be sure to switch the bilge to OFF (not AUTO) when you are not using the boat. Wave action or trailer travel can cause the pump to drain the battery. DO NOT allow the bilge pump to operate after all the water has been cleared from the bilge area; damage to the pump will occur if you operate it without water.*

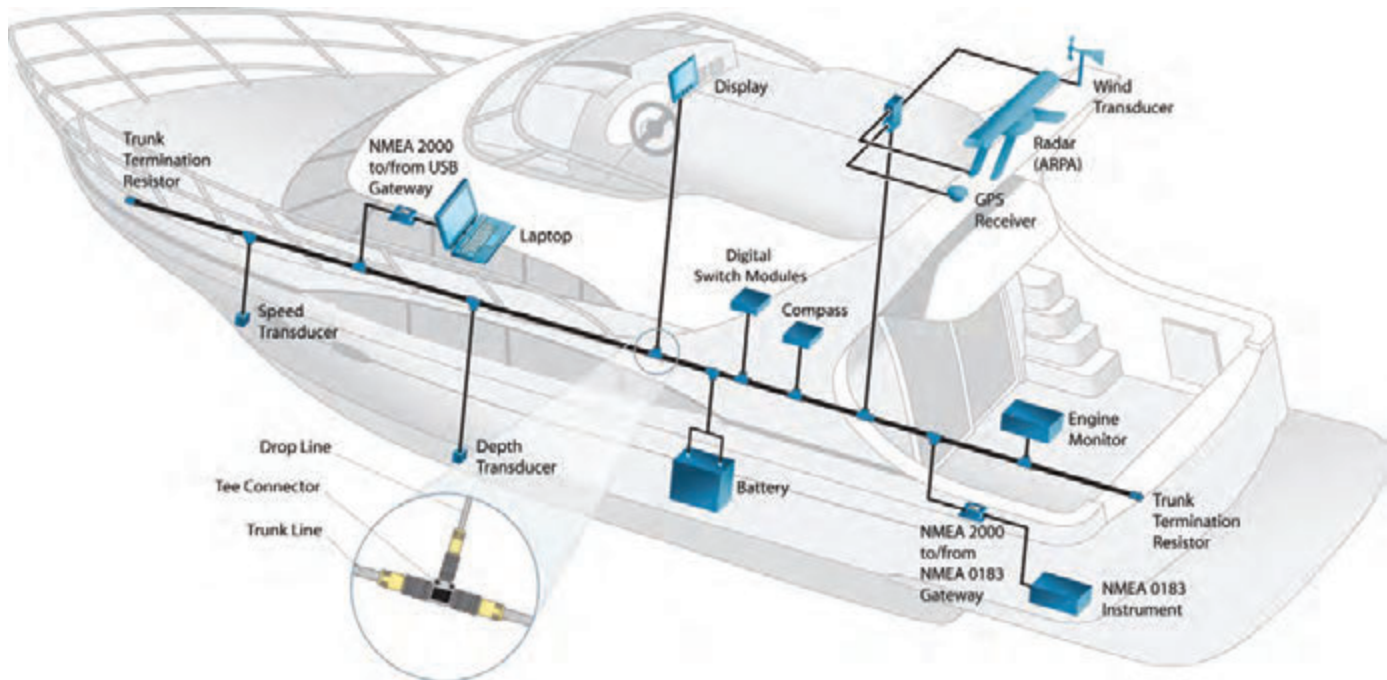


BOAT NETWORKS (NMEA 2K & CANBUS)

NMEA 2K NETWORK

The boat may be equipped with an optional National Marine Electronics Association 2000 Network (NMEA 2K) network for digital communication between devices. Certified NMEA 2K devices can easily

exchange data through the network using the protocol without the need for additional sensors and wiring. Boaters who would like to add additional components using the network must contact a certified marine electronics installer. This professional installer has the knowledge and the tools necessary for proper installation. The NMEA 2K network is often connected to the propulsion engines via a CAN bus interface.



KCB-0089

CANBUS

A Controller Area Network (CAN bus) is a communications protocol standard used in most propulsion engines. The CAN bus allows devices such as controls and gauges to share information without a central computer. If the boat is equipped with a NMEA 2K network, CAN bus data is compatible and usually sent to that network.

BOAT VENTILATION SYSTEM

Boat ventilation systems allow the circulation of fresh air through compartments and enclosed areas of boats. The most common types of ventilation devices are manual or power-actuated vents, hatches, ports and windows that open and close. Ventilation ports are always located in head and galley compartments and are commonly found in cabins and sleeping areas.

Ventilation or blower systems are designed to remove explosive vapors that accumulate in the bilge area and engine compartment. Proper ventilation is extremely important to personal safety while boating.

Powered ventilation systems consist of one or more sealed fans that replace vapors with fresh air through intake and exhaust vents. Always operate the blower for at least 4 minutes before you start the engine. Operate the blower continuously when at idle and during slow-speed operation.

Natural ventilation systems also have intake and exhaust vents; as the boat moves, air is forced into the intake vent and escapes through the exhaust vents.

NOTE — Do not obstruct or modify the ventilation system.

ELECTRICAL SYSTEM

Boats may be equipped with one or two types of electrical systems: Direct Current (DC) and Alternating Current (AC).

Most boats use a battery-powered direct current (DC) system; some boats also use a generator or shore-powered alternating current (AC) system. Most systems have a main load panel which serves as the main distribution panel.

DC SYSTEM

Most boats use a 12-volt common negative ground DC system. DC systems are usually the primary electric supply for lights, pumps, blowers, engine starting, etc.

Boats require at least one battery per engine. Multiple-battery systems consist of a cranking battery for each engine and additional batteries that supply auxiliary power to DC electrical circuits.

Battery switches control battery power distribution and disconnect the batteries from the boat's electrical system. The engine's charging system charges batteries connected to the charging system when the engines are running.

Battery isolators prevent accessory loads and other batteries from depleting power from charged batteries. Isolators also allow the engine's charging system to isolate the alternator charging output and distribute the charge among all batteries according to individual need.

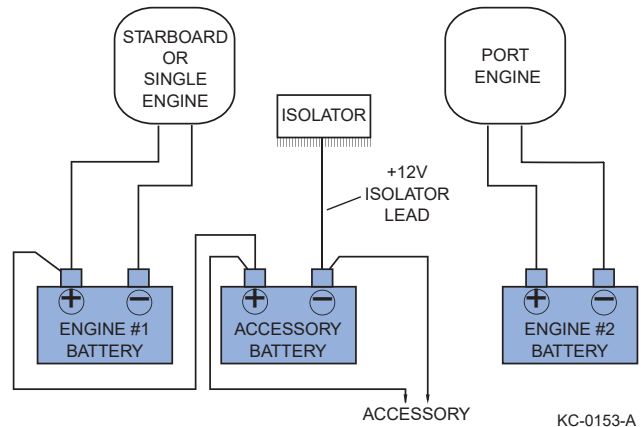
The main DC control panel may feature a voltmeter, battery test switch, fuses, circuit breakers and a master breaker switch.

WARNING Fire Hazard: Never reset a breaker that has been automatically tripped without first identifying and correcting the cause of the problem. A fire could result.



TYPICAL DC CONTROL PANEL

KC-0155C-A



Automatic Charging Relay (ACR)

Models equipped with an ACR automatically connect or isolate the engine starting and accessory house batteries as needed. Under normal conditions the starting batteries are isolated from the house batteries to prevent house battery discharge. If additional power is required for starting, the ACR automatically combines starting and house batteries but temporarily isolates other electronics for protection. The ACR also automatically combines batteries for charging from either starting or house battery charge sources.

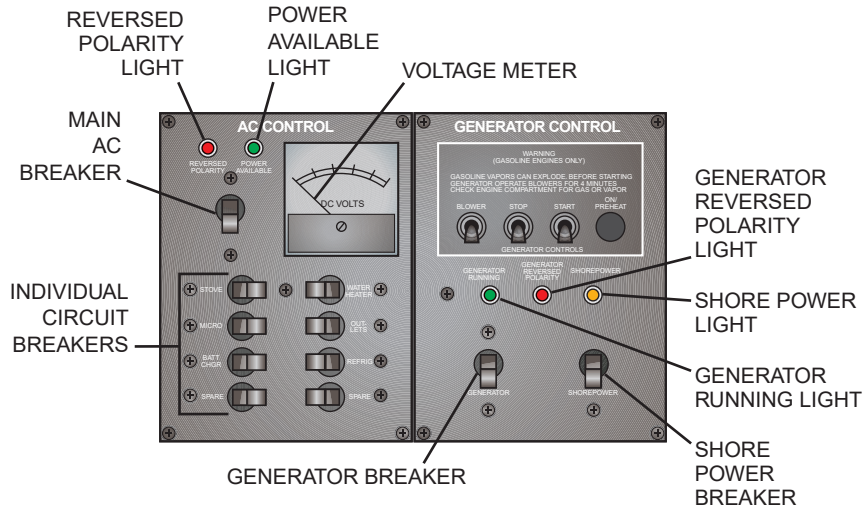
AC SYSTEM

AC systems supply AC electrical power to equipment and outlets requiring AC power, such as electric stoves, water heaters, microwaves and refrigerators. AC systems are normally used when your boat is moored to a dock or slip. AC systems rely on shore power or on-board AC generators.

NOTICE NEVER modify or repair a boat's AC power system or components. Always consult a qualified electrician and ensure that repairs or modifications are in compliance with ABYC guidelines and National Electrical Codes.

AC shore power systems are normally rated for 125 volts at 60 cycles. Source current is provided by a 110-volt, 60-cycle shore power station.

The AC control portion of the AC generator control panel may include the following components:



TYPICAL AC/GENERATOR CONTROL PANEL

KC-0156C-A

Voltmeter

The voltmeter allows you to monitor the system AC voltage. Damage to components can occur if voltage entering the system is less than the minimum operating voltage.

Reverse Polarity Light

The reverse polarity light indicates if the polarity of the shore power source has been reversed, but will not indicate if the boat polarity (wiring) is reversed.

⚠ WARNING Electrical Hazard: *If a reverse polarity warning is indicated, do not use the shore power source. Immediately turn off the power source onshore and disconnect the shore power cord. An electrical hazard exists and must be corrected before using shore power.*

Power Available Light

The power available light indicates that power from the shore or from the generator is available to the panel for distribution. This indicator must be illuminated before you switch the main AC breaker on.

Main AC Circuit Breaker

Main AC circuit breaker provides overload protection for all circuits on the panel and allows the connection and disconnection of AC power to all individual circuits.

Individual Circuit Breakers

Individual circuit breakers provide overload protection for an individual circuit and allow the connection and disconnection of AC power to individual circuits.

⚠ WARNING Fire Hazard: *Never reset a breaker that has been automatically tripped without first identifying and correcting the cause of the problem. A fire could result.*

Generator Main Circuit Breaker

The generator control portion of the AC generator control panel may include the following components:

Generator main circuit breaker provides overload protection for all circuits on the panel and allows the connection and disconnection of generator AC power to all individual circuits. Never switch the breaker while the generator is running.

Shore Power Circuit Breaker

The shore power circuit breaker provides overload protection for all circuits on the panel and allows the connection and disconnection of AC shore power to all circuits.

Generator Running Light

The generator running light indicates that generator power is being received by the AC control panel.



AC Shore Power Light

The AC shore power light indicates that shore power is being received by the AC generator control panel.

SHORE POWER



DANGER

Electrocution Hazard:

- **Always use a shore power cable that is in excellent condition and with no cuts, nicks or abrasions in the exterior plastic cover. Electrical shock can occur from use of a damaged shore power cord.**
- **Never allow the end of the shore power cable to hang in the water. An electrical field can result, causing danger to nearby swimmers.**
- **Never swim or allow others to swim anywhere near the boat when the boat is connected to shore power. Stray voltage may leak from the shore power cable and/or boat shore power connector.**



WARNING

Electrical Shock/Fire Hazard:

To minimize shock and fire hazard:

- **Examine the shore power cable for damage. Never use the shore power cable if it appears cut or damaged.**
- **Turn off the boat's shore connection switch before connecting or disconnecting the cable.**
- **Connect the shore power cable to the boat's inlet before connecting to the shore power source.**
- **If the boat is equipped with a polarity indicator that activates, immediately disconnect the shore power cable.**
- **Disconnect the shore power cable at the shore outlet first. Never leave the shore power cable connected to the shore outlet when the cable is not in use.**
- **Close the shore power inlet cover tightly.**
- **Never alter the plug and connector on the shore power cable. Use only compatible cable connectors and shore power receptacles.**



WARNING

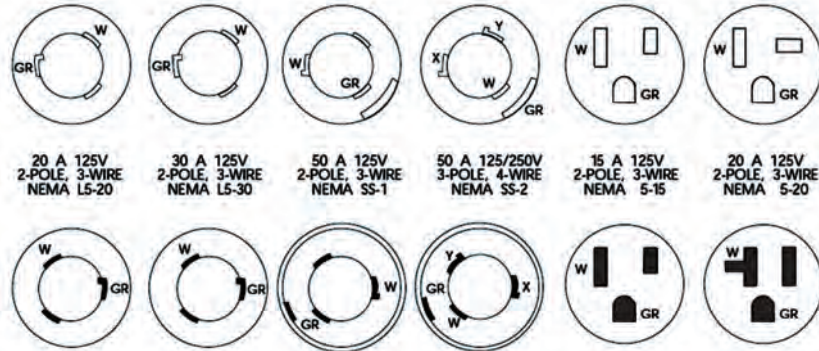
Fire Hazard: Never supply power to the water heater when it is empty. Fire may result if the heating element is damaged.

NOTICE

When extending shore power cables, be sure that there is enough slack in the cable at all times to account for the movement of the boat in its slip (side-to-side tidal action). If the shore power cable is held too tight, it may damage the cable.

All shore power systems require a special marine-grade, three-conductor cable to make a proper connection to the shore. Cables and connection types are rated by their current-carrying ability in amperes. Dockside connections are plug-in, while boat-side connections plug in and lock into position with a threaded locking collar to prevent accidental disconnection and to provide water resistance. Always obtain authorized assistance when selecting cables and adapters, or when connecting to power.

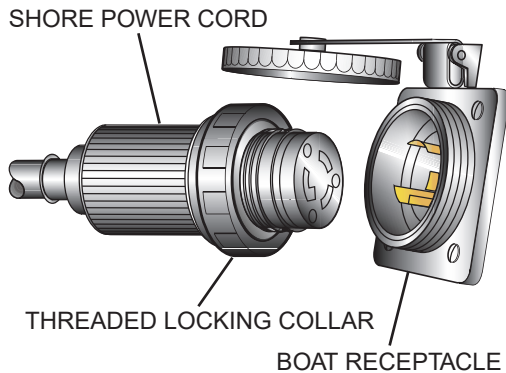
Each time you plug into an unfamiliar shore station, inspect the outlet for signs of corrosion or damage before using it. Establish that the receptacle is correct for the cable and ensure the plug fits snugly and securely into the receptacle. If the shore power cord should ever feel warm to the touch when the power is on, follow instructions on how to disconnect the shore power cord and report the problem to the marina authorities.

SHORE POWER CABLE CONNECTIONS
Receptacle & Connector - Locking & Grounding

Plug & Inlet - Locking & Grounding

Wiring: GR = green W = white X, Y, Z = other colors, including black

KCB-0090

Use the following guidelines to minimize shock and fire hazards when connecting and disconnecting shore power cables.



BOAT SIDE SHORE POWER CONNECTION

KC-0179C-A

To connect:

- Shut down the generator if applicable. Turn off the generator breaker and the main AC breaker.
- Turn off your boat's main AC breaker switch.
- Turn off the dock or shore outlet switch.
- Connect the shore power cable to the boat connection.
- Make sure the cable has more slack than the mooring lines and cannot drop into the water.
- Remove the cap from the outlet on the pier and connect the other end of the shore cable to the outlet on the pier.

- Turn on the dock or shore outlet switch.
- Check the reversed polarity light. If it is on, immediately disconnect the cable.
- Turn the AC main or shore circuit breaker switch to the ON position.
- Turn the AC main panel circuit breaker switch to the ON position.
- Turn individual circuit breakers on.

To disconnect:

- Turn the AC main panel circuit breaker switch to the OFF position.
- Turn the AC main or shore circuit breaker switch to the OFF position.
- Turn off the dock or shore outlet switch.
- Disconnect the shore power cable at the shore outlet.
- Disconnect the power cable from the boat. Replace the cap over the inlet.
- Place the cable in storage for future use.

⚠ WARNING *Shock Hazard: Some marinas have been known to "break" shore power ground circuits to prevent electrolysis. Opening the ground circuit creates a potentially dangerous on-board shock hazard. Ensure that your shore power cable ground circuit is always continuous.*



GENERATOR

Generators can be used to supply AC electrical power to the boat's electrical system. Generators typically use the same type of fuel as the propulsion unit. Follow the generator manufacturer's information for operating instructions.

⚠️ WARNING *Fire/Explosion Hazard: Gasoline is extremely flammable and highly explosive under certain conditions. Handle gasoline with caution.*

Generators produce carbon monoxide (CO) gas when operating. Install a CO detector in the cabin area of your boat and be sure it works properly when you are using the generator.

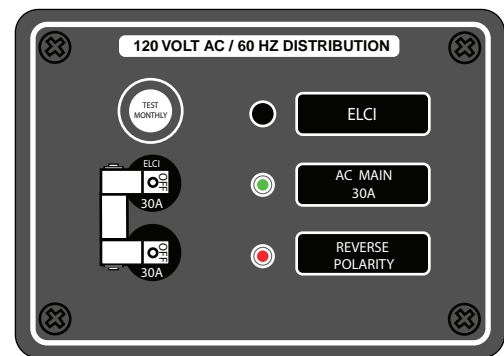
⚠️ DANGER *Exhaust Hazard: Carbon Monoxide (CO) is a colorless and odorless gas that will cause death or serious injury.*

To reduce CO accumulation:

- Do not operate the generator with the canvas installed.
- Avoid idling or using the generator while at idle for extended periods.
- Regularly inspect the generator's exhaust system for proper operation.
- Do not use the generator or any fuel-burning appliances with a transom exhaust port when anyone is swimming from a stern swim platform.

ELECTRONIC LEAKAGE CIRCUIT INTERRUPTER (ELCI)

On boats with shore power, the AC electrical system is also equipped with an electronic leakage circuit interrupter (ELCI) which will open (trip) under dangerous conditions. This situation can occur when there is a combination of a ground fault and a faulty ground, and is a hazard to both people in the boat and in the water. The ELCI is installed near the boat's shore power connector inlet and provides whole-boat protection for everything downstream of it. Some ELCI panels are equipped with a reverse polarity indicator; if the indicator is illuminated, turn off the main breaker, disconnect the shore power cord and notify the marina master of the fault. AC outlets are further protected with marine-grade ground fault circuit interrupters (GFCI) for protection in potentially wet environments.



KC-6004

It is important that the ELCI is working properly to provide protection against Electric Shock Drowning (ESD). The boater should test the ELCI at least once each month to ensure proper operation by pressing the test/reset buttons in the faceplate. Refer to the ELCI manufacturer's instructions for testing details and fault codes. For more information go to: www.esfi.org/resource/boating-and-marina-safety-263

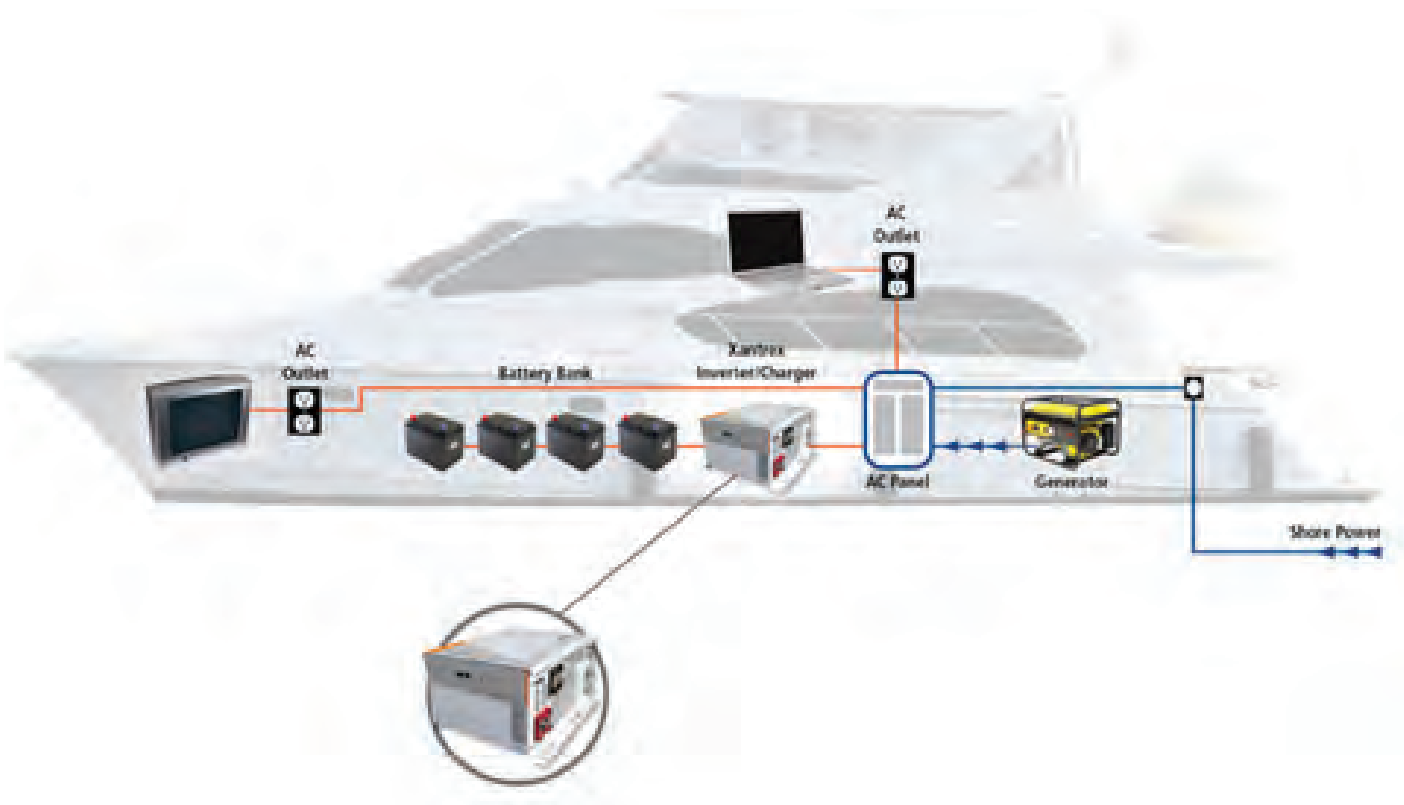
**⚠ DANGER** *Electrocution Hazard:*

- *To reduce the possibility of an electrical shock, it is important that the AC ground system is functioning properly and that a proper connection exists between the shore power cord, the shore power inlet, the boat bonding system and the outlet ground circuits. If there is any doubt about the integrity of the ground circuit, contact a qualified marine electrician immediately. The AC power should be disconnected until the necessary repairs are completed.*
- *Reversed polarity and ground fault conditions will damage the system and expose passengers to electrocution hazards that will cause severe injury or death. This condition could also cause a fire in the electrical system. Never operate the AC electrical system with reversed polarity or a ground fault condition.*
- *Electric shock can cause severe injury or even death. Do not attempt to correct the wiring yourself. Always have a qualified electrician check wiring. Keep children*

away from any electrical cables or equipment and always use grounded appliances on board the boat. Undetected faults in the AC electrical system could cause the water around the boat to become energized. This could cause a severe shock or even death to someone in the water near the boat. Never swim or allow swimming around the boat when the AC system is activated by the shore power connection or the generator.

INVERTER / CHARGER

The boat may be equipped with an inverter/charger, which is a combination of a DC-to-AC inverter, battery charger and transfer switch. When AC power is available (shore power or generator), the unit recharges the house batteries. It also allows surplus AC power to pass through and power downstream AC loads. When AC power is disconnected, the unit inverts the DC power of the house batteries to AC power. Some models may be equipped with a remote monitor panel or may be connected to an MFD through an NMEA 2K network.



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GROUND FAULT CIRCUIT INTERRUPTER (GFCI)

Each AC receptacle is protected by a GFCI. The GFCI measures both the amount of current flowing to the circuit's receptacles and the amount of current returning from the receptacles. The GFCI compares the two values once measured. If the values are not the same, the GFCI instantly trips, and power is shut off to the receptacles.

Testing GFCI Receptacles

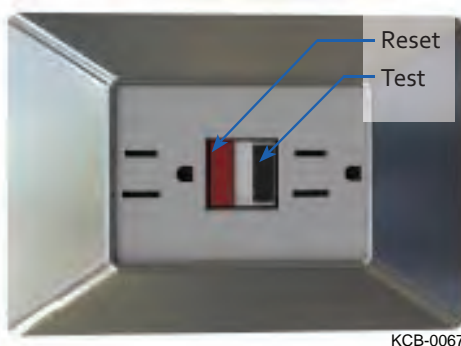
GFCIs have TEST and RESET buttons located on the receptacles.

Switch the TEST button ON/OFF switch to ON to reset a GFCI that has tripped.

Press the RESET button to reset the GFCI after it has tripped. Resetting a GFCI allows electricity to flow again to the receptacle.

Test each GFCI circuit once per week.

⚠ WARNING *Shock Hazard: Never use a GFCI or any receptacle on a GFCI circuit if power is still available on that circuit after the test button has been pressed. Death or serious injury can occur by receiving an electrical shock from the AC electrical system including the Ground Fault Circuit Interrupter (GFCI) receptacle. Seek immediate medical attention after receiving an electrical shock. Contact a qualified electrician to make appropriate repairs.*



1. Press the TEST button. If operating normally, it cuts the electricity to the receptacle on the GFCI.
2. Plug a lamp or other AC-powered device into the receptacle and turn ON the device. The device should NOT operate.

3. Press the TEST button. Never use the receptacle if the receptacle still has power. Contact a qualified electrician to make the appropriate repairs.
4. Reset the GFCI to restore power to the receptacle.

ENGINE EXHAUST SYSTEM

The engine exhaust system vents engine exhaust gases away from the boat. Inboard engines have a muffler and may use water injection as part of the exhaust system. Some stern drives have an exhaust diverter valve that, when activated, routes engine exhaust to thru-transom exhaust pipes or down through the propeller hub. Use thru-transom exhaust only when your boat is well offshore. Never change or modify the standard manufactured exhaust system. See the *Engine Operator's Manual* for engine exhaust system and service information.

ENGINE LUBRICATION SYSTEM

Depending on engine type, the boat may feature one of several engine lubrication systems. Many small-to-mid-range two-cycle outboards may be equipped with an oil injection system. In each system, the oil is consumed as the engine runs. Oil injection systems include a separate reservoir for oil containment and an oil pump or combination fuel/oil pump that supplies oil to the fuel system for engine lubrication.

Four-cycle outboards and sterndrive engines, like automotive, use a sump system where the engine oil is contained in the engine. See the *Engine Operator's Manual* for engine oil recommendations and information.



ENGINE COOLING SYSTEM

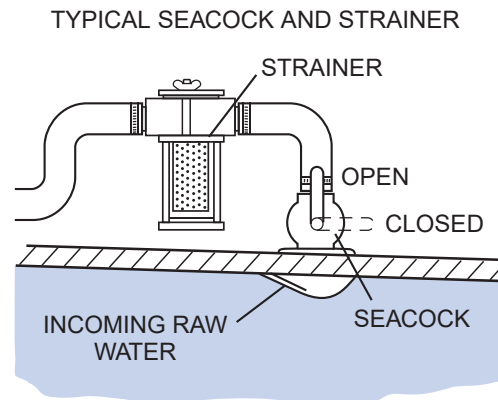
Some boat engines and transmissions are cooled by the transfer of heat from the continuous flow of cool sea/lake (raw) water through the engine or transmission cooling passages and then back into the sea/lake. A raw water pickup and screen on the lower drive unit or hull allows water into the engine, and a pump then circulates the water to cool the engine.

Some boat engines and transmissions are cooled by heat transfer from the continuous flow of engine coolant through a self-contained cooling system. The cooling system has a large heat exchanger that transfers heat from the engine to the coolant. Raw water flows through a separate passage in the heat exchanger to transfer heat from the self-contained engine coolant to the raw water and back into the sea/lake.

Raw water intakes on the hull or any water outlet below the boat's waterline usually feature a seacock that provides a manual shutoff during a leak. Be sure to periodically inspect the raw water intake screen and

clear it of any debris that could obstruct water flow into the engine. Keep seacocks located at the thru-hull fitting closed during long periods of inactivity; open them only when needed.

NOTICE *Keep seacocks closed during periods of inactivity. A downstream hose failure could flood your boat if the seacock is left open.*

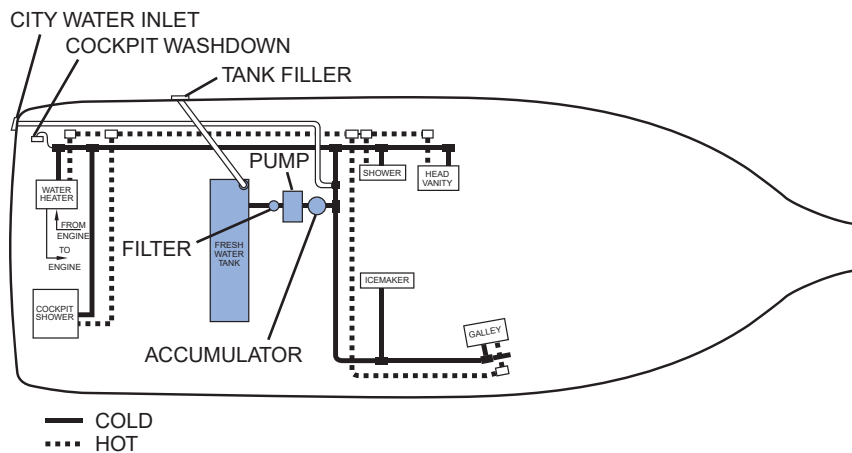


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FRESHWATER SYSTEM

A freshwater system provides potable (drinkable) water to sinks, showers, water heaters, ice makers and/or cockpit washdowns. Common freshwater systems are either manual or pressurized. Manual systems consist of a storage tank and hand pump/faucet. Pressurized systems may include a storage tank, electric pump,

faucet, filter, accumulator, city water hookup connector, water heater, and showers, sinks or other appliances that require potable water. Regardless of the type of system, all freshwater drainage (gray water) is directed overboard and is usually untreated.



TYPICAL COMPLEX FRESHWATER SYSTEM

KC-0172-A

FILTER, PUMP AND PRESSURE ACCUMULATOR

Water flows from the tank through a filter to strain out any contaminants, and then flows to the pump. The pump provides a flow of water at a preset system pressure. Some pumps include a safety feature that will shut the pump off if it runs dry or when the tank is emptied. A pressure accumulator-style tank provides a smooth flow of water by maintaining a constant pressure in the lines to the various freshwater appliances.

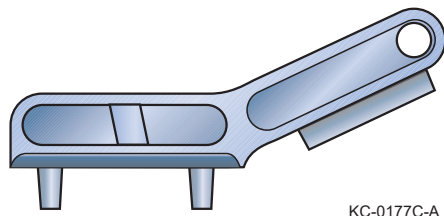
Operation Guidelines:

- Fill the freshwater tank with potable water.
- Close all faucets and drains.
- Turn on the freshwater pump circuit breaker.
- Open each cold and hot water faucet to allow air to escape. Close the faucets when a steady flow of clean water is apparent.
- After all lines are empty, the pump will build to operating pressure and shut off.
- Refill the freshwater tank with potable water.

FRESHWATER TANK

Freshwater tanks are usually filled through a deck plate filler marked "WATER." A hull vent allows air to enter and escape the tank as the water level rises and falls. The tank is full when water comes out of the vent.

TYPICAL DECK PLATE KEY



KC-0177C-A

Fill the tank with only potable (drinking) water. The tank will continue to provide clean drinking water if you use and refill it often.

Guidelines when filling the tank:

- Remove the "WATER" filler cap with the key provided with your boat. Turn counterclockwise to remove the cap.
- Always use a sanitary drinking water hose (blue) when filling the tank with fresh drinking water.
- Replace the cap and fasten securely with the key.

CITY WATER HOOKUP

When docked, you can connect the boat's freshwater system to a city water system or shore pressurized system as an alternative to the on-board freshwater tank system.

Pressurized shore systems bypass the boat's freshwater tank and pump system, and connect directly into appliance lines. A pressure regulator limits the maximum pressure supplied to the system.

NOTICE

Always monitor the boat's water system during initial usage of the city water feature. In this mode, the boat is connected to an unlimited source of water. DO NOT leave the boat unattended while using city water. Any major leak or break in the system could cause sinking or swamping of the boat.

Using the city water hookup does not replenish water supply in the tank. You can only fill the tank at the freshwater fill plate. Before connecting to any water fitting (dockside or otherwise), be sure the water is potable and suitable for human consumption. Also, a special sanitary drinking water hose is required for the potable water connection. Never use a common garden hose for drinking water.

Guidelines when connecting to city water:

- Turn off the freshwater pump breaker.
- Remove the threaded plug from the female swivel hose connector of the city water inlet fitting. Clean the strainer.
- Only connect a sanitary drinking water hose to the water inlet fitting.
- Be sure to clean both ends and flush the hose before connecting. Foreign matter may damage the pressure regulator.
- Before connecting to the dockside city water outlet, open the valve fully to flush any rust particles that may be present.
- Connect the hose to the dockside city water outlet.



HOT WATER HEATER

Most water heaters are electrically heated and are equipped with a high-pressure relief valve and thermostat for safety.

Guidelines when operating the water heater:

- Fill the freshwater system or connect to city water and bleed air from all lines.
- Turn on the water heater circuit breaker.

NOTICE

DO NOT turn on the water heater circuit breaker switch unless the freshwater system is charged and the water heater is filled. Damage to the heating element will result if it heats up with no water in the system. Some water heaters are equipped with a high-temperature limit switch to protect the heating elements if the heater is activated with no water in the tank. If the system does not operate for any reason, turn off the water heater breaker and push the reset button on the heater.

FUEL SYSTEM

The basic fuel systems consist of one or more fuel tanks, tank vents, level sensor and gauge, lines, pumps and valves.

Each tank has an antisiphon valve to prevent fuel from leaking out of the tank should a break occur in the system at a point other than the tank. Some models

are also equipped with a fuel shutoff valve at each tank to stop fuel flow from the tank. It is recommended that fuel shutoff valves be closed during long periods of inactivity or storage. If equipped with multiple tanks, the system also includes a fuel tank selection valve for individual tank selection and a fuel manifold. The manifold is usually located in the engine compartment and contains a series of fuel feed valves for controlling fuel flow/shutoff to the engines. The fuel valves can be used to help maintain even weight distribution in the fuel tanks for proper boat load distribution or to shut off contaminated fuel from the system. Refer to the boat and *Engine Operator's Manual* for specific fuel system information and service information.

HEAD AND WASTE CONTAINMENT SYSTEM

Always check state and local regulations before discharging waste overboard.

The boat may be equipped with an onboard Marine Sanitation Device (MSD). There are four types of MSD systems and the USCG regulations differ depending on the type used. All MSD systems consist of a toilet (head), a holding tank for waste containment/treatment, a pumpout fitting located on the deck, and all must be USCG-certified. Some systems include an overboard discharge that can only be used under specific conditions and beyond three nautical miles from the coast. The following guidelines are federal; check state and local regulations on usage.

MSD SYSTEM TYPE	CAN BE USED ON	DESIGN	NOTES
Portable Toilet	Any boat	All-in-one toilet and holding tank	Does not treat waste; must be emptied ashore
Type III	Any boat	Holding tank with pumpout. Most popular on recreational boats for inshore & inland use	May treat and/or process waste. Must be pumped out at wastewater treatment facility
Type II	Any boat; required on boats over 65 feet in length	Similar to Type I but uses additional treatment. Typically found on commercial boats for offshore use	Adds biological or aerobic digestion for waste discharge overboard
Type I	Boats under 65 feet in length	Flow-through discharge using chlorination and maceration	After treatment, waste can be discharged overboard when at least three nautical miles from shore

MSD OPERATION CONSIDERATIONS

- **No Discharge Zone (NDZ):** A designated body of water that prohibits the discharge of treated and untreated boat sewage regardless of the distance from shore. The Great Lakes and most inland lakes are designated NDZs. Boaters who have a Type II or III MSD must secure the MSD from accidental overboard discharge in accordance with local laws. For info on NDZs by state, go to www.epa.gov/vessels-marinas-and-ports/no-discharge-zones-ndzs-state.
- **Waste Management Plan (WMP):** Although a WMP is designed for solid waste, it is a good idea to add a section in your waste management plan covering the MSD. See Waste Management Plan (WMP) in this section for more information.

Discharging untreated waste overboard is harmful to swimmers and those who eat the local fish and shellfish. Boaters must do their part to maintain the otherwise pristine waters regularly used by snorkelers and swimmers. Use the holding tank offshore whenever possible and empty at a marina pumpout station. Boaters who do not know how to use the facilities should ask the marina master. Leave a clean wake.



**KEEP OUR
WATER CLEAN—
USE PUMPOUTS**

KCB-0066

Head (marine toilet) and waste containment systems are available as manual or electrically-operated systems. Electrically operated systems use electric raw water pumps to flush waste from the marine toilet into the boat's waste tank. A waste tank indicator may be installed to provide a visual indication of the amount of waste in the tank.

NOTICE

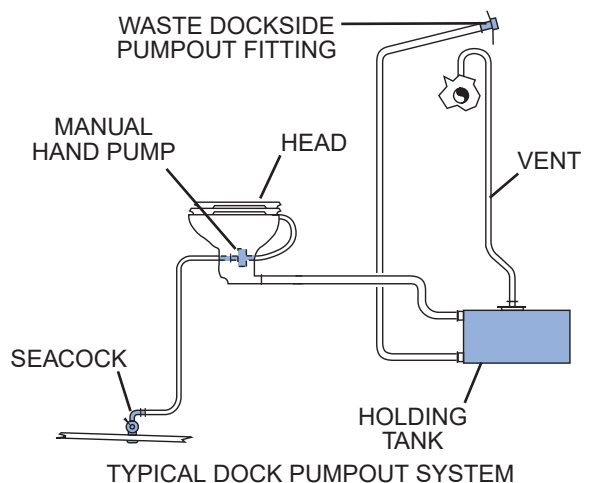
Do not place facial tissue, paper towels or sanitary napkins in the head. Such material can damage the waste disposal system and the environment.

All boats with heads are required to have a USCG-approved operable marine sanitation device installed. These devices, commonly called macerators or chlorinators, are used to break up solid and chemically treated waste and discharge it into waste tanks or overboard.

WASTE REMOVAL SYSTEM TYPES

- **Dockside Discharge** - Waste tanks are emptied through a deck plate fitting marked "WASTE" by special waste removal equipment on the shore.
- **Overboard Discharge** - Waste tanks are emptied through the hull into the sea/lake. A "Y" valve is used to change discharge flow between the marine toilet and the waste holding tank.

Components of waste systems are constructed of materials specially formulated to prevent odor permeation and resist chemical actions. Regularly add approved waste treatment chemicals to your tank by flushing them through the head. The chemicals help to control odor and break down the waste. Follow chemical manufacturer's instructions before use.



MARINE HEAD OPERATION

See the marine head manufacturer's information for specific information.

NOTICE

DO NOT flush the head when the holding tank is full. Attempting to flush the head when the waste tank is full could result in damage to the waste system.

Guidelines for Electrically Operated Marine Heads:

- Open the raw water seacock to the head.
- If you are using overboard discharge, make sure the "Y" valve is in the overboard position and that the macerator discharge seacock is open.



- To charge the head, press the foot pedal on the lower left side of the bowl and push the flush button. Release the flush button after the bowl is moistened. Then pump the floor pedal two to four times to fill the bowl with water.
- To flush, press the foot pedal and push the flush button at the same time. Hold until all waste is removed.
- To empty the bowl of excess water, operate the flush button until water decreases to the desired level.

Guidelines for Manually Operated Marine Heads:

- Open the inlet water seacock below the cabin floor.
- If you are using overboard discharge, make sure the “Y” valve is in the overboard position and that the macerator discharge seacock is open.
- Pump the floor pedal two to four times to fill the bowl with water.
- To flush, press the foot pedal and operate the flush handle next to the head at the same time. Operate the handle until all waste is removed.
- To empty the bowl of excess water, operate the flush button until water decreases to the desired level.

RAW WATER SYSTEM

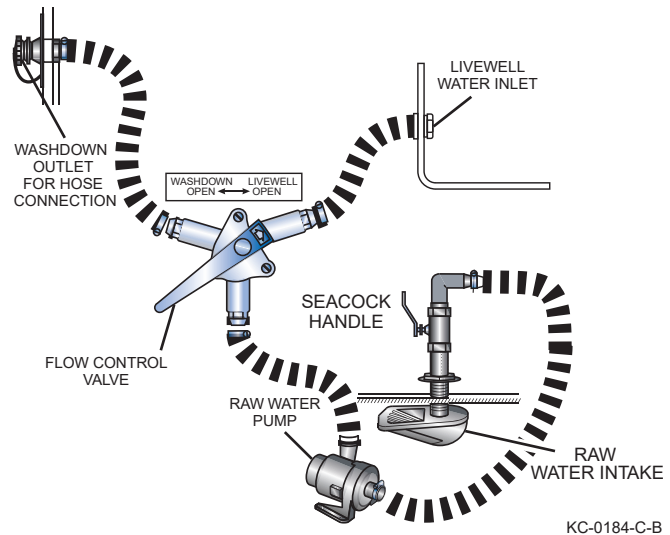
Raw water is seawater (non-drinking water). Some boats use raw water systems for engine cooling, head, and utility and cockpit washdowns. Some raw water systems may supply two components and have a flow control valve for directing water flow.

Raw water systems include:

- An individual thru-hull raw water intake.
- A seacock and strainer. The seacock protects your boat from sinking if a downstream hose or fitting would fail. Always close any seacock not in use.
- A pump to draw water into the system. Engines may have belt- or pulley-driven pumps; heads may have manual push/pull or electric pumps, and utility and cockpit washdowns may have electric pumps.
- An outlet valve, fitting or nozzle.

Guidelines when operating a raw water system:

- Open the desired seacock.
- Adjust flow control valve (if equipped).
- Turn on appropriate pump switch as required.



SHIFT AND THROTTLE SYSTEM

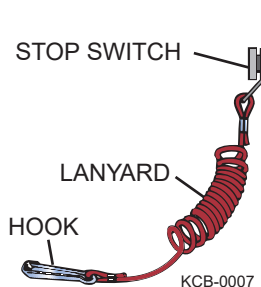
Knowing how to operate the shift and throttle controls of the boat is essential for safe and proper operation.

The following basic and typical information may not apply to your specific shift control. See the *Engine Operator's Manual* or control manufacturer's instructions for information on your throttle and shift control operation, adjustment and maintenance.

⚠ WARNING **Control Hazard: Always use extreme caution when using a single-lever binnacle control. These controls may not have a neutral lockout position or a neutral detent. These controls can accidentally move from Forward to Reverse or Reverse to Forward easily. This could result in a control hazard.**

ENGINE EMERGENCY STOP SWITCH AND LANYARD

The engine emergency stop switch controls the engine ignition ON/OFF. This safety device shuts the engine off immediately and prevents the boat from becoming a runaway if the operator is accidentally thrown from the seat or away from the helm.



Whenever the boat's engine is on, physically secure one end of the emergency engine stop switch lanyard to the emergency stop switch and the other to the boat operator. If the operator is thrown from the seat or moves too far from the helm, the lanyard will disconnect from the switch, activating the switch to turn off the engine.

⚠ WARNING **Control Hazard: Never remove or modify the engine emergency stop switch and/or lanyard.**

- **Always check the switch for proper operation. With the engine running, pull the lanyard. If the engine does not stop, have the switch repaired before continuing to operate the boat. Never operate the boat if the engine emergency stop switch does not work.**
- **Attach the engine stop switch cord lanyard to a secure place on your clothing, your arm or leg while operating.**
- **Avoid accidentally pulling the cord lanyard during normal operation. Loss of engine power means loss of most steering control. Also, without engine power, the boat could slow rapidly. This could cause people and objects in the boat to be thrown forward.**
- **DO NOT attach the cord lanyard to clothing that could tear loose. DO NOT route the cord lanyard where it could become entangled, preventing it from functioning.**

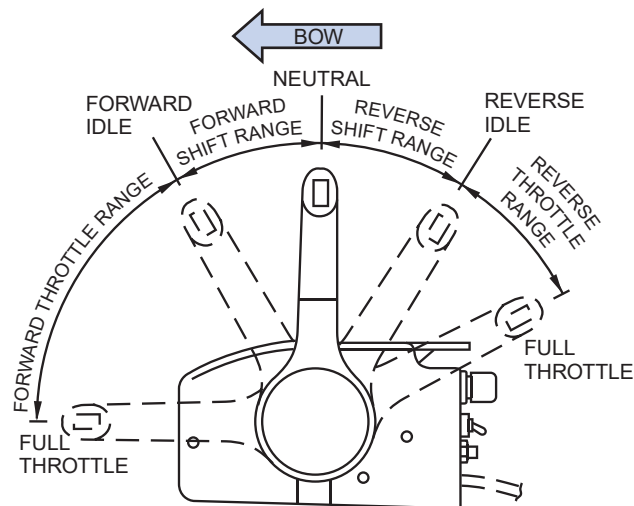
NEUTRAL START SAFETY SWITCH (START-IN-GEAR PREVENTION)

The neutral start safety switch provides start-in-gear prevention. The switch controls power to the engine starter circuit of the ignition switch. The engine gear shift control lever must be in the NEUTRAL position to allow the ignition switch to activate the engine starter.

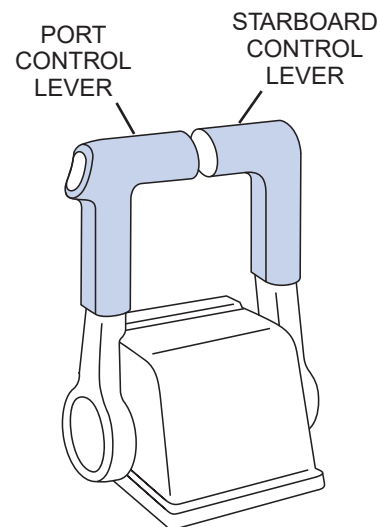
This safety device will prevent the boat's engine from starting if the engine is in gear.

SINGLE-LEVER CONTROLS - SINGLE OR TWIN ENGINE

Single-lever controls operate both the gear shift and the throttle for one engine with one control lever. Single-lever controls can be used on single- or twin-engine boats.



Twin-engine boats with single-lever controls have two levers: a left lever for port engine control and a right lever for the starboard engine. Two levers enable you to operate one engine in FORWARD and the other in REVERSE for easier maneuvering in tight quarters.



NEUTRAL - The lever is detented in the NEUTRAL position (center of travel) for starting; the neutral safety switch allows starting in this position only. For engine warm-up, a separate lever or button on the control is used to disengage the shift cable and allow the throttle to advance only while the transmission remains in NEUTRAL.



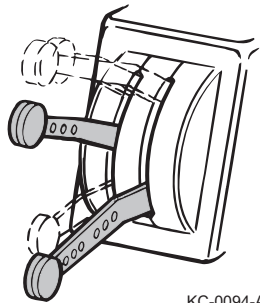
FORWARD - Release the detent lock to allow shifting to the FORWARD position. Moving the lever into the first 15 degrees of travel (toward the bow or up) positions the control in the FORWARD detent IDLE position. Advancing the lever beyond 15 degrees allows throttle increase in FORWARD.

REVERSE - Release the detent lock to allow shifting to the REVERSE position. Moving the lever into the first 15 degrees of travel (toward the stern or down) positions the control in the REVERSE detent idle position. Advancing the lever beyond 15 degrees allows throttle increase in REVERSE.

DUAL-LEVER CONTROLS - SINGLE OR MULTIPLE ENGINE

Dual-lever controls have individual levers for gear shifting and engine throttle. Dual-lever controls can be used on single- or twin-engine boats.

Shift levers: NEUTRAL is the detent position in the center of the lever's travel. Pushing the lever toward the bow or up shifts the transmission into FORWARD; pulling the lever toward the stern or down shifts the transmission into REVERSE.



KC-0094-A

CONTROL OPERATION GUIDELINES

⚠ WARNING *Control Hazard: Improperly maintained controls are hazardous and may cause sudden loss of control. Make sure all shift/throttle hardware and cables are regularly inspected and maintained. Improper maintenance may result in a loss of control.*

- Side mount throttle and shift controls have a neutral detent locking lever that must be released before shifting from NEUTRAL.
- Always use a brisk and decisive movement when shifting into or out of gear.
- Always pause in NEUTRAL before shifting from FORWARD to REVERSE, or REVERSE to FORWARD. Most throttle and shift controls have a detent position for NEUTRAL, FORWARD and REVERSE engagement positions. Engine damage may occur if you rapidly shift into gear without pausing in these detent positions or allowing the engine RPM to lower into the approved shifting range.

- When traveling at high speed, never shift into REVERSE while your boat is in FORWARD gear.
- Always keep the shift control clean and clear of obstructions.

NOTICE

All shift and throttle controls are equipped with a safety switch for start-in-gear prevention. Place the control in the NEUTRAL position before you attempt to start the engine.

- Never attempt to shift when the engine is not running.

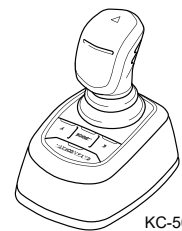
ELECTRONIC PROPULSION CONTROLS

The boat may be equipped with optional electronic controls for the propulsion units. These controls communicate digitally over an NMEA 2K or CANBUS network and replace mechanical ignition, throttle and shift controls. Most units support multiple propulsion units and operation stations. Refer to the *Propulsion Manufacturer Owner's Manual* for more information.

JOYSTICK CONTROLS

⚠ WARNING *Control Hazard: Always use extreme caution when using a joystick control. These controls may not have a neutral lockout position or a neutral detent. These controls can accidentally move from Forward to Reverse or Reverse to Forward easily. This could result in a control hazard.*

The boat may be equipped with an optional joystick control that works in conjunction with electronic steering and propulsion controls. Joystick controls provide precision maneuverability for docking and slow-speed navigation, such as in a marina, and may offer other optional functions. Practice using the joystick in open water away from traffic to get the feel of the control. Refer to the *Joystick/Propulsion Manufacturer's Owner's Manual* for more information.



KC-5025



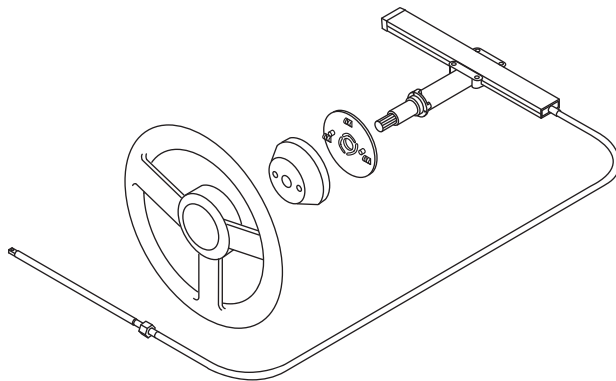
STEERING SYSTEM

HYDRAULIC STEERING SYSTEM

⚠ WARNING *Control Hazard: Be sure to inspect the outboard's steering system for damage after striking an underwater object. Stop immediately to inspect for damage that may result in loss of steering control.*

⚠ WARNING *Control Hazard: Improper maintenance of steering system is hazardous and can cause death or serious injury from sudden loss of control. Ensure all steering hardware, cables and grease fittings are regularly inspected and maintained. If any steering problems are noticed, do not operate the boat and contact your dealer immediately for service assistance.*

Steering systems vary in type and operation. The most common steering systems are mechanical, power-assisted and hydraulically operated.



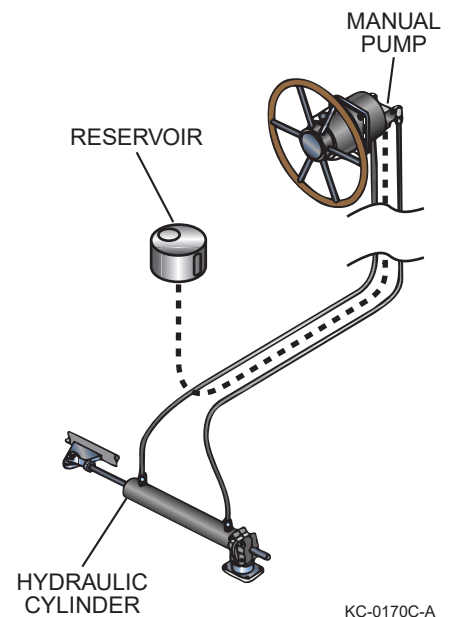
KC-0268-A

Boat steering controls are not self-centering. Always keep a secure grip on the steering wheel to maintain full boat control.

Mechanical steering helm controls transfer the rotary motion of the steering wheel to linear cable motion, which pushes or pulls the engine's steering arm. Some boats are equipped with two mechanical cables to provide positive steering control and additional safety in case one cable fails.

Power-assisted mechanical systems use hydraulic force to assist the manual rotary motion of the helm's movement, providing easier steering for the operator.

Hydraulic systems use hydraulic pressure from a pump connected to the helm to move hydraulic fluid through hoses, and then to move hydraulic cylinders connected to the engine's steering arm. A reservoir, either separate or integral to the pump, holds extra fluid and maintains a pressure head to prevent air from entering the system.



KC-0170C-A



ELECTRONIC STEERING SYSTEM

The boat may be equipped with an optional electronic steering system. Most systems use a helm-mounted unit with a steering wheel that controls a cylinder mounted to the drives, outboards or rudder. The steering wheel can be tilted by activating the tilt lock lever located on the bottom side of the helm unit and automatically locks when released at or close to that angle.

Electronic or steer-by-wire systems consist of an electronic helm unit, helm-mounted display screen, aft-mounted pump control module, aft-mounted hydraulic pump/reservoir and drive/rudder-mounted hydraulic cylinder. The electronic components communicate over a data network to control the hydraulic pump to operate the cylinder and steer the boat. The steering pumps have an integral service valve that can be opened to bypass the pumps for service or in case of emergency. Refer to the *Steering Manufacturer's Owner's Manual* for more information.

Most electronic steering systems allow for multiple stations and easy integration with NMEA 2K-compatible joystick controls and autopilots. These systems can be dealer-programmed to adjust outboard engine-toe and turning ratio and contain built-in redundancy and safety features.

NOTICE

The drives must be aligned to provide maximum stability on straight-ahead runs and proper tracking through cornering. Damage to the drives or steering system may require the drives to be realigned by the dealer. Refer to the Drive Manufacturer's Owner's Manual for specific information.

PROPELLERS

The following basic information may not apply to all engines. See the *Engine Operator's Manual* for information on propellers for the boat. Consult the boat dealer for assistance when replacing or servicing propellers.

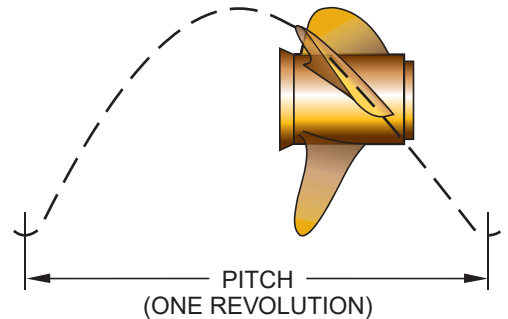
The propeller converts the engine's power into the thrust needed to propel the boat. Care and selection of the propeller is very important for proper boat operation. Propeller size is usually identified by two numbers, such as 13 x 19, and a material identification, such as aluminum or stainless steel. In the number sequence, the first number is the diameter of the propeller in inches and the second is the pitch in inches.

Pitch is the angle of the blades expressed in the theoretical distance a propeller travels in each revolution. In the previous example, the pitch is 19, which means that each revolution of the propeller pushes the boat 19 inches (483 mm) through the water.

Propellers on boats powered by outboard or sterndrive propulsion systems are usually replaced out of the water to prevent loss of parts and to ensure correct installation. Although propeller replacement can be completed with the boat in the water, it is not recommended. Remove an inboard-powered boat from the water for propeller replacement because the propeller is not accessible while the boat is in the water. Special tools are required for most applications. Always consult the boat dealer for assistance when replacing or servicing propellers.



KC-0149C-A



KC-0150C-A

PROPELLER SELECTION AND REPLACEMENT GUIDELINES

There are many different propeller designs for specific operating characteristics. Always consult a certified marine technician when replacing your propeller.

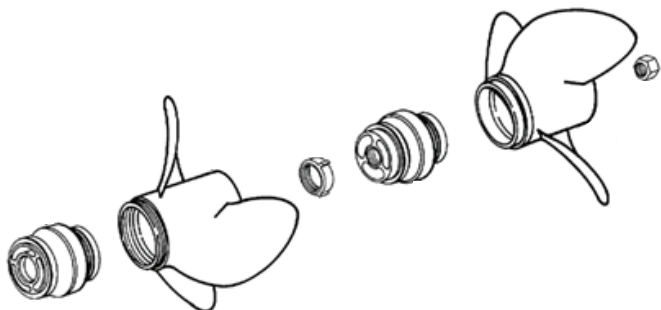
To prevent accidental start-up, complete the following before installing or removing the propeller:

- Position the shift control in NEUTRAL.
- Position the battery switch to the OFF position and remove the key.
- Place a wood block between the cavitation plate and the propeller to hold the propeller in place. Remove the propeller nut.

⚠ WARNING *Personal Injury Hazard: Never use your hand to hold the propeller when removing the propeller nut; the propeller blades are sharp. Wear protective gloves.*

DUAL-PROP DRIVES

Many sterndrive and some outboard-powered boats may use a dual-prop drive. Dual-prop drives have one prop turning clockwise and the other prop turning counterclockwise. Dual-prop drives come in rear-facing (sterndrive/outboard) and forward-facing (pod) designs. With either design the forward prop (referenced to the bow of the boat) turns counterclockwise while the rear prop turns clockwise.



KCB-0012

In dual-prop drives, either prop can have three or four blades and have different pitches and/or diameters. Some configurations can increase top speed at the expense of fuel economy. Always treat the propellers on dual-prop drives as a set and change them out as a set even if only one is damaged. Read the drive manufacturer's owner's information carefully and consult the dealer or a marine propeller specialist for assistance.

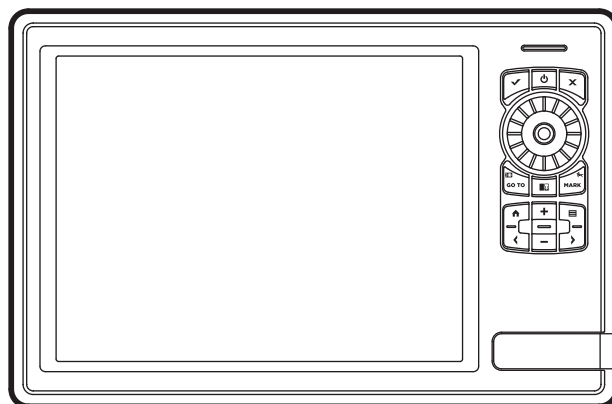
GAUGES / INSTRUMENTS

The following basic and typical information may not apply to your specific boat. This section may not cover all gauges on the boat. See the *Engine Operator's Manual* or equipment manufacturer's supplied information on the use and operation of the unique gauges and instruments.

Gauges are visual indicators that help you monitor various system and component operation parameters. Gauges usually have lights integrated into them for visual clarity when operating at night. They are located near the helm area or other main control areas.

DISPLAY PANELS

The boat may be equipped with one or more display panels, sometimes referred to as a multi-function display (MFD) or cockpit display. Panels are available in different sizes and can be dedicated to a single function, such as switching, or can be multi-functional for engines, navigation systems, etc. Some displays allow side-by-side or four-quadrant display of information at the same time. Panels can also be dedicated to the propulsion system and can duplicate other helm controls.



KC-5026

Operation of the displays can vary by type, brand and installed options; read the display operation information and control-specific user manuals for proper use. Consult the boat dealer, who is often the best source when it comes to making an informed decision on adding or integrating display panels.

Display panels and some electronic controls can also integrate one or more optional capabilities such as:

- Engine/systems information display
- Embedded Wi-Fi/Bluetooth/remote control operation



- Radar/sonar/fish finder
- GPS/autopilot/navigation/chartplotter
- Station keeping
- Cruise/tow/trim control
- Second station/joystick operation
- VHF/AIS/DSC
- Video/camera/thermal image display
- Digital switching/stereo

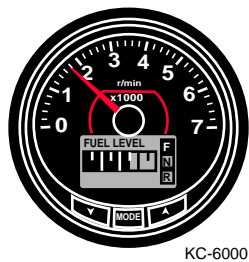
Some options can be retrofitted if the NMEA 2K network is in place, but it is dependent on the propulsion/display manufacturer. The dealer is the best source of information.

⚠ WARNING *Multi-function display panel features and options are only tools to assist skippers with operation. Use of these tools does not relieve the skipper of the responsibility to safely operate the boat.*

- **Never leave the helm unattended and be prepared to quickly regain helm control should a situation arise.**
- **Never operate the boat while watching video. Distracted driving while the boat is moving is extremely dangerous.**
- **Units with GPS are a navigational aid only and cannot be used for precise measurement of direction, distance, location or topography.**

MULTI-GAUGES

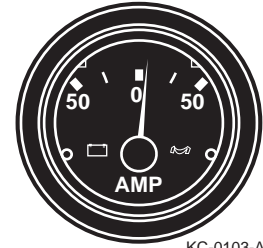
The boat may be equipped with one or more multi-gauges that combine an analog look with digital display of specific data such as fuel management/economy, trip logs and GPS and is speed-selectable with the touch of a button. Some multi-gauges allow boaters to customize the type of information and how it is displayed. These gauges communicate digitally over an NMEA 2K or CANBUS network and replace mechanical gauges, sensors and wires. Most units support multiple propulsion units and share data with other operation stations. Refer to the *Gauge and Propulsion Manufacturer's Owner's Manual* for more information.



KC-6000

AMMETER

The ammeter indicates the engine charging system current output to the electrical system. See the *Engine Operator's Manual* for the normal operating range.



KC-0103-A

FUEL LEVEL GAUGE

The fuel level gauge indicates approximate fuel level in the fuel tank. The accuracy of the fuel gauge may vary as the attitude of the boat changes; the reading is only an approximation. As a general rule, always use the "one third" rule. Use one third of the fuel to reach your destination, one third to return and one third as reserve fuel.



KC-0099-A

GASOLINE FUME DETECTOR INDICATOR

The gasoline fume detector is a safety device designed to sound an audible alarm when gasoline fumes are detected in the engine compartment or bilge area. The sensor for the detector is usually mounted in the bilge area where fumes collect. Test the detector before operating your boat every time to ensure it is working properly. Always turn on the bilge blower to evacuate fumes before starting the engine. See the manufacturer's instructions for installation requirements and operating instructions.

If the gasoline fume detector indicates a dangerous condition:

- Turn on the bilge blower.
- Do not operate electrical equipment.
- Extinguish open flames and smoking materials immediately.
- Turn off the engine.
- Wait five minutes before opening the engine compartment to investigate the cause.
- Correct the problem immediately before resuming operation.



OIL PRESSURE GAUGE

The engine oil pressure gauge is used on 4-stroke engines to indicate the oil pressure of the engine. A drop in oil pressure could indicate a problem with the engine's lubrication system.



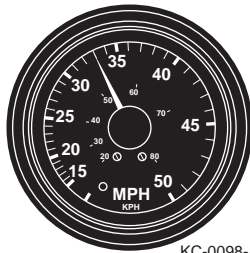
KC-0105-A

CAUTION Stop the engine immediately if a complete loss of oil pressure occurs. Continual operation of the engine during a complete loss of oil pressure will damage the engine.

See the *Engine Operator's Manual* for the normal operating range.

SPEEDOMETER

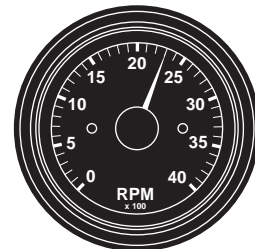
The speedometer indicates approximate forward boat speed in miles per hour (mph).



KC-0098-A

TACHOMETER

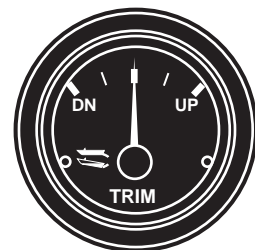
The tachometer indicates engine speed in revolutions per minute (rpm). Monitor engine rpm at all times to keep the engine within the proper rpm operating range. See the *Engine Operator's Manual* for the rpm operating range of your engine.



KC-0095-A

TRIM / TILT GAUGE

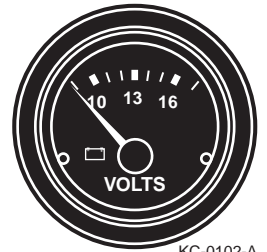
The power trim/tilt gauge indicates the angular position of the lower drive unit and propeller in relation to the transom of the boat.



KC-0101-A

VOLTMETER

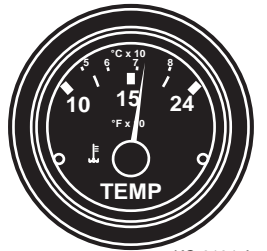
The voltmeter indicates the voltage of the main cranking battery in volts DC. See the *Engine Operator's Manual* for the normal operating range.



KC-0102-A

WATER TEMPERATURE GAUGE

The engine water temperature gauge indicates the water/coolant temperature of the engine cooling system. Most marine engines use seawater to cool the engine. A sudden increase in temperature could be an indication of a blocked cooling passage or a water pump malfunction.



KC-0104-A

Check the gauge immediately after starting the engine. If the temperature gauge is high, STOP the engine immediately and see the *Engine Operator's Manual* for corrective action.

WATER PRESSURE GAUGE

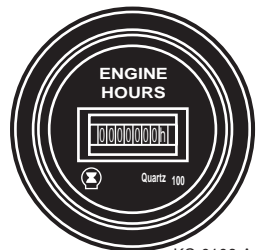
The engine water pressure gauge indicates the water pressure of the engine cooling system in pounds per square inch (psi). This gauge monitors the engine cooling system operation and indicates overheating problems. See the *Engine Operator's Manual* for the normal operating range.



KC-0100-A

HOUR METER

The engine hour meter indicates the total number of hours the ignition switch is in the ON position. Under normal conditions, the engine is running when the ignition switch is ON; therefore, the hour meter provides an approximate indication of engine hours. An hour meter is useful in determining scheduled maintenance.



KC-0106-A

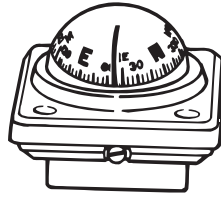


WATER DEPTH GAUGE

The water depth gauge indicates the approximate distance between the bottom of the boat and the earth's surface directly below the transducer. To avoid running aground in shallow water, always add extra distance to meter readings. See the manufacturer's instructions for installation requirements and operating instructions.

COMPASS

A compass assists in navigation by indicating where approximate north is located. See the manufacturer's instructions for operating instructions.



KC-0107-A

WARNING ALARM SYSTEM

The engine may have integrated audible alarms to warn of engine overheating, low oil pressure or other conditions. See the *Engine Operator's Manual* for more information.

BOAT MONITORING SYSTEMS

Boaters who keep their boat in the water may want to look into a boat monitoring system. There are a variety of systems available and each has unique installation, monitoring, notification, security abilities and price points. Typical systems help protect against theft, high water, fire/smoke, intrusion and loss of shore power. The best systems offer an independent power supply, hidden installation and satellite tracking and surveillance capabilities. The dealer is the best source for information on these systems.

HELM AND CONTROL SWITCHES

The following information is intended as basic and typical and may not apply to your specific application. Not all switches may be covered in this section. See the *Manufacturer's Operator's Manual* for specific information on the use and operation of switches in the boat.

Many of the electrical features and systems in the boat are equipped with a control switch and protected with breakers or fuses. Switches are designed for different applications and found in many styles and shapes.

Some switches may have a lighted indicator for easy ON/OFF identification. Some switch panels contain a master power switch that controls power to all circuits.

BATTERY SWITCH

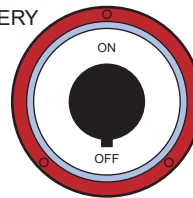
Battery switches are used to control battery power distribution and disconnect the batteries from the boat's electrical system. Battery switches are designed in many styles and for different applications. They generally provide battery isolation when used with multiple batteries and are used primarily as a method of quick and positive battery disconnection. Battery switches also protect against tampering, electrical fire hazards and battery drain. Keep this switch off when not using the boat or when storing it for extended periods of time.

NOTICE

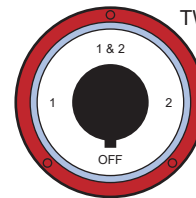
Do not turn off the battery switch with the engine running; this could damage the engine's charging system.

Consult a qualified, knowledgeable technician for proper operation of the boat's specific electrical system.

ONE BATTERY



TWO BATTERIES



TYPICAL BATTERY SWITCHES

KCB-0006

OFF Position - Neither of the batteries are connected to the engine's starting or charging systems. The switch should be in the OFF position when the boat is not being used to ensure that the batteries do not lose their charge. The switch should also be in the OFF position when an external battery charger is being used to charge the battery(s) to avoid possible damage to the electronic components on the engine or in the boat.

NOTICE

Do not turn the battery switch to any other position with the engine running; this could damage the engine's charging system.



“1” Position - This is usually the main battery. Normally when the battery switch is not OFF, it should be set on 1.

“2” Position - This is usually the auxiliary, house or backup battery. This position should only be used if battery 1 has become depleted and the reserve battery is needed to start the engine.

“1+2” Position - The switch may also be labeled “both” or “combined.” This position would be used in an emergency situation where both batteries are low and power is needed from both batteries to start the engine. Once the engine has started, carefully select battery 1 or battery 2 (but not OFF) to direct all of the charging current to one battery.

NOTICE *If the battery is dead or severely undercharged, do not use the engine charging system’s alternator to bring the battery to a fully charged condition. The excessive current draw can overheat the alternator and cause it to fail. If you have a dead battery, use an external battery charger to bring the battery to a fully charged condition.*

BOARDING AND COURTESY LIGHT SWITCHES

The boarding and courtesy switches control power ON/OFF to boarding lights and cockpit courtesy lights.

BLOWER SWITCH

The blower switch is used on boats that use an engine within an engine compartment, such as sterndrive and inboard engines. The switch controls power ON/OFF to the engine compartment ventilation blower to remove explosive fumes from the engine and bilge areas.

You must operate the blower for a minimum of four minutes before each time the engine is started.

⚠ WARNING *Fire/Explosion Hazard: If equipped with a bilge blower switch, always operate the bilge blower for a minimum of 4 minutes prior to starting the engine. Gasoline vapors can explode, resulting in injury or death.*

BILGE PUMP SWITCH

The bilge pump switch controls power ON/OFF to the bilge pump to remove excess water from the bilge area of the boat. Some models are equipped with an automatic bilge pump setting. Switching to AUTO when the boat is in operation will allow water to be automatically pumped out when it reaches a level that activates the float switch in the bilge area.

NOTICE *Be sure to switch the bilge to OFF (not AUTO) when your boat is not in use. Wave action or trailer travel can cause the pump to drain the battery. Running the pump when the bilge is dry will damage the pump. Do not allow the bilge pump to operate after all the water has been cleared from the bilge area; damage to the pump will occur if the pump is allowed to operate without water.*

If oil is spilled in the bilge, do not run the pump. Keep the oil from spreading in the bilge and properly dispose of the oil on shore.

FUEL GAUGE SWITCH

The fuel gauge controls power ON/OFF to the fuel gauge to allow use of the fuel gauge when the ignition switch is off.

HORN SWITCH

The horn switch controls power ON/OFF to sound the horn.

IGNITION SWITCH

The ignition switch controls the engine starter circuit, the engine ignition system and accessory circuits connected to the ignition switch.

NAVIGATION LIGHTS SWITCH

The navigation lights switch controls power ON/OFF to the boat’s navigation, running and anchor lights. This switch is usually a three-position switch, with OFF in the center. When the switch is in the NAV position, the red and green navigational, white stern and running lights, and console gauge lights are activated. When the switch is in the ANC position, only the white stern light is activated.

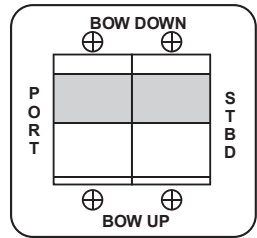
Never operate the boat between sunset and sunrise using only the stern light. Use all navigational lights when operating underway between sunset and sunrise.



TRIM TAB SWITCH

The trim tab switches control power ON/OFF to the boat trim tabs' electric hydraulic pump. This switch is usually a three-position switch, with OFF in the center. Each trim tab has a separate switch. Both switches can be used independently or simultaneously. Trim tabs adjust the boat's trim angle and help compensate for uneven weight distribution, listing, water conditions and other factors that contribute to planing inefficiency.

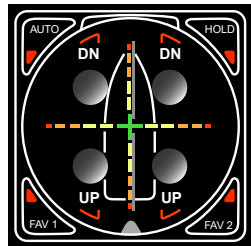
TYPICAL TRIM TAB SWITCH



KC-0109-A

AUTOMATIC TRIM

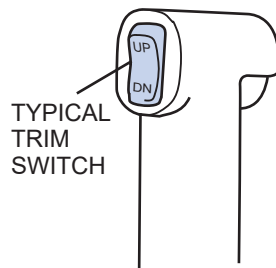
The boat may be equipped with optional automatic trim for the drive units or trim tabs. These controls are manufacturer-specific and communicate boat speed or engine RPM to the drives or tabs and provide hands-free adjustment under typical operating conditions. Most systems can be switched off for manual control at any time. Refer to the propulsion or trim tab manufacturer owner's manual for more information.



KC-6001

TRIM / TILT SWITCH

The power trim/tilt switch controls power ON/OFF to the engine's power trim/tilt electric hydraulic pump. This switch is usually a three-position switch, with OFF in the center. If engine is equipped with power trim and tilt, this system allows you to raise and lower the lower drive unit and propeller to adjust trim (the planing, and running angle of the boat while underway).



TYPICAL TRIM SWITCH

KC-0108-A

The tilt feature positions the lower drive unit up beyond the power trim range and is used for trailering, launching or beaching. Never use power tilt when the engine is running.

WINDSHIELD WIPER SWITCH

The windshield wiper switch controls power ON/OFF to the windshield wipers.

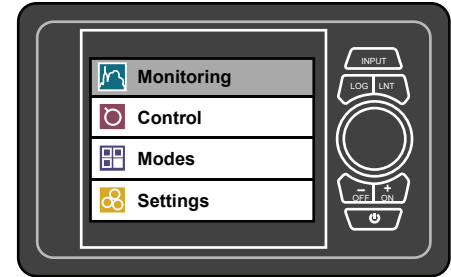
OPTIONS

DIGITAL SWITCHES

The boat may be equipped with a digital switching system that supplements standard AC and DC distribution switch panels.

These systems can integrate digital switch

touch-panels located in various spaces with Wi-Fi and/or Bluetooth apps via the NMEA 2K network in the boat for control and monitoring of various electrical and propulsion systems. A variety of modules plug into the network, eliminating the need for individual component wiring and control of complex onboard systems. Some systems can bring digital switching, power electronics and marine navigation systems together into one interactive, seamless system. Most systems are capable of many advanced features; read the manufacturer's user information for complete system operation.



KC-6005

Typical Digital Switching Controls

Most systems can be pre-programmed for boat support and can include setups for docking, cruising, lighting and more. Pre-programming ensures that all systems required for a support function are enabled for each particular mode. Modes can be customized if needed by the dealer.

Control – Used for individual control of circuit groups and components such as cabin lighting and forward lights, without the need to use the DC master panel and component switch.

Monitoring – Used to view status of various groups and systems such as DC control and house batteries, to show capacity remaining and state of charge. Alarms can be programmed to alert the skipper of low levels or capacity.



Manual Circuit Bypass – Most modules are equipped with a bypass setting for temporary manual operation via the DC master panel.

Interface modules are available for the following systems; some modules are optional and may not be available on the boat.

- Wi-Fi wireless for remote systems control and monitoring via mobile apps
- Tank level for fuel, water and waste tanks
- Signal input and output modules
- AC systems
- DC systems
- Switches
- Motors
- Connector modules for network, LAN, MasterBus and other NMEA 2K components

NOTICE

Customizing the software, updating the device firmware, setting alarms and adding components must be performed by a knowledgeable dealer technician. Boaters should not attempt changes unless they have the skills and knowledge to do so.

REMOTE OPERATION

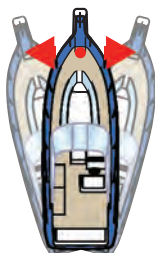
The boat may be equipped with optional remote operation abilities for digital switches. Certain boat functions, such as lighting, air conditioning and other functions, can be controlled using an app on the boater's mobile device. The app communicates with the boat via a Wi-Fi or Bluetooth connection and requires close proximity to the boat.

Operation of the app and Wi-Fi setup can vary by type; read the Wi-Fi operation information and model-specific user's manual for proper use.

BOW THRUSTERS

The boat may be equipped with a bow thruster option to aid in docking. Controls for the thruster can vary by type; read the thruster operation information for proper use.

Most bow thrusters use a joystick control. With the engines in NEUTRAL, enable the bow thruster by turning it on and then move the joystick control in the desired direction (port or starboard) and



KC-6010

the bow will move accordingly. Some bow thrusters do not have variable speed and require short “bursts” of thrust. Bow thrusters can be used in combination with the primary propulsion, but practice in open water to get a feel for how it works.

CHAIN COUNTER

The boat may be equipped with a chain/rode counter mounted at the helm to display the length of rode deployed. Most counters can be adjusted for different units of measure and are equipped with a retrieval alarm. This alarm helps prevent boat damage by communicating when the anchor is approaching the boat. Some counters can be equipped with a remote control for convenient operation. Some counters can also control the windlass for deploying and retrieving to a specific length. Refer to the *Chain Counter Manufacturer's Owner's Manual* for more information.



KCB-0060

FUEL-BURNING APPLIANCES



DANGER

Exhaust Hazard! Fuel-burning open-flame appliances consume cabin oxygen and release products of combustion into the boat. Ventilation is required when appliances are in use. Open designated vent openings while appliances are in use. Never obstruct ventilation openings and ensure that flued appliances are operating correctly.

Be sure to read and understand the *Appliance's Owner's Manual* information and follow the appliance's safety labels before operating the appliance. Fuel-burning or open-flame appliances consume cabin oxygen and release products of combustion in the craft. Ventilation is required when operating or changing fuel cylinders for these types of appliances. Make sure there is adequate ventilation and the appliance is working correctly. **DO NOT** use these types of appliances to heat the galley or cabin spaces.



LIQUEFIED PETROLEUM GAS (LPG) APPLIANCES

WARNING Fire/Explosion Hazard:

- **Never leave craft unattended when open flame LPG-consuming appliances are in use.**
- **Do not smoke or use open flame when replacing LPG cylinders. Close cylinder valves on empty cylinders before disconnecting for replacement.**
- **Never use a flame to check for leaks.**
- **Fuel-burning open flame appliances consume cabin oxygen and release products of combustion into the boat:**
 - **DO NOT use the stove or oven for space heating.**
 - **Open designated vent and openings while appliances are in use.**
 - **Never obstruct ventilation openings.**
- **Do not modify the craft's LPG system. Installation, alterations and maintenance shall be performed by a competent person. Have the system inspected at regular intervals or as required by national requirements.**
- **If a leak is detected shut off the main LPG supply valve and do not use LPG appliances.**

NOTICE Use only a liquid soap and water solution for manual leak testing. Do not use solutions containing ammonia which will deteriorate brass fittings.

If your boat is equipped with an LPG system:

- The use of LPG produces carbon monoxide gas. Be sure spaces containing LPG appliances are well-ventilated.
- Do not obstruct access to the LPG appliance in any way.
- At least annually, inspect the hose and vent of the appliance. Replace if any deterioration is found.
- Valves on empty cylinders must be kept closed and disconnected. Protective covers, caps or plugs must be kept in place. Reserve or empty cylinders must be stored in LPG cylinder lockers or housings which are vented to the outside and intended for that purpose or on the boat exterior, protected from the weather and mechanical damage, and where escaping vapors can only flow overboard.
- LPG cylinder housings or cylinder lockers must not be used for storage of any other equipment.

General Operation of an LPG Appliance

IMPORTANT Refer to the *Appliance's Owner's Manual* for specific operation.

LPG supply line valves and cylinder valves must be closed when appliances are not in use, before refueling and immediately in an emergency.

Appliance valves must be closed before opening cylinder valve.

Open designated vent and openings while appliances are in use.

Never obstruct ventilation openings.

If the stove is not gimballed, it shall not be used when high angles of rolling or sustained angles of heel are likely.

 WARNING Fire/Explosion Hazard: Do not use an LPG installation that has leaked until it has been inspected and repaired by a competent person.

If LPG leakage is detected or suspected, the following action must be taken immediately:

- Shut off the LPG supply at the main supply valve(s).
- Extinguish naked flames and other ignition sources (heaters, cooking appliances, pilot lights, etc.).
- Do not operate electric switches.
- Evacuate the area if possible.

LIVEWELLS

Livewells are designed to help protect and keep fish or bait alive. Some are equipped with an aeration pump that circulates and refills the water in the livewell to help keep fish alive.

Always clean and empty the livewells after each use to prevent contaminating the fish. Never use soap, detergents or other cleaners that may be harmful to fish to clean the livewell.

If a livewell system does not drain completely, you may have to bail remaining water by hand or remove your boat from the water.

NOTICE To avoid freeze damage to the livewell system, be sure it is completely empty in freezing weather. Residual water in the system may freeze and cause damage.



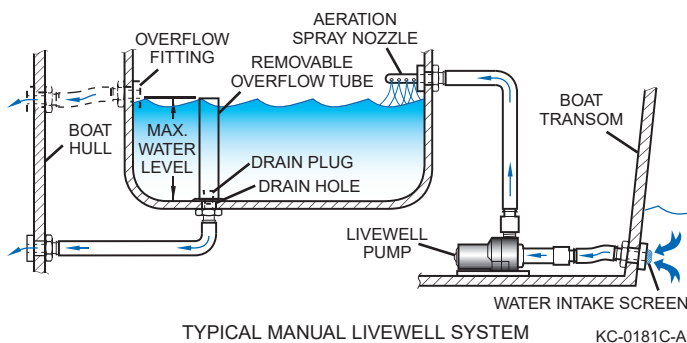
Livewell systems are usually manual, remote or recirculating. Do not use manual and remote livewell systems while your boat is in operation or on the trailer. Also, make sure the livewell pump is switched off, or pump damage will occur.

Manual Livewell

Manual livewells aerate the water by continuously pumping sea/lake water into the well. A spray-head nozzle aerates the water by spraying water into many small streams that splash into the livewell water.

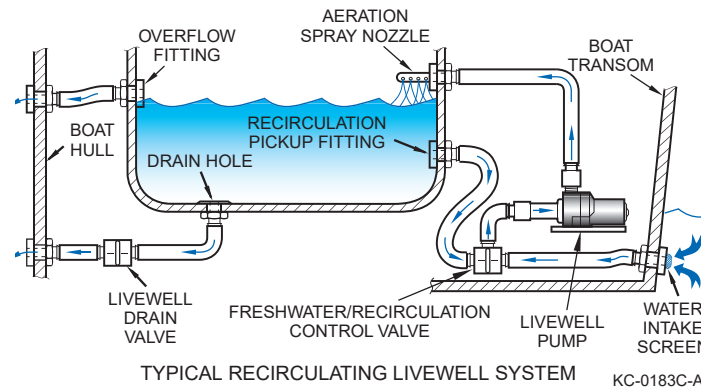
To fill the livewell, install the removable overflow tube (or drain plug if equipped with an overflow fitting) into the drain hole, and turn on the livewell pump. The water level will maintain the height of the overflow.

To empty the livewell, turn off the livewell pump and remove the overflow tube (or drain plug).



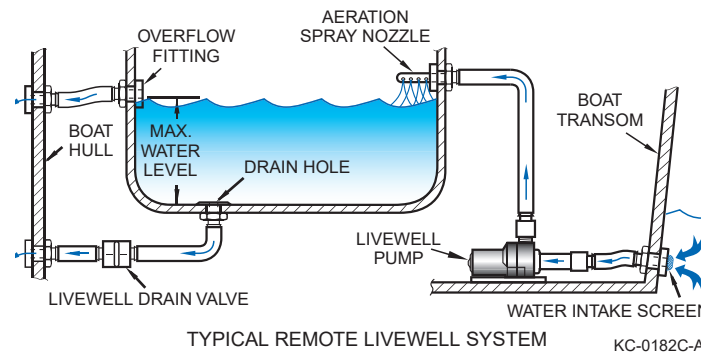
Recirculating Livewell

Recirculating livewells allow water recirculation while a boat is in operation or on the trailer. Like manual and remote types, this system continuously aerates the livewell with sea/lake water while you are fishing. While underway or when trailering, the system can be closed to recirculate the water in the livewell. During recirculation, keep in mind that sea/lake water is not used and water temperature increases quickly, which may kill the fish in the livewell.



Remote Livewell

Remote livewells operate similarly to manual livewells; the primary difference is the addition of a remote-controlled livewell drain. The drain valve control is usually located near the helm or the livewell.



Livewell Controls and Operation

Livewell Pump Switch

The livewell pump switch controls the livewell pump ON/OFF. Some models may have an automatic setting for use in conjunction with the livewell timer to vary the ON/OFF time cycle. On models with an automatic setting and no timer, the time cycle is approximately one minute on and three minutes off.

NOTICE

Most livewell systems draw power from the main engine cranking battery. The automatic setting, if available, will help conserve battery power.



Livewell Timer

A livewell timer can continuously vary the OFF time interval. Pump ON interval will remain at approximately one minute regardless of the OFF time setting. On models with two livewells, this timer may be wired to control both livewell pumps.

Livewell Control Valve

The livewell control valve controls the ability to select between sea/lake water and recirculation operation. This valve must be in the recirculation (closed) mode whenever the boat is in operation or on a trailer. If the valve is left open, water can siphon out of the livewell and kill the fish.

Livewell Drain Switch

The livewell drain switch turns the livewell drain pump (if equipped) on/off. Be sure to turn the pump off when it is not in use.

SMOKE DETECTOR

A smoke detector is a safety device designed to sound an audible alarm when smoke is detected in the area of the detector. Smoke detectors are recommended in areas where fire is a possibility, especially in boats that have confined areas such as sleeping quarters, galleys and head compartments. Regularly check the

condition of the detector for proper operation. See the manufacturer's instructions for installation requirements and operating instructions.

STABILIZER

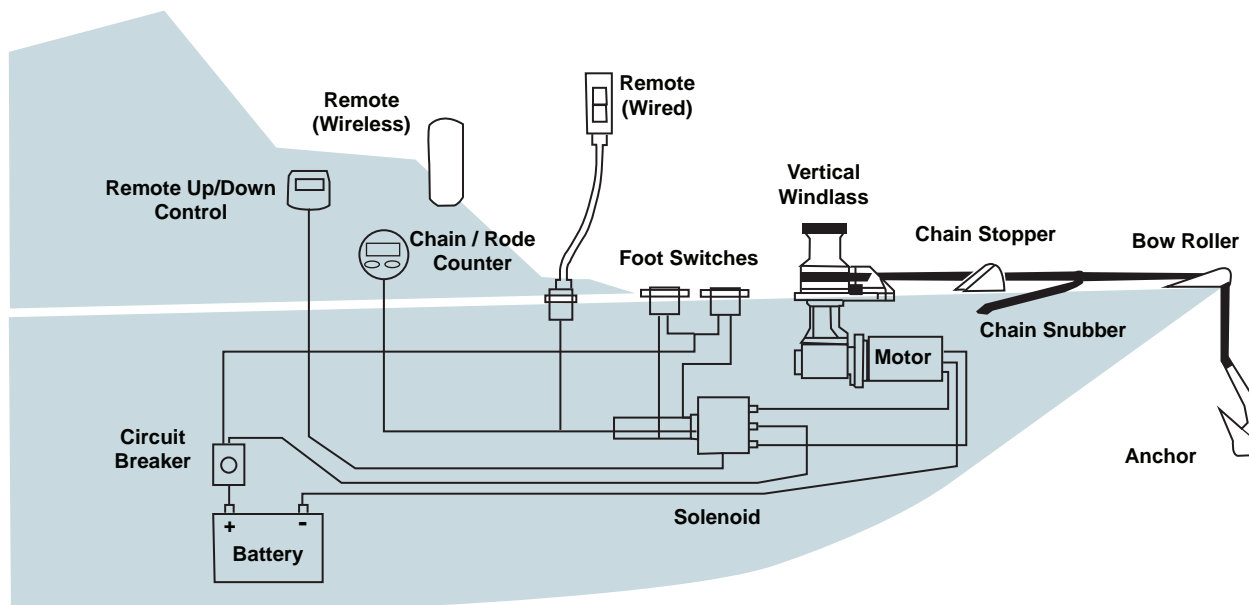
The boat may be equipped with a stabilizer option to significantly reduce boat roll. Controls for the stabilizer can vary by type; read the stabilizer operation information for proper use.



KC-6002

WINDLASS

The boat may be equipped with a windlass for deploying and retrieving the bow anchor using a notched wheel to engage chain links/rope. Windlasses on recreational boats are usually driven by an electric motor and controlled by rocker, foot or remote control switches and may be a vertical or horizontal style. Windlasses have a "chain locker" for storing the chain/rope, a chain stopper with a snubber and/or a tie-off cleat to secure the anchor in deployed or retrieved positions. The boat may be equipped with one or more up/down control switches and possibly a chain/rode counter.



KC-6018



⚠ WARNING *Severe Injury Hazard: Always keep limbs, fingers, hair and clothing away from the anchor, rode and windlass during operation. Check that there are no swimmers in the water or divers nearby when dropping anchor. Be sure the anchor is fully secured after retrieval.*






When the anchor is retrieved, always use the chain-stopper and attach the snubber to prevent accidental release. When the anchor is deployed, always secure the anchor rode to the anchor cleat. Rode can be rope or chain but is often a combination of both.

If there is no chain counter alarm, consider marking the chain with paint to reduce the potential for boat damage during retrieval. Use yellow at 6 feet and red at 3 feet as a visual indication to slow down. Windlasses can be dangerous or can damage the boat if used improperly, so read the windlass manufacturer's owner's information thoroughly and practice deploying and retrieving the anchor in controlled conditions before actual use.













SYMBOLS






BASE SYMBOLS

 Boat	 Boat Profile	 Engine	 Tank	 Light
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SWITCH SYMBOLS

 Interior Light	 Anchor Light	 Navigation Light	 Engine Room Blower	 Bilge Pump
 Windlass	 Depth Finder	 Windshield Wiper	 Windshield Washer	 Horn

ENGINE SYMBOLS

 Ignition	 Hour Meter	 Engine Key	 Engine Stop	 Engine Alert
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TANK & BATTERY SYMBOLS

 Fuel	 Waste Holding	 Freshwater	 Battery	 Battery Parallel
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OTHER SYMBOLS

 Sling Point	 Lift Point	 Fuel	 Diesel Fuel	 Safety Alert
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Section 10

GENERAL CARE AND MAINTENANCE

The boat may feature a variety of specialized systems and components. The following basic and typical information may not apply to your specific application. This section may not cover all systems or components on the boat. See the *Engine Operator's Manual* or the equipment manufacturer's information for maintenance procedures.

Maintenance procedures may require special knowledge and equipment. Always consult the boat dealer for assistance in performing service, maintenance or modifications to the boat.

Neglect of maintenance and unauthorized service work is not recommended and may void your warranty. Refer to the *Engine and Equipment Manufacturer's* maintenance schedules and requirements, and keep a detailed log of the procedures and dates completed. Always consult the boat dealer for assistance with periodic maintenance.

Before performing any general care and maintenance procedures within this section, review *Safety in Section 2*.

SAFETY EQUIPMENT

Periodically check the safety equipment for damage, general condition and operation when applicable. Always replace safety equipment that is in question or in need of repair:

- Fire extinguisher
- Life jackets
- Visual distress signaling devices
- Audible signaling devices
- Navigational lights
- Emergency radios or Emergency Position Indicating Radio Beacon (EPIRB)
- First aid kit
- Batteries in electronic devices

BOATING EQUIPMENT

Periodically check the general equipment on board for damage, general condition and operation when applicable. Always replace equipment that is in question or in need of repair.

- Anchors and anchor lines
- Boat hook
- Dock fenders
- Foul weather gear/clothing
- Mooring lines
- Oars/paddles
- Tool kit
- Tow line

CORROSION PROTECTION

GALVANIC CORROSION

Galvanic corrosion (electrolysis) is the deterioration of metals from the effects of electrolytic action. When two dissimilar metals are immersed in a conductive fluid such as salt water, an electric current is produced, much like a battery. As current flows between the two metals, the softer, or sacrificial, metal deteriorates.

If you operate in salt, polluted or brackish waters, the boat should be equipped with a transom-mounted sacrificial anode to prevent corrosion damage to other metal parts of your boat that are in contact with the water. The anodes are self-sacrificing and are slowly eroded by electrolytic action. These anodes are important and require periodic inspection for deterioration. Replace the anode when it is less than 50% of its original size.

Most engines are equipped with one or more anodes that require periodic inspection. See the *Engine Operator's Manual* for maintenance procedures.

Electronic cathode systems are designed to reduce the effects of electrolysis. Electronic cathode systems emit an electrical low-current charge into the water near the metal components' neutralizing electrolytic action.

NOTICE Do not paint or coat sacrificial anodes or cathodes with any substance. Once covered, they do not provide protection from galvanic corrosion. Replace anodes if they have deteriorated 50% or more.

SALTWATER CORROSION

Any boat exposed to salt water can be affected by the salt. However, to minimize the effects of salt water on aluminum boats, consider the following preparation and maintenance.

HULL PREPARATION

If you plan to use your boat in salt water, all portions of the boat that will be submerged should be painted with an approved aluminum anti-fouling paint. This service is provided by your dealer or by someone recommended by your dealer. There is an extra charge for this service.

If you trailer your boat and use it in salt water, be sure that the bottom of the boat has a barrier between it and the bunks. If anti-fouling paint is not used, salt water trapped in the trailer bunks can cause corrosion at the point where the trailer bunk meets the hull.

In some cases you may need to have sacrificial anodes added to your boat to prevent electrolysis. Ask your dealer whether he recommends adding anodes. There is an extra charge for this service.

Maintenance

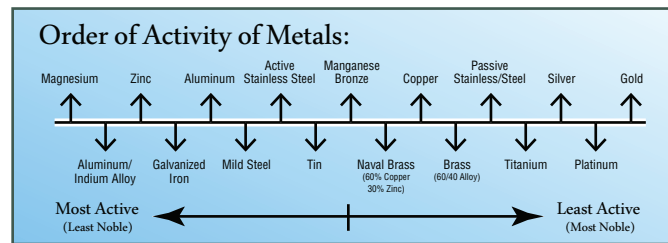
Removing saltwater deposits from the boat as quickly as possible is the key to keeping saltwater corrosion in check.

- Rinse the boat hull and deck with fresh water and wash immediately after using the boat in salt water. Allow the boat to dry before covering it with the mooring or seat covers.
- If you trailer your boat you **MUST** flush the salt water from in between the bunks and the pontoons. This does not prevent corrosion but only mitigates it if no anti-fouling paint is applied.
- You should repair paint chips and scratches when you start to notice bare metal showing.
- Cover your boat **WHEN DRY** with seat covers or a mooring cover to keep salt and weather off of your boat. Since most saltwater areas are very humid it is imperative that the boat be dry before it is covered. If you cover it wet you will see mildew develop.
- A yearly inspection for corrosion or deterioration of the electrical connections is recommended.

- If the boat is used primarily in salt water, wax the hull monthly and apply corrosion inhibitor to all hardware.
- Flushing the engine cooling system is recommended when the engine has been used in salt, polluted or brackish waters. Flush the entire engine cooling system with fresh water for at least 5 minutes after use in these waters. See the *Engine Operator's Manual* for the flushing procedure. Consult the boat dealer for suitable flushing equipment.

SACRIFICIAL ANODES

Anodes (sometimes called “zincs”) are used to protect hardware exposed to the water. Since galvanic corrosion attacks the least “noble” metals first, less noble metal anodes are used to purposefully “sacrifice” themselves, thereby protecting the more noble metals of the drives, propeller, tabs, boarding platform and other metal items below the waterline (such as underwater gear).



KC-6009

Anodes may be installed on the boat transom and/or bottom at the factory. Additional anodes may be installed on the underwater gear as well as any metal components exposed to raw water, such as heat exchangers and water cooling jackets. Anodes are made in three different metals which must be matched to the water type and local conditions. Most boats are equipped from the factory with zinc anodes on the recommendation from engine and drive manufacturers. The anodes that are installed on the trim tabs are typically zinc and are isolated from the boat bonding system.

Selection, monitoring and replacement of the anodes on the transom, drives, trim tabs, boarding platform supports and other underwater gear is the customer’s maintenance responsibility. Any damage done because of lack of maintenance will not be covered under warranty.

WATER TYPE	ANODE MATERIAL	REPLACE AT
Salt water	Zinc	40% decomposition
Brackish water	Aluminum	50% decomposition
Fresh water (clean)	Aluminum magnesium alloy	50% decomposition
Fresh water (polluted)	Magnesium	40% decomposition

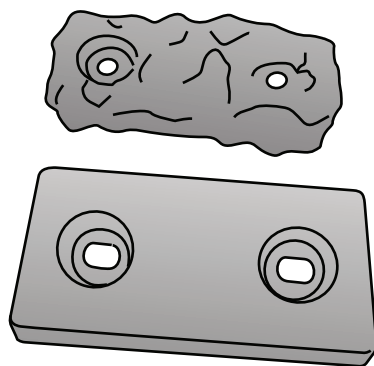
NOTICE *To be effective, anodes must be bare metal. If the boat is dry-docked more than 24 hours, sand the anodes to clean oxidation from the surface.*

- *Zinc and aluminum anodes left in fresh water or zinc anodes used in brackish water will become covered with white oxide which effectively stops the sacrificial process and exposes the underwater gear to damage.*
- *Do not paint sacrificial anodes. Bottom paints/sealants on anodes will block the sacrificial process and expose the underwater gear to damage.*
- *Depending on local conditions, some anodes can deteriorate very quickly and must be closely monitored. See the boat dealer for recommendations.*

Because of the vital function that anodes play in the protection of underwater gear, replace anodes at the recommended level of decomposition, or annually, with the correct type. Boats stored in salt water will normally need to have the anodes replaced every 6 months to one year.

Anodes requiring replacement more frequently may indicate a stray current problem within the boat or at the slip or marina.

Anodes that do not need to be replaced after one year may not be providing the proper protection. Loose or low-quality anodes could be the problem. There could also be a problem in the bonding system or the wrong anode material is being used.



KC-6006

The boater/customer has the responsibility in maintaining and ensuring that the proper anodes are installed for the area (water) in which the boat will be used. See the boat dealer about changing material or adding additional anodes.

HARDWARE, FASTENERS AND FITTINGS

Check all fasteners, fittings, hinges, latches, rails and cleats for corrosion and tightness. Repair or replace any items that need attention. Never use automotive replacement parts when replacing marine parts.

Periodically clean all hardware with approved marine cleaners or mild soap and water. Never use abrasive cleaners or materials; they will scratch the polish and protective coatings on the hardware and cause the hardware to corrode. Applying a coating of marine-grade wax can help maintain the original shine of the hardware and help prevent corrosion.

STAINLESS STEEL AND CHROME HARDWARE

Stainless steel and chrome will normally oxidize over time, especially in marine environments. Cleaning and preventive maintenance of stainless steel and chrome hardware are crucial in maintaining appearance and functionality. If the hardware is left unattended, it can corrode, causing the hardware to appear unsightly and cause structural integrity problems.

Wash the stainless steel and chrome hardware with mild soap and water after operating the boat in corrosive environments such as salt water.

Remove rust or corrosion promptly by cleaning the hardware using a high-quality stainless steel, chrome cleaner or conditioner. Do not use any abrasive materials such as steel wool or sandpaper to clean the hardware. Do not use acids or bleach or any cleaners not intended for stainless steel or chrome, such as glass, tile or counter cleaners, as these types of cleaners can cause permanent damage. Always test a cleaner in an inconspicuous area first before applying to the complete surface.

After cleaning, protect the surface of the hardware by using a high-quality boat, automotive, stainless steel or chrome protectant or wax.

ALUMINUM HARDWARE

Periodically wash aluminum hardware with soap and water to keep it clean. If the boat is used in salt water or polluted water, wash aluminum hardware with soap and water after each use. Salt water allowed to remain on aluminum will penetrate the metal and corrode the aluminum.

It is recommended to frequently clean and coat all aluminum hardware with a metal protectant made for aluminum to protect against pitting and corrosion caused by the harsh effects of salt water. Choose an appropriate cleaner specific to your needs, as special cleaners are available for different types of aluminum hardware such as anodized, powder coated and polished.

Most stains can be removed from aluminum with a metal polish or fine polishing compound. To minimize corrosion, use a caulking compound or Teflon-based sealer to isolate hardware and fasteners mounted to aluminum fabrications. With proper care, aluminum hardware can provide many years of service.

ELECTRICAL SYSTEM

Before performing any work on the electrical system or the battery, review *Safety in Section 2*.

BATTERIES

⚠ WARNING *Electrical Shock Hazard: Always disconnect the batteries before performing maintenance on the DC electrical system. Electrical shock may occur if the batteries are not disconnected during maintenance on the DC electrical system.*

⚠ WARNING *Personal Injury Hazard: Always wear gloves and protective eyewear when working on and around the batteries. The batteries contain an acid called electrolyte. Avoid causing damage that could spill electrolyte into the bilge when servicing the batteries. Avoid getting salt water in or on the battery. Either condition can create a poisonous gas that is harmful if inhaled. Always disconnect the batteries before cleaning.*

⚠ CAUTION *Personal Injury Hazard: Never allow a tool to bridge across the battery terminals. Injury can result if the terminals are accidentally bridged with a tool or other conductor.*

Today's boats can be loaded with electronics that all run off the boat's battery. Because of this, many boats will have two or more batteries: one for starting and running the engine, and one for electronics, commonly referred to as the house battery. One advantage is that the starting battery will not be drawn down when using electronics with the engine off, such as with a stereo. Another advantage is if the starting battery has lost capacity because of age, the battery switch has a 1+2 (Both) position that parallels both batteries for emergency starting. See the *Blower Switch* section of this manual for more information.

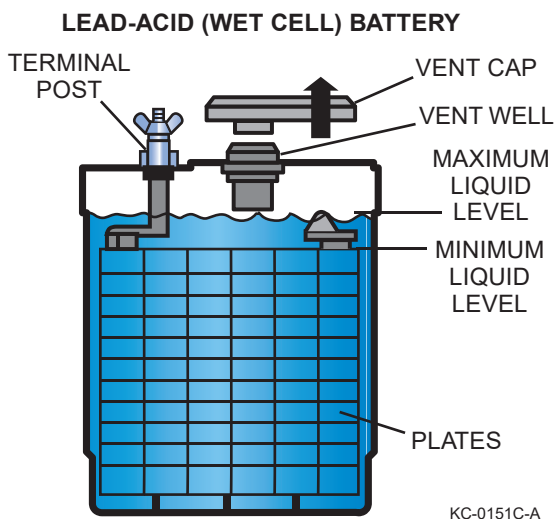
Marine batteries generally come in two types: starting and deep-cycle. Starting batteries are similar to car batteries, can supply lots of current for a short period of time and are used for starting the engine. Starting batteries should be recharged almost immediately and do not tolerate deep discharges. Deep-cycle batteries are designed for repeated discharging and recharging cycles without damage. They are used as the house battery on boats with higher DC power requirements.

All batteries have one thing in common — they run for a while, need recharging and require an eventual replacement as the capacity fades. Most marine batteries are sealed and require no maintenance other than keeping them at a full state of charge and diligently cleaning corrosion from the terminals. To maintain long life, deep-cycle batteries should not be discharged more than 50% before they are recharged.

Most marine batteries are flooded, sealed lead-acid, but there are several different battery types/chemistries that could be used. You must use caution when charging or replacing the batteries; replace batteries with the exact same type, group and capacity. If your boat is not equipped with an onboard battery charger, use a smart charger suitable to your battery type/chemistry.

⚠ CAUTION *Burst Hazard: Never use an automotive type (lead-acid) battery charger to charge a gel cell type battery. Doing so will cause damage to both the charger and battery and can cause the battery to burst. Use a battery charger specifically designed to charge gel cell type batteries.*

Always turn off the battery switch (if equipped) or disconnect the negative battery cable before servicing the electrical system.



When you install a battery:

- Make sure the battery terminals are clean.
- Be certain to use correct polarity when you connect the battery cables to the battery.
- Make sure the cable connections are tight.
- Always shut down the engine before removing or attaching battery cables and never run the engine with the battery cables disconnected.
- Always remove the negative (-) cable first. Always attach the negative (-) cable last.

Check the battery frequently for signs of corrosion. If corrosion is evident, clean the terminal posts with a baking soda and water solution and a wire brush. Disconnect the battery terminals before cleaning.

WARNING *Burn Hazard: Lead-acid battery fluid can cause severe burns.*

Check the fluid levels in the cells.

NOTICE *Some batteries are sealed and cannot be filled. A level of approximately 1/4 to 1/2 in. (6 to 13 mm) above the plates is sufficient. If needed, fill with distilled water; do not overfill.*

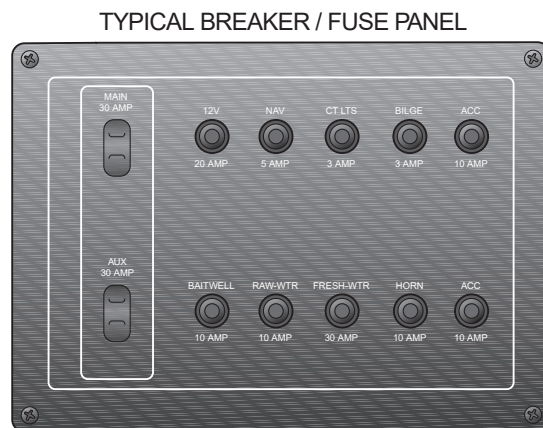
During extended periods of non-use, batteries will self-discharge and should be recharged. Before recharging, disconnect the battery terminals and remove the battery from the boat. Recharge the battery according to the directions enclosed with the battery and battery charger. When installing the battery in the boat, make sure the battery is secured in the battery box, the terminals are tight and all protective covers are in place.

WARNING *Fire/Explosion Hazard: Hydrogen gases produced by a lead-acid battery while it is charging, or the engine is running, can cause a fire and/or an explosion.*

CIRCUIT BREAKERS AND FUSES

Never exceed the recommended fuse sizes or bypass a fuse in a circuit. Always install the proper (type and rating) fuses whenever replacing or changing fuses. Continuous fuse/breaker failures indicate a severe problem and require immediate attention.

WARNING *Fire Hazard: Never reset a circuit breaker that has been automatically tripped or replace a fuse that has blown without first identifying and correcting the cause of the problem. Failure to correct the cause may result in a fire hazard.*



Some applications use circuit breaker switches to provide individual circuit protection with the ability to manually reset the breaker switch.

To reset a tripped circuit breaker, move the breaker switch to OFF. Identify and correct any problems with the circuit and unplug all loads connected to it. Wait a minimum of one minute for the breaker switch to cool and then push the breaker switch to ON. Turn the breaker switch to OFF immediately if it trips, and consult qualified personnel.

To replace a fuse, locate the fuse block and the failed fuse. Carefully remove the fuse without touching other fuses or wires. When possible, use a fuse removal/installation tool. Some accessories have in-line fuses accessible inside the helm or near the battery.

WARNING *Fire Hazard: DO NOT exceed the recommended fuse sizes or bypass the fuse safeguard. Always install the proper (type and rating) fuses whenever replacing or changing fuses.*

NOTICE *A boat's electrical system is designed to protect you from electrocution, short circuits and overloads. Have a qualified electrician perform any modifications to the system such as adding electrical accessories. Some installed accessories, such as stereos, have an additional fuse located in-line with the positive lead. Other accessories may use in-line fuses near the battery.*

BILGE

A boat's bilge area accumulates oil and greasy dirt over a period of time and should be cleaned periodically. Consult the boat dealer for recommendations on special bilge cleaning products and procedures.

BILGE PUMP

Periodically check the bilge pump(s) inlet screens and hoses for obstructions and debris. Foreign materials can clog the screen and hoses or become lodged in the bilge pump impeller, which can cause the pump to malfunction. Periodically check the operation of the bilge pump and float switch, if equipped. Inspect all wiring, clamps and hoses for tightness on a regular basis.

DETECTORS

Inspect fire, gas vapor and CO detectors periodically for proper operation. See the manufacturer's information for periodic testing procedures.

FRESHWATER SYSTEM

Perform the following maintenance monthly to help keep the freshwater system clean and sanitary.

- Drain the freshwater tank completely using all faucets, showers, etc. Refill tank with at least 20 gallons of clean, fresh water and drain again.
- Clean freshwater pump inlet filter screen, if equipped.
- Replace freshwater system filter(s), if equipped.

- Clean city water inlet strainer, if equipped.
- Flush city water system using all faucets and showers.

If water in the tank has stagnated and you suspect that the freshwater system may be contaminated, sanitize the system.

To sanitize:

- Drain the freshwater tank completely using all faucets and showers.
- Mix a solution of 1/4 cup household bleach to one gallon of water for every 15 gallons of tank capacity. Pour the solution into the freshwater tank.
- Fill the tank with clean, fresh water.
- Turn freshwater pump on and bleed air from all faucets, showers, etc.
- After approximately three hours, drain the system completely.
- Flush the system with one full tank of water.
- Fill tank with clean, fresh drinking water.

If you can smell or taste bleach in the water:

- Drain the system completely.
- Mix a solution of one quart of white vinegar to five gallons of water. Pour the solution into the freshwater tank.
- Allow the solution to remain in the tank until you have logged approximately one hour of cruising time. Boat motion will move the vinegar/water solution around to help clean the tank.
- Allow the solution to remain in the tank for at least one week.
- Drain the freshwater system completely.
- Flush the system with one full tank of water.
- Fill the tank with clean, fresh drinking water.

ENGINE

The manufacturer of the boat's engine(s) will provide a separate maintenance procedure. See the *Engine Operator's Manual* for specific information on maintenance procedures.



FUEL SYSTEM

 **WARNING** *Fire/Explosion Hazard: Gasoline is extremely flammable and highly explosive under certain conditions.*

Be sure to check the fuel hoses and connectors for leaking and deterioration before fueling and on a monthly basis.

Fuel vents are normally located in the deck in the same general area as the fuel fills. Periodically check that the fuel fills and vent lines are free of obstructions and kinks.

Check and/or replace the fuel filter periodically or clean as needed. Check fuel lines, vent hoses and drain hoses frequently for leaks. Replace any worn or cracked hoses.

Tightening a fitting or clamp may correct a fuel leak. If the leak continues, however, replace the line, fitting or hose immediately to prevent a build-up of fluids or gases.

Use fuel system parts certified for marine use only. Never use automotive parts in marine applications.

HEAD AND WASTE CONTAINMENT SYSTEM

HEAD (MARINE TOILET)

Periodic maintenance guidelines:

- Use a non-abrasive cleaner for the bowl.
- A light coating of a general-purpose marine lubricant on the pump rods and slides will reduce friction of moving parts.
- Use recommended deodorant and lubricant for the internal parts of the head.
- Always flush the head completely to clear any waste from the bowl and/or lines to the waste tank. This can prevent odor and waste buildup in the lines. To reduce odors, pour and keep some fresh water in the bowl after flushing.

WASTE HOLDING TANK

If the boat has an optional waste holding tank installed, various chemicals are available to control odors and help break down solids. Consult your local marine dealer for product suggestions. After the holding tank is emptied, fill the tank with fresh water and pump it out again to rinse.

NOTICE


The discharge of any type of debris or waste, including, but not limited to, food, trash, garbage, oil, fuel, liquids and human waste, is highly restricted, if not unlawful, in most waterways. Never discharge anything into the water.

RAW WATER SYSTEM

Periodic maintenance guidelines:

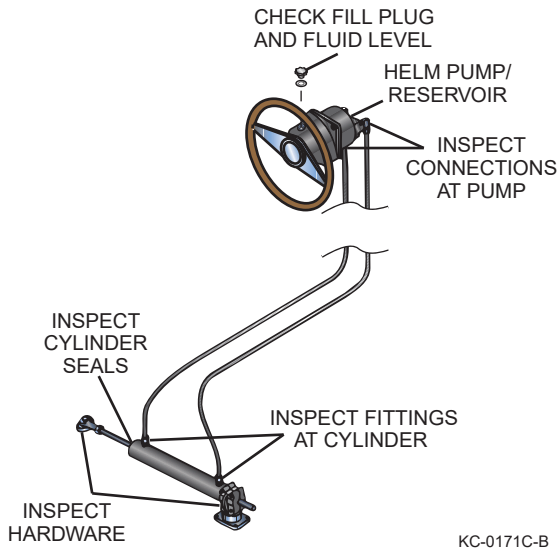
- Lubricate and operate all seacocks, checking for proper operation.
- Inspect, clean or replace strainers as necessary.
- Check for leakage at all hull fittings, lines, connections, valves, etc.
- Check all raw water-related pumps, controls and appliances for proper operation.
- Clean and flush all lines and systems with clean, fresh water and approved cleaners.

STEERING SYSTEM

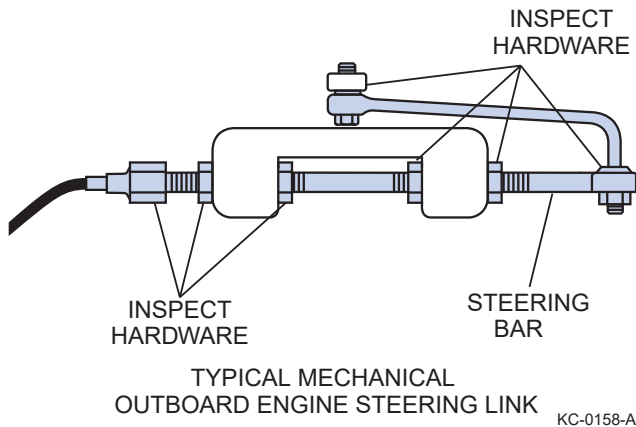
 **WARNING** *Control Hazard: Improper maintenance of steering system is hazardous and can cause death or serious injury from sudden loss of control. Ensure all steering hardware, cables and grease fittings are regularly inspected and maintained. If any steering problems are noticed, do not operate the boat and contact your dealer immediately for service assistance.*

Inspect and maintain the boat's steering system regularly. Frequently check the hardware at the helm, engine or rudder end for tightness. See the *Engine Operator's Manual* or the steering manufacturer's information for the appropriate torques.

TYPICAL HYDRAULIC STEERING SYSTEM



Make sure hydraulic hoses are tight and leak-free. Check cylinder seals for dampness, which indicates leaking. Check the fluid reservoir monthly and top off if necessary. See the steering system manufacturer’s information for more details.



TYPICAL MECHANICAL
 OUTBOARD ENGINE STEERING LINK

TRIM TABS

Periodically inspect the trim tabs for damage and leaks. Check the hydraulic pump fluid level periodically and fill with the recommended fluid.

GENERAL MAINTENANCE AND CLEANING

⚠️ WARNING *Asphyxiation Hazard: Do not mix cleaning agents together; toxic vapors may be released. Read and follow safety-related precautions found on the product labels.*

Never allow any type of cleaning solution or cleaning material to come in contact with the water or be discharged into the water. The discharge of any type of debris or waste, including, but not limited to, food, trash, garbage, oil, fuel, liquids and human waste, is highly restricted, if not unlawful, in most waterways. Never discharge anything into the water.

Periodic cleaning is the best way to keep the boat looking new. Regular washing and waxing keep dirt, algae and water deposits from building up and deteriorating the finish. Keeping the boat in “show room” condition means greater personal satisfaction and higher resale value. Special cleaning products are available from the boat dealer.

MARINE GROWTH

If accelerated marine growth is a problem in your area, an antifouling bottom paint may be necessary to slow growth and prevent gelcoat damage. Before selecting a bottom paint, talk to the boat dealer to determine which product works best in your area. Many local variables can affect the selection of paint. Be sure to follow the paint manufacturer’s directions exactly.

HULL

When washing the boat, use a mild detergent with a warm water solution. Never use any kind of alkaline cleaners such as Tri-Sodium Phosphate (TSP), abrasive cleaners, solvents, ammonia or chlorine to clean gelcoat surfaces, as these will damage the gelcoat surface. Special cleaners are available from the boat dealer to remove marine growth and algae from the hull.



Wax gelcoat surfaces at least twice a season. Special marine gelcoat waxes are available from the boat dealer to prevent color fade and dirt adhesion. If the gelcoat has oxidized, chalked, dulled or faded from lack of proper maintenance, buffing may be necessary to bring back the shiny appearance. Hand buffing with #7 rubbing compound or power buffing with glazing compound #1 will quickly restore the surface; however, always seek certified assistance before attempting to restore your boat's finish.

UPHOLSTERY

Regular washing with mild detergent and warm water or non-solvent type automotive vinyl cleaner is sufficient to keep the cushions, canopy top and other vinyl coverings in good condition. Keep the cushions from becoming soaked and dry off thoroughly after washing to prevent mildew accumulation after the boat is covered. Position the cushions up in the boat when covered to allow air circulation and spray with mildew repellent.

For tough stains on vinyl such as adhesive and rust, use a citrus cleaner followed by a mild detergent and warm water. For ink stains, apply denatured alcohol and wipe off. Note that some products such as suntan lotion, shoe polish and wet leaves may stain permanently.

Although not always convenient, minimizing the boat's contact with damaging ultraviolet (UV) rays and storing removable seats and canopies indoors when not in use will increase the longevity of vinyl upholstery.

NOTICE

Certain automotive, household and industrial cleaners can cause further damage and discoloration. Be cautious when using solvents and dry-cleaning fluids, or products that contain dyes such as waxes. Whenever cleaning stubborn stains, test the treatment in an unseen area first. Use the following stain treatments with discretion. Between steps, be sure to rinse thoroughly with plenty of clean water and allow to dry.

INTERIOR FABRIC

Clean interior fabrics with cleaner approved for use with your boat's fabrics. Using inappropriate cleaners can permanently damage fabrics. Always follow the cleaner's manufacturer's instructions carefully. Always test cleaners in an unseen area first.

 **WARNING** *Toxic Fumes Hazard: Dry cleaners require adequate ventilation during use. Open all hatches and windows before application.*

Soft cleansers or soap and water will remove most marks or stains on wallpaper. Lightly rub the mark or stain with a sponge or soft cloth and dry with a clean cloth.

CANVAS AND BIMINI TOPS

In most cases, boat canvas receives more abuse than any other item on a boat. Canvas must be regularly maintained for long life and top performance. Moisture, dirt and chemicals from industrial fallout, heat, ultraviolet rays and salt water can all contribute to the deterioration of canvas. These elements can cause serious damage if left unchecked. The following guidelines will help you keep your canvas in good condition for years to come:

- Convertible tops are not designed for extended exposure to the elements as a protective cover at dockside or when the boat is in storage. Use a full, properly fitted, light-colored mooring cover for these purposes.
- If canvas gets wet during use, remove any side curtains and open the windshield to allow both sides and all seams to dry. The air circulation will allow all canvas to dry and prevent the growth of mildew. Never store wet or damp canvas.
- Occasionally set up all canvas and curtains, and hose down with fresh water to remove accumulated soot and dirt. Sweep or brush the underside of the canvas to prevent the accumulation of dirt and mildew.
- Wet canvas must be allowed to dry thoroughly before storage. Never allow canvas to dry loose since shrinkage can occur. Install and stretch all canvas fully on your boat when drying.
- Never allow the canvas to be exposed to direct sunlight for long periods of time.
- Use care when handling clear vinyl curtains and windows to prevent scratching. Never use cleaners on clear vinyl curtains and windows. Use clean water and a soft, clean cloth.
- Never fold canvas where creases can form in the material. Loosely roll canvas to prevent damage.
- Never store canvas in plastic bags. Store canvas in a dry, well-ventilated compartment.

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10 GENERAL CARE AND MAINTENANCE

- Outer canvas surfaces can be cleaned with a soft scrub brush and either automotive convertible top cleaners or household cleaners suitable for use on vinyl surfaces. The underside of the canvas may be periodically sprayed with a spray disinfectant to prevent mildew.
- Never store or dock the boat under trees. Tree sap is very corrosive to canvas and can also be harmful to gelcoat and vinyl interiors.
- Adjust canvas top bows to eliminate pockets in which rainwater can accumulate. The weight of accumulated water can collapse or damage the canvas top.
- Lubricate snaps and zippers regularly. Vaseline, silicone spray or paraffin are effective lubricants. Never force snaps and zippers that are stuck.
- Never trailer the boat with the convertible top in the mounted position. Dismantle, roll and securely store all canvas while trailering your boat to prevent wind damage.

CARPET

Occasional vacuuming and washing with mild detergent and warm water or household carpet cleaners will keep the carpet clean. Thoroughly wash the detergent out of the carpet with clean water. Let the carpet dry in the sun to prevent any mildew or odor caused by moisture.

To clean mildew off the carpet, first check the cleaner on a small area of carpet that is hidden to determine compatibility of cleaner and carpet. "FISH ATTRACTANTS," which are commonly sprayed on lures and some insect repellants, will cause deterioration of the carpet backing. Spray these formulas away from the boat carpet and clean any spills promptly. DO NOT use pressure sprayers to clean boat carpet.

WINDSHIELD

A clean windshield is important. If the boat is equipped with a glass windshield, applying a nonabrasive glass cleaner with a soft cloth will remove most dirt. Clean tinted Plexiglas or plastic windshields with a mild soap solution and damp cloth only. Harsh detergents, solvents, chemicals or dry cloths used on any glass or plastic windshield will scratch the surface.

WINDOW CHANNELS

Nylon pile is typically used in sliding window channels. Never use any products that contain bleaching solutions to clean window channels or seals. Use only a mild detergent and water solution for cleaning. If windows stick, spray the channels with silicone spray while working the window back and forth.

TEAK

Teak is an organic and porous wood that contains natural oils and silicates that make it ideal for marine applications.

Depending on the interior or exterior application of the teak used on the boat, different cleaning and refinishing procedures may be required. The following information is intended as a guide. Always consult the boat dealer before performing any cleaning or refinishing procedures.

Cleaning

Only use approved teak cleaners and follow the manufacturer's instructions and warnings carefully. The use of unapproved teak cleaners, such as general or all-purpose cleaners, rust removers or cleaners containing acid, will damage the teak and/or fasteners and the caulking used to secure the teak.

When cleaning areas that have caulking in the seams between teak boards, use special care to prevent damaging or removing the caulking. Do not use cleaners containing chlorine.

When cleaning, always scrub across the grain using a Scotch-Brite™ type scrubbing pad or plastic bristle brush. Scrubbing with the grain may cause damage by removing soft grains from the teak. On larger areas, rotary scrubbers can be used.

Refinishing

Lightly sand all teak surfaces periodically to smoothen the exposed surfaces. This exposes less wood grain area to the elements and helps prevent the exposed grains from trapping dirt.

When sanding teak, the grit of the sandpaper and sanding method used depend on the condition of the teak. Minor scratches may be repaired using sandpaper (400 to 1000 grit). Major scratches and refinishing may require a sanding machine and the use of lower grit sandpaper. When sanding, always hold the sandpaper or pad flat on the teak to avoid gouging the teak.



To repair chips, cracks, plugs or breaks, special epoxies are available specifically for use with teak. When replacing caulking, take care to keep the seams dry and clean. Always use caulking approved for teak use and follow the manufacturer's instructions and warnings carefully. Immediately repair damaged areas or areas that always appear wet, as water leaking between seams or under the decking can cause further damage.

Sealants and Oils

The use of sealants or surface finishes on exterior applications is generally not recommended and should only be applied after consulting with the boat dealer. Never use sealants containing kerosene or petroleum products.

As teak is a porous material that contains natural oils and silicates, the use of protective oils or sealants is not recommended for exterior and most interior applications. Applying oil to teak can cause personal safety hazards, permanent teak damage and increased maintenance, and can shorten the life of the teak. In addition, teak oils can be harmful to other materials such as caulk, vinyl, plastics, gelcoats, etc.



SECTION
10

GENERAL CARE AND MAINTENANCE

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Section 11

WINTERIZATION AND STORAGE

The boat may be equipped with a variety of specialized systems and components. The following basic and typical information may not apply to your specific application. This section may not cover all systems or components on the boat. Consult the boat dealer for assistance.

Winterizing or storing the boat for extended periods of non-use requires special preparation to prevent boat and system damage. Without proper preparation, if the boat is not used or is stored for extended periods of time, internal parts of the engine may become corroded from lack of lubrication. If the boat is stored in freezing temperatures, water inside the bilge, engine cooling system or boat water systems may freeze and cause damage. Be sure to keep up with all annual maintenance during winterization.

Before performing any winterization and storage procedures within this section, review *Safety in Section 2*.

LIFTING

NOTICE

Consult the boat dealer for proper lifting instructions for the boat.

Attempt to lift or hoist boats only if you are qualified or experienced with this procedure. This procedure requires special equipment and experience. Do not attempt to lift or hoist the boat alone; damage, personal injury or death can occur.



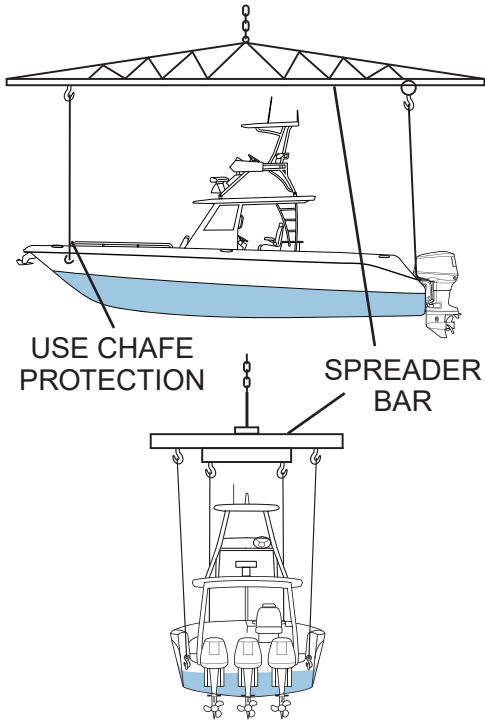
WARNING *Crush Hazard: Special equipment is necessary to lift the boat and/or engine. Always use lifting equipment with sufficient capacity to lift the boat and/or engine.*

If the boat is to be removed from the water without a trailer, follow these guidelines:

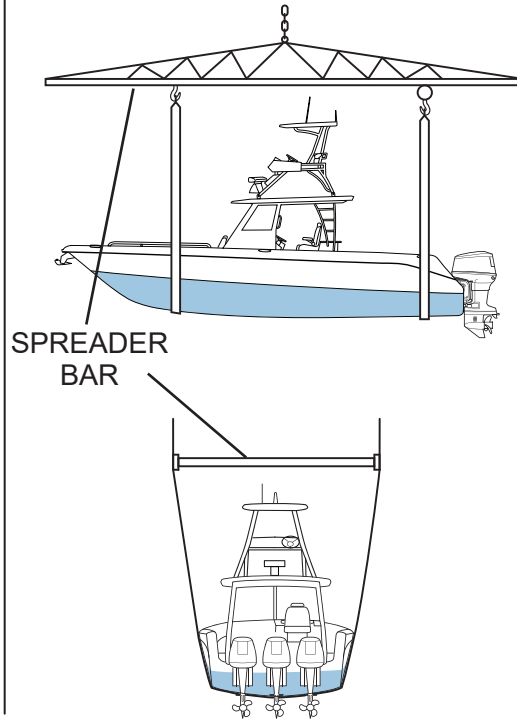
- Cover lifting cables with a rubber hose or other protectors to prevent damage to the finish.
- Attach guidelines to the bow and stern to control movement.
- Use spreader bars and keep lifting pressure vertical to prevent side load damage.
- Keep the bow slightly higher than the stern to prevent engine damage.



LIFT RINGS



SLINGS



KCB-0092



WINTERIZATION AND STORAGE PREPARATION

The following procedures will help prevent damage to the boat:

- While the boat is still in the water, fill fuel tank(s) with fresh fuel and add the proper amount of fuel stabilizer/conditioner according to the engine manufacturer's recommendations. Operate the boat for at least 15 minutes to be sure that the treated fuel has reached the engine.

NOTICE

If you plan to store the boat for more than three months in either a humid environment, extreme temperatures or outdoors, "fog" the engine with a corrosion-preventing fogging oil according to the propulsion system manufacturer's recommendations. See the Engine Operator's Manual for more information.

- Once the boat is removed from the water, remove the bilge drain plug immediately. Store the drain plug in a plastic bag and tape it to the throttle control lever for easy accessibility the next time you use the boat.
 - Inspect all sacrificial corrosion protection anodes for excessive wear and replace as necessary.
 - Check all thru-hull fittings and other fasteners for tightness and leakage.
 - Thoroughly clean the hull, deck and interior of the boat as soon as you remove it from the water; marine growth is easier to remove when it is wet.
 - Always allow all boat compartments to air dry for a couple of days to prevent mildew from trapped moisture. If you use shrink wrap, always allow for ventilation to prevent mildew from trapped moisture.
 - Apply a coat of wax to the entire surface of the boat and rust inhibitor on all metal parts.
 - Clean all traces of dirt, oil, grime and grease from the engine and bilge.
 - After washing, raise the bow of the boat high to allow as much water as possible to drain while performing other storage preparations.
 - Touch up areas where paint has been removed.
- Prepare the engine for storage according to the *Engine Operator's Manual*. Flush the engine cooling system with clean water and/or a nontoxic antifreeze mixture approved for marine use. Never exceed the maximum engine rpm for flushing recommended as stated in the manual.
 - Perform all scheduled maintenance for the engine and boat equipment. See the *Engine Operator's Manual* and all equipment manufacturer's information for periodic and annual maintenance procedures.
 - Turn off all electrical switches and breakers.
 - Remove all batteries from the boat. Clean, fully charge and store the batteries in an area outside the boat not subject to freezing temperatures. Never store batteries close to heat, sparks or open flames.
 - Clean all interior upholstery, furniture, appliances, etc.
 - Open all water faucets, drains and seacocks, and thoroughly drain all tanks and water lines. Use the freshwater pump to empty all the water from the freshwater storage tank and intake lines. Manually disconnect any lines that may have residual water trapped.
 - Empty all water from the water heater.
 - Empty and clean the waste containment system and flush with fresh water.
 - Use nontoxic antifreeze approved for marine use to prevent freeze damage in the freshwater, raw water and waste systems. Consult your local marina or certified marine technician for recommendations for your system.
 - Pest/rodent repellents may help prevent damage to the boat during storage.



STORING ON A CRADLE OR BLOCKS

- When storing a boat on support other than the proper trailer, make sure the hull is supported properly to prevent hull damage. Most cradles are custom-built to support the boat's hull.
- Put the cradle or blocks on a hard, level surface capable of supporting the combined weight of the cradle and the boat.
- When using blocks with jack stands, always use jack stands that are rated for more than the required load, making sure they are securely positioned so they cannot move under the load. Use a minimum of three blocks to support the keel and each side of the boat where applicable. Use a minimum total of nine jacks and/or blocks.
- Position the boat to allow for adequate draining from rain or snow.
- Cover the boat to prevent the collection of rain, snow or debris. When using a cover, allow ventilation for residual moisture and condensation to escape. Never cover or plug the bilge drain hole.
- Position the lower unit drive in the DOWN position.

STORING ON A TRAILER

- Be sure the trailer supports are adjusted to properly support the boat's hull.
- Repack the trailer wheel bearings with water-resistant wheel bearing grease.
- Park the trailer and boat in a protected area with the lower unit drive in the DOWN position.
- Loosen tie-downs and winch line, but be sure the boat is resting properly on hull supports.
- Lift the trailer and place blocks under the trailer frame to relieve weight on trailer tires and springs. Position the boat to allow for adequate draining from rain or snow.
- Cover the boat to prevent the collection of rain, snow or debris. When using a cover, allow ventilation for residual moisture and condensation to escape. Never cover or plug the bilge drain hole.

RECOMMISSIONING AFTER STORAGE

- Remove blocks from under the trailer frame.
- Tighten tie-downs and the trailer winch line.
- Check tire pressure and lug nut tightness on the trailer.
- Inspect the hull for damage.
- Charge and install all batteries.
- Check the bilge blower vents for obstructions and blower operation.
- Check the bilge pump and float switch for proper operation.
- Inspect all battery and electrical wiring for loose connections and/or damage.
- Check the fuel system for leaks or damage. Verify the condition of all hoses and fuel line. Should a fuel hose need replacing, use only USCG-approved hose. Check hose labels for exact type of replacement. Be sure all hose clamps are tight.
- Check the engine and bilge for signs of nesting animals; clean as necessary.
- Check the entire engine for cracks and leaks caused by freeze damage.
- Check the condition of all hoses and clamps for tightness.
- Clean the bilge area and install the boat bilge drain plug.
- Lubricate all seacocks and check for proper operation.
- Install all drain plugs in strainers and seacocks.
- Close all drains and valves that were opened during winterization.
- Open all faucets and fill freshwater holding tank with about 20 gallons of water. Turn freshwater pump on to allow water to flow through all faucets before closing them. Thoroughly flush all lines and appliances with fresh water.
- Fill the freshwater tank.
- Perform any annual maintenance not performed during winterization. See the *Engine Operator's Manual* and all equipment manufacturer's information for periodic and annual maintenance procedures.
- Check the engine's cooling water intake areas and screens for obstructions.
- If the engine uses a self-contained freshwater cooling system (stern drive only) and was drained for storage, fill the system with fresh coolant solution. Check the *Engine Operator's Manual* for specific procedures.

- Check all engine and generator exhaust connections for exhaust leakage or damage.
- Check and lubricate the steering system.
- Check all navigational lights.
- Check all controls, gauges, boat systems, accessories and related equipment for proper operation.
- Check all fire extinguishers for charge level.
- Inspect all safety equipment for condition and operation as applicable.
- When possible, briefly start and run the engine(s) using proper water supply equipment to check that the engine does start and there are no major operational problems.

NOTICE

If fogging oil was used during winterization, the engine will emit excessive white smoke upon initial start-up. This condition is normal and will diminish once the fogging oil has been cleared through the engine.

- Once the boat is in the water, start the engine.
- Start the engine(s) and watch the gauge readings closely, checking for leaks and abnormal noises.
- Keep speeds low for the first 15 minutes until the engine has reached normal operating temperature.
- See the *Engine Operator's Manual* and all equipment manufacturer's information for additional recommendations.

PRESEASON ELECTRONICS CHECKLIST

When recommissioning the boat at the beginning of a new season, it's important to test the navigation and communication electronics for proper operation. If adjustments are possible, read the manufacturer's information. Some adjustments can only be made by the electronics dealer.

- Firmware/Software - Go to each electronics manufacturer's website and check for any updates for your model. Follow the manufacturer's instructions for downloading and installation.
- Chartplotter - Check online to see if your charts/maps are up-to-date. Follow the manufacturer's instructions for downloading and installation.

- EPIRBs - Perform a self-test to any and all EPIRBs according to the manufacturer's instructions. Check battery and replace if necessary.
- VHF Radio - Do not "radio check" on channel 16. Perform an internet search for "automated radio check service" to see if one is available in your area. Some services will also check the DSC function of the radio if so equipped.
- AIS - Ask another AIS-equipped boat in the area to verify your signal target and associated MMSI information. Check that your AIS is picking up the other boater's target and verify their information for them.
- GPS - Check your GPS's accuracy against a good handheld unit (phones are not as accurate). If you have AIS, confirm longitude and latitude against the AIS data.
- Autopilot - While underway, check the autopilot heading reading with your GPS and ensure that it follows GPS waypoints.
- Station Locking - Enable station locking in open water and confirm position holding with GPS.
- Radar - View relative position of shoreline and other targets to display-long and short. Determine if display clarity has changed.
- Display Panels - Check display settings, especially alarms and notifications.
- Fish and/or Depth Finder - Check shallow and deep water readings in known waters. Verify the alarms are working properly. Observe fish detection and bottom structure for anomalies.
- Boat Monitor - Test the essential monitoring functions and notification by activating the system and manually raising the bilge float switch; unplug the shore power cable, test security functions and any available systems control with your smartphone. Confirm GPS position and geo-fencing area if applicable.



SECTION
11

WINTERIZATION AND STORAGE

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Section 12

TROUBLESHOOTING

The following information will assist you in identifying basic performance, mechanical and electrical problems. This information is intended as a general troubleshooting guide and may describe items that are not applicable to the boat.

The tachometer can be very useful when troubleshooting the boat's performance problems. A typical engine should maintain the same operating rpm throughout the useful life of the boat. When the normal

operating rpm is known, that rpm should be used as a starting point when performance problems arise.

If you detect a problem with the engine, see the *Engine Operator's Manual*. If you detect an equipment or boat system problem, see the manufacturer's information for that item.

Before performing any troubleshooting procedures within this section, review *Safety in Section 2*.

NOTICE *Certain problems may require specialized skills and tools. Always consult qualified personnel before making any repairs or modifications.*

PROBLEM	POSSIBLE CAUSES
Engine will not crank	<ul style="list-style-type: none"> • Engine emergency stop switch lanyard not connected • Shift/throttle control not in the NEUTRAL position • Main circuit breaker open • Battery switch is in the OFF position • Battery terminals or wiring connections corroded • Low battery voltage • Faulty ignition switch • Engine problem
Engine cranks but will not start	<ul style="list-style-type: none"> • No fuel in tank • Fuel tank valves closed to engine • Fuel filter clogged • Flame arrestor dirty, if equipped • Contaminated fuel • Engine problem
Poor boat performance	<ul style="list-style-type: none"> • Contaminated fuel • Uneven load distribution • Excessive load • Improper power trim position • Improper trim tab position • Improper propeller selection • Excessive water in bilge • Damaged or obstructed propeller • Marine growth on hull • Damaged hull • Engine system problem • Plugged flame arrestor, if equipped
Throttle/shifting control problems	<ul style="list-style-type: none"> • Corroded cable • Excessive bends or kinks in cable • Engine system problem
Excessive vibration	<ul style="list-style-type: none"> • Damaged or obstructed propeller • Bent propeller shaft • Engine system problem
Electrical problems	<ul style="list-style-type: none"> • Blown fuse/breaker or open circuit • Loose or corroded wiring connections • Defective switch or gauge • Weak or discharged battery • Loose shore power connection
No power to AC outlets	<ul style="list-style-type: none"> • Ground fault circuit interrupter tripped • Loose shore power connection • AC breaker open • Faulty generator operation • ELCI tripped



PROBLEM	POSSIBLE CAUSES
Sink/shower water supply does not operate	<ul style="list-style-type: none">• Freshwater pump circuit breaker is in the OFF position• Freshwater tank is empty• Freshwater pump is defective• Low battery voltage
Head will not empty	<ul style="list-style-type: none">• Head circuit breaker is in the OFF position• Low battery voltage• Head seacock closed• Discharge valve closed• Line to holding tank blocked
Erratic or no speedometer reading	<ul style="list-style-type: none">• Disconnected, kinked or plugged pickup tube or pitot• Speedometer gauge faulty• GPS antenna blocked/disconnected

Section 13

GLOSSARY OF NAUTICAL TERMS

ABOARD – On or in the boat.
ABYC – American Boat and Yacht Council, Inc.
AFLOAT – On the water.
AFT – Toward the rear or stern of the boat.
AGROUND – Touching bottom.
AMIDSHIP – Center or middle of the boat.
ANCHOR – (1) An iron casting shaped to grip the lake bottom to hold the boat.
(2) The act of setting the anchor.
ASHORE – On the shore.
ASTERN – Toward the stern.
AUTOMATIC CHARGING RELAY (ACR) – An ACR parallels (combines) batteries during charging, and isolates them when charging has stopped and after battery voltage has fallen. An ACR is intended to keep a load from discharging both of the batteries.
AUTOMATIC IDENTIFICATION SYSTEM (AIS) – An automatic tracking system used on ships and by vessel traffic services (VTS) for identifying and locating vessels by electronically exchanging data with other nearby ships, AIS base stations, and satellites.
BAIL – To remove water from the bottom of the boat with a pump, bucket, sponge, etc.
BAITWELL – A miniature livewell used to store and keep live bait alive and healthy.
BEAM – The widest point on the boat.
BEARING – Relative position or direction of an object from the boat.
BILGE – The lowest interior section of the boat hull.
BILGE KEELS – The raised areas or aluminum extrusions on the bottom of a boat that parallel the keel.
BOARDING – To enter the boat.
BOUNDARY WATERS – A body of water between two areas of jurisdiction; i.e., a river between two states.
BOW – The front of the boat.
BULKHEAD – Vertical partition (wall) in a boat.
BUNKS – Carpeted trailer hull supports.
BURDENED BOAT – Term for the boat that must “give-way” to boats with the right-of-way.
CAPACITY PLATE – A plate that provides maximum weight capacity and engine horsepower rating information. It is located in full view of the helm.
CAPSIZING – To turn over.
CAST-OFF – To unfasten mooring lines in preparation for departure.
CENTER LINE – A lengthwise imaginary line which runs fore and aft with the boat’s keel.

CHINE – The point on a boat where the side intersects (meets) the bottom.
CLEAT – A deck fitting with ears to which lines are fastened.
CONSOLE – Also called helm. The steering wheel area of the boat.
CONTROLLER AREA NETWORK (CANBUS) – A robust bus standard designed to allow microcontrollers and devices to communicate with each other in applications without a host computer.
CRANKING BATTERY – The main battery used for engine starting and electrical circuits.
CURRENT – Water moving in a horizontal direction.
DECK – The open surface on the boat where the passengers walk.
DEEP-CYCLE BATTERIES – Special long-running batteries which can be repeatedly discharged and recharged without significant loss of power.
DIGITAL SELECTIVE CALLING (DSC) – A standard for sending pre-defined digital messages via the medium frequency (MF), high frequency (HF) and very high frequency (VHF) maritime radio systems. It is a core part of the Global Maritime Distress and Safety System (GMDSS).
DOLLY WHEEL – A rolling jack assembly at the front of the trailer used for positioning the coupler during trailer hookup.
DRAFT – The depth of the boat below the waterline, measured vertically to the lowest part of the hull.
ELECTRONIC LEAKAGE CIRCUIT INTERRUPTER (ELCI) – Installed with or in addition to the main shore power disconnect circuit breaker(s) to offer an additional level of protection from shore power faults.
ELECTRONIC NAUTICAL CHARTS (ENCs) – Vector data sets that support all types of marine navigation.
ELECTROLYSIS – The breakup of metals due to the effects of galvanic corrosion.
EMERGENCY POSITION INDICATING RADIO BEACONS (EPIRBs) – Safety devices carried by a vessel to alert search and rescue services and allow them to quickly locate you in the event of an emergency.
FATHOM – Unit of depth or measure; 1 fathom equals 6 feet.
FENDERS – Objects placed alongside the boat for cushioning. Sometimes called bumpers.
FORE – Toward the front or bow of the boat. Opposite of aft.
FREEBOARD – The distance from the water to the gunwale.
FUEL SENDING UNIT – The electrical device that is mounted on the outside of a built-in fuel tank and controls the dashboard fuel gauge.
GIVE-WAY BOAT – (1) Term for the boat that must take whatever action necessary to keep well clear of the boat with the right-of-way in meeting or crossing situations. (2) The burdened boat.

**GLOBAL MARITIME DISTRESS AND SAFETY**

SYSTEM (GMDSS) – An internationally agreed-upon set of safety procedures, types of equipment, and communication protocols used to increase safety and make it easier to rescue distressed ships, boats and aircraft.

GLOBAL POSITIONING SYSTEM (GPS) – A global navigation satellite system that provides geolocation and time information to a GPS receiver.

GROUND FAULT CIRCUIT INTERRUPTER (GFCI) – A type of circuit breaker that measures current flow in the hot and neutral wires and immediately switches the electricity off if an imbalance of current flow is detected.

GUNWALE – The rail or upper edge of a boat's side.

HEAD – A marine toilet.

HELM – The steering wheel or command area.

HULL – The body of the boat.

HYPOTHERMIA – A physical condition where the body loses heat faster than it can produce it.

IN-LINE FUSE – A type of protective fuse located in the power wire of a direct current (DC) circuit usually near the battery.

KEEL – The lowest portion of the boat; extends fore and aft along the boat's bottom.

LIFE JACKET – A buoyant, wearable jacket that, when properly used, will support a person in the water; also see PFD.

LIST – Leaning or tilt of a boat toward the side.

MAKING WAY – Making progress through the water.

MARINE CHART – Seagoing maps showing depths, buoys, navigation aids, etc.

MOORING – An anchor, chain or similar device that holds a boat in one location.

NATIONAL MARINE ELECTRONICS ASSOCIATION (NMEA) – A U.S.-based marine electronics trade organization setting standards of communication between marine electronics.

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) – An American scientific agency within the United States Department of Commerce that focuses on the conditions of the oceans, major waterways and the atmosphere.

NAVIGATION AID – Recognizable objects on land or sea such as buoys, towers or lights which are used to fix position to identify safe and unsafe waters.

NMMA – National Marine Manufacturers Association.

NO-WAKE SPEED – The speed at which a boat travels to produce an imperceptible wake.

PFD – A buoyant personal flotation device used to support a person in the water; also see Life Jacket.

PITOT TUBE – See Speedometer Pickup Tube.

PLANING HULL – A hull designed to lift, thereby reducing friction and increasing efficiency.

PORPOISE – A condition in which the bow bounces up and down caused by trimming the engine too far out.

PORT – (1) The left side of a boat when facing the bow. (2) A destination or harbor.

PRIVILEGED BOAT – Term used for the boat with the right-of-way.

RIGHT-OF-WAY – Term for the boat that has priority in meeting or crossing situations. The stand-on or privileged boat.

RULES OF THE ROAD – Regulations for preventing collisions on the water.

SPEEDOMETER PICKUP TUBE – Also called pitot tube. The plastic device that extends below the bottom of the boat. It connects to the speedometer with plastic flexible tubing.

SPLASHWELL – The section of an outboard-equipped boat that is just forward of the transom.

STAND ON BOAT – Term for the boat that must maintain course and speed in meeting or crossing situations. The privileged boat.

STARBOARD – The right side of the boat when looking toward the bow.

STERN – The back of the boat.

STOW – To pack the cargo.

SURGE BRAKES – A type of trailer braking system designed to automatically actuate when the tow vehicle's brakes are applied.

TRANSDUCER – The unit that sends/receives signals for the depth sounder.

TRANSOM – The transverse beam across the stern.

TRIM – Fore to aft and side to side balance of the boat when loaded.

UNDERWAY – Boat in motion; i.e., not moored or anchored.

USCG – United States Coast Guard.

WAKE – The waves that a boat leaves behind when moving through the water.

WATERWAY – A navigable body of water.

V-PAD – A modified vee-hull design with a small, flat area in the keel aft.

VISUAL DISTRESS SIGNAL – A device used to signal the need for assistance such as flags, lights and flares.

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Rec Boat Holdings, L.L.C., 925 Frisbie Street Cadillac, MI 49601 Phone (231) 775-1351

WARRANTY REGISTRATION TRANSFER REQUEST

Original Owner Name & Address: _____

Original Date of Purchase: _____

Hull Identification Number: _____

Boat Model: _____

Selling Dealer: _____

Name & address of new owner: _____

Telephone & E-Mail Address _____

Date of Purchase _____

The warranty may be transferred only once. Registration of the second owner is required and the amount of the transfer fee* is indicated in the limited warranty statement for the model year being transferred. Transfer of the remaining warranty must occur within five (5) years of the original retail sale. The transfer fee must be paid within fifteen (15) days of purchase of the used boat by check, money order or cashier's check payable to Rec Boat Holdings, L.L.C.

This warranty registration request if accepted, transfers the warranty coverage remaining on the boat to the new purchaser. Acceptance of this request does not create any additional warranties or obligation on Rec boat Holdings, L.L.C.

Warranty Expiration Date: _____

Wellcraft Transfer Acceptance Date: _____

Wellcraft Authorized signature: _____

Mail to: Rec Boat Holdings, L.L.C.
Attn: Customer Service
925 Frisbie Street
Cadillac, MI 49601

DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard
RECREATIONAL BOATING ACCIDENT REPORT

OMB Control Number: 1625-0003

Expires: 03/31/2019

INSTRUCTIONS: Use "Report required because" section below to determine if a report is required for your accident. If required, please have each vessel owner or operator involved in the accident submit a report to their state reporting authority. Each boat operator/owner involved in an accident should submit a separate report. For each question below, please provide answers if applicable and if known; otherwise leave blank.

Privacy Act Notice

Authority: 46 U.S.C. 6102 and 33 CFR 173 & 174 authorize the collection of information on boating accidents.

Purpose: The Coast Guard uses this information for statistical purposes, chiefly to inform the public, to measure the Program's efforts, and to regulate issues relating to boating safety.

Routine Uses: The Coast Guard shares this information within the agency, and if state and federal law permit it, to the public.

REPORT SUBMISSION

Report required because (select all that apply):

- At least one person in this accident *died*: If so, how many? _____
- At least one injured person in this accident *required or was in need of treatment beyond first aid*: If so, how many? _____
- At least one person in this accident *disappeared* and has not yet been recovered: If so, how many? _____
- All boat and other property *damage (e.g., fishing/hunting gear)* caused by this accident *totaled (or likely totaled)* \$2,000 or more:
 Approximate value of damage to *your* boat: \$ _____
 Approximate value of damage to *your* other property: \$ _____
- Your or another *boat* in this accident was *(or likely was)* a *total loss*

Report submitted by (select all that apply):

- Boat Operator *(required if possible)*
- Boat Owner *(if operator unable, or same as operator)*
- Other *(describe)*: _____

To be submitted within:

48 hours *(if injury, disappearance or death)*
10 days *(if boat/property damage only)*

To be submitted to: *(Local State Reporting Authority)*

Phone:

You may submit any comments concerning the accuracy of the burden estimate or any suggestions for reducing the burden to: Commandant (CG-BSX-21), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (1625-0003), Washington, DC 20503. Questions relating to the collection of this data should be sent to the Coast Guard.

For State Agency Use Only

<i>First Name</i>	<i>Last Name</i>
-------------------	------------------

Phone: _____

<i>First Name</i>	<i>Last Name</i>	<i>Phone</i>	<i>Primary Cause of Accident</i>
-------------------	------------------	--------------	----------------------------------

ACCIDENT SUMMARY

WHEN	ACCIDENT DESCRIPTION: <i>Briefly describe this accident (attach extra pages if necessary)</i>
Date: _____ Time: _____ am <input type="checkbox"/> pm <input type="checkbox"/> <i>(mm/dd/yyyy) (select one)</i>	
WHERE	
Body of Water Name _____	
Location <i>(on water)</i> description _____	DAMAGE TO YOUR BOAT: <i>Briefly summarize any damage to your boat</i>
Nearest city/town _____	
County: _____ State: _____	
YOUR BOAT – PEOPLE	DAMAGE TO YOUR OTHER PROPERTY: (NOT BOAT) <i>Briefly summarize any damage to your other property (not boat)</i>
# people <i>on board (including operator)</i> : _____	
# people <i>being towed (e.g., on tubes, skis)</i> : _____	
# people <i>wearing lifejackets (on board or towed)</i> : _____	
OTHER BOATS INVOLVED IN ACCIDENT	
# of <i>other</i> boats involved: _____	

For each question below, please provide answers IF APPLICABLE AND IF KNOWN, otherwise leave blank.

YOUR BOAT

BOAT IDENTIFICATION																
Your Boat Name:						Manufacturer:										
Model Name:						Model Year:										
Registration #:						Documentation #:										
Hull Identification # (HIN)						Rented: <input type="checkbox"/> Yes <input type="checkbox"/> No										
SIZE ESTIMATES																
Length: ft.			Depth from transom (stem) to keel (bottommost point): ft. in.						Beam width at widest point: ft.							
HULL MATERIAL																
Type of Hull Material (select one)																
<input type="checkbox"/> Fiberglass				<input type="checkbox"/> Wood				<input type="checkbox"/> Rubber/vinyl/canvas				<input type="checkbox"/> Other (describe):				
<input type="checkbox"/> Aluminum				<input type="checkbox"/> Steel				<input type="checkbox"/> Plastic								
BOAT TYPE																
Boat Type (select one)								Available Propulsion (select all that apply)								
<input type="checkbox"/> Cabin motorboat		<input type="checkbox"/> Inflatable		<input type="checkbox"/> Canoe		Personal watercraft (PWC) (e.g., Wave Runner™, Jet Ski™, Sea-Doo™)		<input type="checkbox"/> Propeller		<input type="checkbox"/> Air thrust						
<input type="checkbox"/> Open motorboat		<input type="checkbox"/> Houseboat		<input type="checkbox"/> Rowboat				<input type="checkbox"/> Sail		<input type="checkbox"/> Other (describe):						
<input type="checkbox"/> Auxiliary sail		<input type="checkbox"/> Sail (only)		<input type="checkbox"/> Air boat				<input type="checkbox"/> Other (describe)		<input type="checkbox"/> Manual						
<input type="checkbox"/> Pontoon boat		<input type="checkbox"/> Kayak								<input type="checkbox"/> Water jet						
ENGINE																
# Engines			Engine type and horsepower (select one)						Fuel type (select all that apply)							
Manufacturer			<input type="checkbox"/> Outboard		<input type="checkbox"/> Sterndrive (I/O)		<input type="checkbox"/> Inboard		<input type="checkbox"/> None		<input type="checkbox"/> Gasoline		<input type="checkbox"/> Diesel		<input type="checkbox"/> Electric	
			Total horsepower: hp													
SAFETY MEASURES																
Organizations that have conducted a vessel safety check (VSC) on board your boat within the past year (including carriage of safety equipment, e.g., lifejackets, anchor and line, fire extinguishers):																
US Coast Guard Auxiliary: VSC Decal? <input type="checkbox"/> Yes <input type="checkbox"/> No						Federal Agency (Name)										
US Power Squadrons: VSC Decal? <input type="checkbox"/> Yes <input type="checkbox"/> No						State Agency (Name)										
						Other Agency (Name)										
# Life jackets on board:			# Fire extinguishers on board:			Type of fire extinguishers (e.g., ABC):										
			# Fire extinguishers used:			Amount of fire extinguishers used:										
ACCIDENT DETAILS – EXTERNAL CONDITIONS																
WEATHER																
Overall weather was (select one)				It was (select one)		Visibility was (select one)			Wind was (select one)							
<input type="checkbox"/> Clear		<input type="checkbox"/> Raining		<input type="checkbox"/> Day		<input type="checkbox"/> Good			<input type="checkbox"/> 0 mph (none)							
<input type="checkbox"/> Cloudy		<input type="checkbox"/> Snowing		<input type="checkbox"/> Night		<input type="checkbox"/> Fair			<input type="checkbox"/> Over 0, up to 12 mph (light)							
<input type="checkbox"/> Foggy		<input type="checkbox"/> Hazy		<input type="checkbox"/> Poor			<input type="checkbox"/> Over 12, up to 25 mph (moderate)									
<input type="checkbox"/> Other (describe):				Approximate air temperature: °F			<input type="checkbox"/> Over 25, up to 55 mph (strong)									
							<input type="checkbox"/> Over 55 mph (stormy)									
WATER																
Overall water conditions (select one):						Other water conditions:										
<input type="checkbox"/> Up to 6 in. waves (calm)						Approximate water temperature: °F										
<input type="checkbox"/> Over 6 in., up to 2 ft. waves (choppy)						Strong current?			<input type="checkbox"/> Yes		<input type="checkbox"/> No					
<input type="checkbox"/> Over 2 ft., up to 6 ft. waves (rough)						Hazardous waters? (e.g., rapid tidal flow, currents)			<input type="checkbox"/> Yes		<input type="checkbox"/> No					
<input type="checkbox"/> Over 6 ft. waves (very rough)						Congested waters?			<input type="checkbox"/> Yes		<input type="checkbox"/> No					

For each question below, please provide answers IF APPLICABLE AND IF KNOWN, otherwise leave blank.

ACCIDENT DETAILS – ACTIVITIES AND OPERATIONS ON YOUR BOAT

OPERATOR/PASSENGER ACTIVITIES

Operator/passenger activities on *your* boat at time of accident:

Activities were (select one)

Operator/Passenger activities (select all that apply)

Recreational	Fishing	Tubing	Starting engine
Commercial	Hunting	Water Skiing	Making repairs
	White water activity (e.g., rafting)	Relaxing	Other (list):

BOAT OPERATIONS

Your boat operations at time of accident (select all that apply)

Cruising (underway under power)	Drifting	Racing	Towing another vessel
Changing direction	At anchor	Rowing/paddling	Launching
Changing speed	Being towed	Docking/undocking	Tied to dock/mooring
Sailing	Other (list)		

ACCIDENT DETAILS – CONTRIBUTING FACTORS ON YOUR BOAT

CONTRIBUTING FACTORS

Indicate factors on *your* boat which may have contributed to this accident (select all that apply)

Alcohol use	Improper lookout	Dam/lock	Starting in gear
Drug use	Operator inattention	Force of wake/wave	Sharp turn
Excessive speed	Operator inexperience	Hazardous waters	Restricted vision (e.g., fog)
Improper anchoring	Language barrier	Heavy weather	Mission/inadequate aids to navigation (e.g., buoy, daymarker)
Improper loading	Navigation rules violation	Ignition of fuel or vapor	Inadequate on-board navigation lights
Overloading	Failure to vent	Hull failure	People on gunwale, bow or transom
Other (describe):			

ACCIDENT DETAILS – YOUR BOAT

MACHINERY/EQUIPMENT FAILURE

Failure of the following machinery/equipment on *your* boat contributed to this accident (select all that apply)

Engine	Onboard lights	Shift	Sound equipment (e.g., horn, whistle)
Electrical system	Seats	Radio	Auxiliary equipment
Fuel system	Steering	Fire extinguisher	Other (list):
Sail/mast	Throttle	Ventilation	
Onboard navigation aids (e.g., GPS)			

ACCIDENT DETAILS – EVENTS ON YOUR BOAT

ACCIDENT EVENTS

Types of events occurring to/on *your* boat during accident (select all that apply)

Collision with recreational boat	Flooding/swamping	Person fell overboard
Collision with commercial boat (e.g., tug, barge)	Fire/explosion – fuel	Person fell on/within boat
Collision with fixed object (e.g., dock, bridge)	Fire/explosion – non-fuel	Sudden medical condition
Collision with submerged object (e.g., stump, cable)	Carbon monoxide exposure	Person struck by boat
Collision with floating object (e.g., log, buoy)	Mishap of skier, tuber, wake boarder, etc.	Person struck by propeller or propulsion unit
Capsizing	Person left boat voluntarily	Person electrocuted
Grounding	Person ejected from boat (caused by collision or maneuver)	
Sinking	Other (describe)	

For each question below, please provide answers IF APPLICABLE AND IF KNOWN, otherwise leave blank.

ACCIDENT DETAILS –YOUR BOAT- INJURED PEOPLE RECEIVING OR IN NEED OF TREATMENT BEYOND FIRST AID

Report only injured people on, struck by, or being towed by *your boat*, receiving or in need of treatment beyond first aid. Do not report injured people on, struck by, or being towed by *another boat or no boat* (e.g., swimmers, people on a dock). If more than one injured person to report, attach additional copies of this page. If none, SKIP INJURED PEOPLE section.

INJURED PERSON

First Name	MI	Last Name
Street		
City	State	Zip
Phone	Date of Birth (mm/dd/yyyy)	Age

INJURY DETAILS

Injury caused when person (select all that apply)	Nature of most serious injury (select one)
Struck the (e.g., boat, water):	Scrape/bruise
Was struck by a (e.g., boat, propeller):	Cut
Was exposed to carbon monoxide poisoning	Sprain/strain
Received an electric shock	Concussion/brain injury
Other (describe):	Spinal cord injury
Person was wearing lifejacket?	Broken/fractured bone
Person received treatment beyond first aid?	Body part of most serious injury (e.g., head, trunk, leg):
Person was admitted to a hospital?	

ACCIDENT DETAILS – YOUR BOAT – DEATHS/DISAPPEARANCES

Only report deaths/disappearances of people on, struck by, or being towed by *your boat*.
If more than one death/disappearance to report, attach additional copies of this page.
If none, SKIP DEATHS/DISAPPEARANCES section.

PERSON WHO DIED/DISAPPEARED

First Name	MI	Last Name
Street		
City	State	Zip
Phone	Date of Birth (mm/dd/yyyy)	Age

DETAILS OF DEATH/DISAPPEARANCE

Injury caused when person (select all that apply)	Nature of death/disappearance (select one)
Struck the (e.g., boat, water):	Death – by drowning
Was struck by a (e.g., boat, propeller):	Death – other likely cause (describe)
Was exposed to carbon monoxide poisoning	
Received an electric shock	Disappeared and not yet recovered
Other (describe):	Person was wearing lifejacket?
	Yes
	No

For each question below, please provide answers IF APPLICABLE AND IF KNOWN, otherwise leave blank.

ACCIDENT DETAILS – YOUR BOAT OPERATOR

OPERATOR INSTRUCTION		OPERATOR SAFETY MEASURES			
Boating safety instruction completed <i>(select all that apply)</i>		On board, prior to accident, was operator wearing:			
<input type="checkbox"/> None		A lifejacket?	<input type="checkbox"/> Yes	<input type="checkbox"/>	<input type="checkbox"/> No
<input type="checkbox"/> State course		An engine cut-off switch (<i>Lanyard or wireless device</i>) if equipped?	<input type="checkbox"/> Yes	<input type="checkbox"/>	<input type="checkbox"/> No
<input type="checkbox"/> USCG Auxiliary course		On board, prior to accident, was operator using:			
<input type="checkbox"/> US Power Squadrons course		Alcohol?	<input type="checkbox"/> Yes	<input type="checkbox"/>	<input type="checkbox"/> No
<input type="checkbox"/> Internet <i>(name of sponsoring organization)</i>		Drugs?	<input type="checkbox"/> Yes	<input type="checkbox"/>	<input type="checkbox"/> No
<input type="checkbox"/> Other <i>(describe)</i>		Operator arrested for Boating Under the Influence?	<input type="checkbox"/> Yes	<input type="checkbox"/>	<input type="checkbox"/> No
		Weather reports consulted prior to accident?	<input type="checkbox"/> Yes	<input type="checkbox"/>	<input type="checkbox"/> No

OPERATOR EXPERIENCE

Experience operating this type of boat *(select one)*

<input type="checkbox"/> 0 to 10 hours	<input type="checkbox"/> Over 10, up to 100 hours	<input type="checkbox"/> Over 100, up to 500 hours	<input type="checkbox"/> Over 500 hours
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ACCIDENT DETAILS – OTHER KEY PEOPLE

Only report other key people *not already documented* as injured, died, disappeared or operator/owner of your boat. If more than two other key people to report, attach additional copies of this page.

NAME/ADDRESS

This other key person was a(n) *(select all that apply)*

Other boat operator Other boat owner Owner of other damaged property Passenger on your boat Witness

First Name	MI	Last Name		
Street				
City	State	Zip	Phone	
Other boat name <i>(if any)</i>			Other boat registration # <i>(if any)</i>	

NAME/ADDRESS

This other key person was a(n) *(select all that apply)*

Other boat operator Other boat owner Owner of other damaged property Passenger on your boat Witness

First Name	MI	Last Name		
Street				
City	State	Zip	Phone	
Other boat name <i>(if any)</i>			Other boat registration # <i>(if any)</i>	

For each question below, please provide answers IF APPLICABLE AND IF KNOWN, otherwise leave blank.

YOUR BOAT OPERATOR

NAME/ADDRESS

First Name	MI	Last Name
Street		
City	State	Zip

AGE/GENDER/PHONE

Date of Birth (mm/dd/yyyy)	Age	Gender	Male	Female	Phone
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YOUR BOAT OWNER

If same as *your boat operator* SKIP rest of YOUR BOAT OWNER section.

NAME/ADDRESS/PHONE

First Name	MI	Last Name	
Street			
City	State	Zip	Phone

PERSON SUBMITTING THIS REPORT

If same as *your boat operator* OR *owner*, SKIP rest of PERSON SUBMITTING THIS REPORT section.

NAME/ADDRESS/PHONE/ROLE

First Name	MI	Last Name	
Street			
City	State	Zip	Phone

I was a(n) (select one)

<input type="checkbox"/>	Other person on board <i>this</i> boat
<input type="checkbox"/>	Accident witness <i>not</i> on board <i>this</i> boat
<input type="checkbox"/>	Other (<i>describe</i>):

SIGNATURE OF PERSON SUBMITTING THIS REPORT

Your signature	Date (mm/dd/yyyy)
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An Agency may not conduct or sponsor and a person is not required to respond to an information collection, unless it displays a currently valid OMB Control Number.

The Coast Guard estimates that the average burden for this report form is 30 minutes. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (CG-BSX-21), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (1625-0003), Washington, DC 20503.



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