2200 SERIES

2400 SERIES

2600 SERIES

2800 SERIES

3000 SERIES

3200 SERIES

SeaSport

Owner's Manual

EXCEPTIONAL CRAFTSMANSHIP Since 1955

HANDMADE IN THE PACIFIC NORTHWEST

We've had over 60 years of experience perfecting the Sea Sport boat lines cruising around the world. Let our legacy make your travels memorable.

Dear Proud Sea Sport Owner,

On behalf of the wonderful team at Sea Sport we'd like to thank you for purchasing one of the premier boats on the market. From the time the Wright Family started the business in 1955 to now we have concentrated on providing the highest quality product you can buy. We hope you learn to love our product and our brand as much as we do.

We want to continue providing great service for the life of your boat. We will work with you and your dealer partner to ensure that your boating experience is second to none. We stand behind each and every boat and hope that you will contact us if you have any questions whatsoever. You can find our contact information on the website at www.seasportboats.com. We would also hope you review our Owner's Manual which will provide helpful information and confidence for operating and maintaining your boat.

Sea Sports hold their value and last a very long time because they are built to last and are rugged and tough. Continue this legacy by reading this manual which will help guide you through some safety principles, schematics, and maintenance suggestions that will prolong the life of your boat.

Welcome to the Sea Sport Family. We hope you enjoy your purchase through experiences and adventures that you never thought possible. As you embark on these journeys, share the memories with us at the factory via email, or post on social media. We want to continue to be a part of the process.

Safe and Fun Travels,

Sea Sport Boats

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SAFETY

YOU are responsible for your own safety, as well as the safety of your passengers and your fellow boaters. You should fully understand and become familiar with operating procedures and safety precautions before you launch the boat. Always operate your boat with consideration, courtesy, and common sense.

HAZARD STATEMENTS As you read your Owner's Manual, please note the hazard warnings which alert you to safety precautions related to unsafe conditions or operating procedures. We have included these warnings because we are concerned about your safety and the safety of your passengers.

NOTICE Indicates information considered important, but not hazard related (e.g. messages relating to property damage) .

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

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

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

Be sure you understand the consequences of a hazard and how to avoid them. Failure to follow the recommendations in a hazard communication statement may result in property damage, personal injury, or death. People often refer to a hazard statement as a warning in a general sense.

ORIENTATION

Your Sea Sport has many products, parts, and equipment installed. We have provided a "Boat Book" with the manufacturers printed manuals for this equipment. The information compiled in that package will be referenced throughout this manual. Review all of the provided documentation along with this manual for proper operation, maintenance, detailed specification information, safety, warranty, and other useful data. While reading your Sea Sport Owner's Manual you will find other technical literature referenced as resources. If you need further information please review the website, contact your dealer, or send us an email at office@nmiboats.com.

WARRANTY INFORMATION

The Sea Sport warranty is located on the next page of this manual. You will hopefully work with the dealer to fill out a warranty card. These cards will be kept on file at the dealership and at the factory. A copy will be provided for your records and should be kept with other valuable documents for future reference. For questions regarding your warranty please contact your dealer partner.

USCG COMPLIANCE

Sea Sport Boats comply with all applicable United States Coast Guard (USCG) safety requirements.

AREAS FOR DEALER ASSISTANCE

Your new Sea Sport is built with quality and care. Our craftsmen have taken tremendous pride in their work and it shows. We at Sea Sport spend countless hours making sure your boat is constructed properly. We have a formal quality control inspection process that ensures you get what you paid for. Following the final factory overview you and your dealer must perform additional pre-delivery checks and approve your Sea Sport for delivery as many items may be installed after leaving the factory floor. This means running each system, inspecting each component, and getting an overall familiarity with the boat and its intended use and operation.

Warranty Policy & Procedures

Limited Warranty (Customer Version)

A. **WHO IS COVERED**:

Your new vessel is warranted by the manufacturer, Northwest Marine Industries, through your Sea Sport dealer. This warranty only covers and extends to the first retail purchaser of this vessel during the warranty period.

B. **HOW TO REGISTER THE WARRANTY**

When you take delivery of your new vessel, you will be provided with a copy of this Limited Warranty and two copies of the warranty registration certificate. One copy of the warranty registration certificate must be filled out, signed and returned to NMI within fifteen days of the date of delivery of the vessel as a condition to obtaining any coverage under the terms of this Limited Warranty. The duplicate registration should be completed and retained in your boat records file.

C. **HOW LONG DOES COVERAGE LAST**

If the vessel is used for non-commercial use, this warranty remains in force for ten years from the date the dealer delivers the vessel to you. If the vessel is used for commercial use, this warranty remains in force for one year from the date the dealer delivers the vessel. The warranty ends if you sell your vessel during the warranty period.

D. **WHAT IS COVERED (NON-COMMERCIAL USE)**

Subject to the terms and conditions set forth in this Limited Warranty, NMI warrants that all parts (except where specifically excluded) of this vessel that were specifically manufactured by NMI will be free from defects in workmanship under normal use and service during the 10-year warranty period, so long as the boat is operated solely for pleasure use in the United States or Canada. NMI will arrange for the repair or replacement of any defective items covered under this warranty.

E. **WHAT IS COVERED (COMMERCIAL USE)**

Subject to the terms and conditions set forth in this Limited Warranty, NMI warrants that all parts (except where specifically excluded) of this vessel that were specifically manufactured by NMI will be free from defects in workmanship under normal commercial use and service during the 1-year warranty period, so long as the boat is operated solely in the United States or Canada.

F. WHAT IS NOT COVERED

THIS WARRANTY DOES NOT COVER, AND NMI SPECIFICALLY DISCLAIMS ANY WARRANTY, FOR THE FOLLOWING:

1. Parts and equipment not manufactured by NMI such as, but not limited to, engines and their components, outdrives, steering components including, but not limited to, helms and cylinders, propellers, instruments, controls, batteries, pumps, blowers, generators, electrical motors, other electrical or electronic equipment, stoves, refrigerators, anchor winches, toilets, exhaust risers, mufflers, fuel tanks, or any customer furnished materials. Any warranty offered by the manufacturers of such items will be passed on to the original retail purchaser. These warranties may have a limited life, and may differ as to their terms and conditions.

   YOU ARE CAUTIONED TO READ ALL SUCH WARRANTIES CAREFULLY.

2. Gel coat or paint finish cracking, crazing, discoloration, or blistering, varnish, chrome plating, stainless steel finish, anodized aluminum finish, or powder coating.

3. Windshield or window breakage.

4. Leaks around windshields, windows, hatches, or other apertures, or damage caused by leaks.

5. Canvas, zippers, vinyl, upholstery, fabrics, plastics, and trim

6. Electrolysis, galvanic or crevice corrosion, or deterioration of any underwater components.

7. Any failure resulting from: normal wear and tear, not caused by a defect in workmanship; lack of maintenance; climatic conditions; misuse; negligence; improper repair; accident; fire, flood, or acts of God.

8. Any claim of defect in a vessel that has been repowered beyond NMI power recommendations or used for racing.

G. DISCLAIMER OF OTHER WARRANTIES

THE LIMITED WARRANTY CONTAINED HEREIN IS IN LIEU OF ANY AND ALL OTHER IMPLIED OR EXPRESSED WARRANTIES. ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING ANY IMPLIED WARRANTIES OF MERCHANTABILITY OR OF FITNESS FOR A PARTICULAR PURPOSE, ARE EXPRESSLY DISCLAIMED, TO THE EXTENT ALLOWED BY THE LAW. SOME STATES MAY LIMIT THE DEGREE TO WHICH SUCH WARRANTIES MAY BE DISCLAIMED OR EXCLUDED, SO THE ABOVE LIMITATION OR EXCLUSION MAY NOT APPLY TO YOU.

H. NMI'S OBLIGATIONS UNDER THIS WARRANTY

NMI's sole obligation under this warranty is to repair or replace any defective items covered under this warranty.
NMI will not be responsible for any other costs associated with defects in the vessel, or arising from a breach of warranty, including damages for loss of time, inconvenience, or loss of use of the boat; damages for loss of commercial use such as charter, commercial fishing, patrol, ambulance, and passengers for hire; and haul and launch charges, storage charges or transportation charges.
NMI EXPRESSLY DISCLAIMS ANY LIABILITY FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES OR LOSSES OF ANY SORT, WHETHER OR NOT ARISING FROM DEFECTS, MALFUNCTION, OR FAILURE TO CONFORM TO SPECIFICATIONS, AND WHETHER OR NOT ARISING FROM BREACH OF EXPRESS WARRANTY OR ANY IMPLIED WARRANTY WHATSOEVER. SOME STATES DO NOT ALLOW THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATION OR EXCLUSION MAY NOT APPLY TO YOU.

I. HOW TO MAKE A WARRANTY CLAIM

To make a claim for service under this Limited Warranty, you must take the following steps. NMI will have no obligation under this warranty unless this procedure is followed:

1. The first retail purchaser must complete and mail the warranty registration certificate to NMI within fifteen (15) days of the date of delivery of the vessel to purchaser.

2. NMI must be given written notice of the warranty claim immediately upon discovery of the claimed defect.

3. Upon timely receipt of a warranty claim, NMI will direct the boat to be delivered, at NMI's discretion, to NMI's factory in Bellingham, WA, to the dealer, or to another site of NMI's choosing. All transportation charges to and from the site must be prepaid by the purchaser. Upon delivery, NMI will determine if the claim is covered by this Limited Warranty.

4. If the warranty claim is accepted by NMI, NMI must provide written approval of any repairs to be performed by the dealer or other third party accepted by NMI. NMI's sole obligation under this Limited Warranty is to repair or replace items covered by the warranty.

J. HOW STATE LAW AFFECTS THIS WARRANTY

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

K. GENERAL PROVISIONS

1. By accepting delivery of your vessel and completing the warranty registration card, you acknowledge that you have received a copy of this Limited Warranty and have had the opportunity to review its contents. You accept the vessel subject to all of the terms and conditions set forth in this warranty, including the disclaimer of warranties, and of incidental and consequential damages contained herein. You acknowledge that the only warranty offered by NMI with respect to the vessel is set forth in this Limited Warranty, and that acceptance of the Limited Warranty constitutes a part of the basis of the bargain in your purchase of this vessel.

2. Each NMI dealer is an independent contractor and is not an agent of NMI in sales, servicing, or repairing of this NMI boat. NMI does not authorize any dealer to assume for it any liability whatsoever in connection with this warranty. No NMI dealer is authorized, either expressly or implied, to change or enlarge the terms of this warranty, or to make any express or implied warranties on behalf of NMI. No person, including a NMI dealer, is authorized to make any repairs, replacements, or modifications under this warranty without prior written approval of NMI.

3. NMI will make a good faith effort to effect warranty work in a timely manner. NMI, however, makes no guarantee as to how soon warranty work will be completed. Signing and returning the warranty registration card as provided, constitutes a waiver by you of any repair warranty service time period limitations required by any applicable and valid state law, including without limitation the Song-Beverly Consumer Warranty Act, enacted by the State of California.

4. NMI reserves the right to change at any time and in any way the design, specifications, or component parts of its boats without obligation or liability to owners of similar boats manufactured prior to such changes.

   NMI does not warrant that any boat will reach or maintain a published or announced speed. NMI does not warrant that the title conveyed by the selling dealer to the purchaser is good or that the vessel is delivered free from any security interest or other lien or encumbrances of any third party.

5. Any legal claim or action arising out of this warranty must be brought within 12 months from the date it arises.

6. The terms and conditions of this warranty shall be governed by the laws of the State of Washington, and any claim or lawsuit brought under this warranty shall be brought in the Superior Court for the State of Washington, Whatcom County.

FOR INFORMATION ON THIS WARRANTY OR ITS PERFORMANCE, OR TO GIVE NOTICE OF A WARRANTY CLAIM, CONTACT:

CUSTOMER SERVICE
Northwest Marine Industries
809 Harris Avenue, Building 6
Bellingham, WA 98225
PHONE (360) 389-5351
FAX (360) 419-4362
office@nmiboats.com

INCLUDE MODEL, YEAR, OWNER'S NAME, DEALER'S NAME, AND HULL I.D. NUMBER ON ALL CORRESPONDENCE.

PURCHASE AGREEMENT

DEALER PRE-DELIVERY / DELIVERY RESPONSIBILITIES

- Provide orientation of the general operation of your Sea Sport. Review the manual and boat book.
- A manufacturers warranty registration must be completed and signed by both the dealer and consumer to validate and activate applicable warranties.
- A review of all warranties, pointing out the importance of mailing warranty and registration to various manufacturers within the required time limits.
- An explanation of safety issues regarding the use of all systems and components.
- Guidance on acquiring local and out of area service during and out of warranty periods.
- Review local and national regulations.

CONSUMER RESPONSIBILITIES

The following are responsibilities of the Sea Sport owner:

- Read and understand the express limited warranty.
- Study all literature and instructions.
- Be familiar with Local, State, and Federal regulations.
- Examine the boat and confirm all systems are working properly at the time of accepting delivery.
- Following 10-20 hours of operation, contact your selling dealer to schedule a 20-hour inspection service.
- Perform proper maintenance and periodic servicing of the boat in accordance with component manufacturers recommendations.

IDENTIFICATION

BOAT MODEL & HIN

Sea Sport and NMI have a permanent record of your boat, which is identified through your Hull Identification Number (HIN). Data regarding equipment and accessories as well as dealer information is documented and connected via the Warranty Registration process as discussed above.

The HIN is located on the starboard side of the transom, tagged into the fiberglass. It is helpful to reference this number in correspondence with the factory and/or dealer.

REGISTRATION

Federal and State laws require a powerboat to be registered in the State where it is primarily used. Registration numbers and validation stickers must be displayed according to regulations. The registration certificate must be on board when boating. The boat serial number or Hull Identification Number (HIN) is required on the registration form. If boating in Canada or outside the U.S. please consult with the local rules and regulations for further travel details.

GENERAL SAFETY

REQUIRED SAFETY EQUIPMENT

The United States Coast Guard (USCG) requires that every boat has specific safety equipment on board. Their requirements do change periodically so you must keep up with current regulations/standards. Check with local and federal regulations on mandatory equipment necessary for boat operation. You can also ask the Coast Guard to visit your boat and provide a checklist/inspection to help assist in being properly prepared and in compliance.

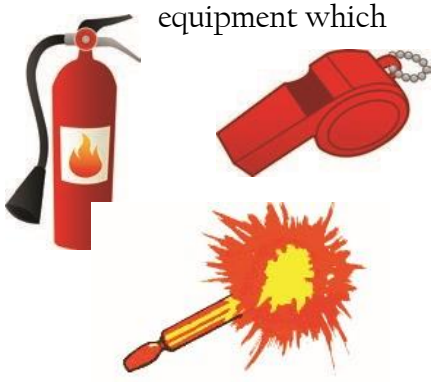
TYPICAL SAFETY ITEMS REQUIRED

- *Fire Extinguisher* – At least one Type 1 hand held portable fire extinguisher must be carried on board. For boats 26'-40' two are required. Check extinguishers regularly for charge status and if discharged.

- *Personal Flotation Device (PFD)* – The vessel must have a USCG approved personal flotation device of Type 1, II, or III aboard for each passenger, in addition to one Type IV throwable PFD. Always wear a PFD when boating. In some states, children are required to wear a PFD at all times. Please check your local regulations for compliance.

- *Life Jacket Quantity* - All recreational vessels must carry one wearable life jacket for each person on board. Any boat 16' and longer (except canoes and kayaks) must also carry one throwable (Type IV) device. Life jackets should be worn at all times when the vessel is under way. A life jacket can save your life, but only if you wear it.

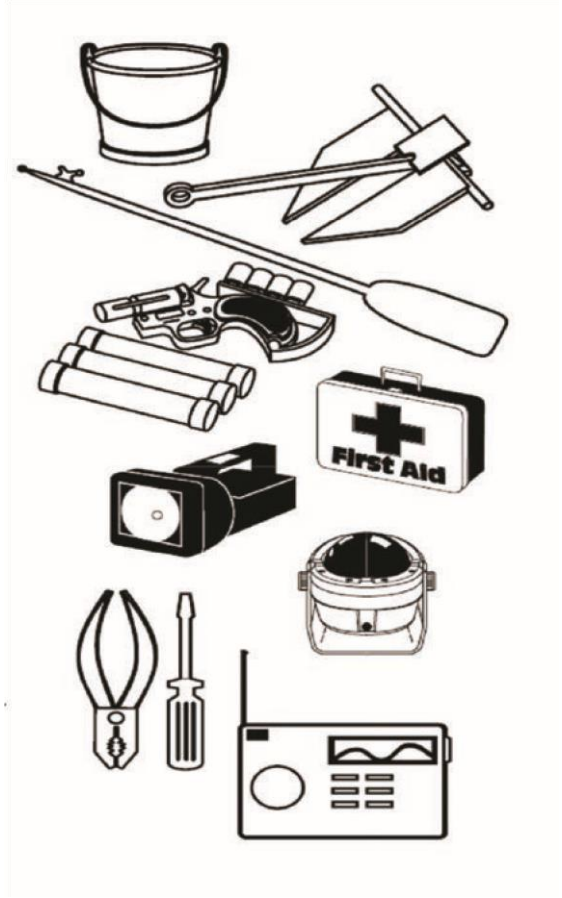
- *Sound Signaling Devices* - Your Sea Sport is equipped with an electric horn as standard equipment which meets the USCG requirements for a sound signaling device. Make sure operation of horn is functional and appropriate for conditions.



- *Visual Distress Signals* - USCG approved visual distress signals are required for day and night use when operating on US waters. Approved signals include flares, oragne smoke, an orange distress flag, or an electric distress light. Consult your State and Federal regulations for information regarding visual distress signals.

ADDITIONAL RECOMMENDED EQUIPMENT

In addition to the required safety equipment, there are additional items that will provide an extra margin of safety and convenience for you and passengers while boating.



- First Aid Kit
- Boat Book and Manual
- Anchor with at least a boat length of chain and 100' of rope
- Mooring lines and fenders
- Boat Hook/Oar Combo
- Tool Kit
- Lubricant (non-aerosol)
- Spare fuses for all components
- Local charts and compass
- Waterproof flashlight
- Portable radio with weather band
- Spare batteries
- Sunglasses and sunscreen
- Extra Charging Cords for Electronics
- Waterproof case or bag for paperwork and electronic devices
- Zip-ties
- Garbage Bags
- Mugs, pots, pans, plates, silverware
- Tide tables
- Binoculars
- Aluminum Foil
- Totes
- Touring Publications/Magazines
- Oil, filters, wiper blades, toilet parts, prop, water filters, filter wrench, hose clamps
- Games (Farkle), coffee maker, gas can, raingear, boots
- Spiral notebook, Travel Log

- Handheld GPS, knife, licenses,

Normally this equipment is dependent on the body of water and the length of trip.

Keep tools and spare parts in good condition. Replace "spare parts" as they begin to be used up. Use USCG approved or marine certified parts whenever possible.

EMERGENCY PROTOCOL

While boating, unpleasant situations may develop. Before emergency situations materialize you should prepare yourself on how to cope with them, whether they happen aboard your vessel or someone else's.

Prepare a game plan for specific situations that may occur such as fire, man overboard or collision, to give you the confidence and ability necessary for an emergency. The key factor is to remain calm, and advance planning will greatly improve your chances of doing this.

FIRES

A fire aboard your boat is very serious. In case of fire, you should immediately stop your boat and shut off the engine. Have everyone on board put on his or her personal flotation device. If the fire is accessible, use the fire extinguisher at the base of the flames using a sweeping motion. If the fire cannot be extinguished immediately, use a distress signal and call for help on the radio. All persons should jump overboard and swim clear of the burning boat.

SWAMPING, FLOODING, OR CAPSIZING

A boat may capsize or swamp when least expected. Like fires, try to formulate a plan in advance on what to do if it should happen. If the boat remains afloat, try to re-board. If you can't get back in, stay with the boat. If the boat is overturned or swamped, hang onto it. It will support you, saving loss of energy from treading water. If you find yourself in cold water, immediately find a life jacket and try to float for about 60-90 seconds for the cold shock to pass and rebuild your breathing rhythm. If you are floating, lean back in water to keep the airway clear. After this, you can now start to swim, find your group, and ask for help.

QUICK TIPS IN AN EMERGENCY

- **Turn off engines**
- **Have everyone put on PFDs**
- **Locate all other boat members**
- **Stay with the boat. Work to bail/remove water if necessary.**
- **If boat gets upside down, climb on hull. Don't attempt swimming to shore as distance is further than it seems.**

COLLISIONS

If you are involved in a collision with another boat or a stationary object (reef, sandbar, bridge, pier, etc.), first check everyone aboard for injuries and then inspect your boat for damage.

- Attempt to plug any holes you find.
- If the boat is taking on water, have everyone put on their PFDs.
- Bail water if applicable.
- Call and signal for help.

LEAVING / APPROACHING THE DOCK

Unlike an automobile, the stern of your boat reacts first when turning. A turn to the right will swing the stern to the left and vice-versa. Remember that turning your boat away from an object such as a dock will tend to swing the stern toward that object.

TOWING OR BEING TOWED

In the event of a mishap or power loss you may need to tow a boat or have yours towed. Remember you should not tow a boat larger than your own. Never tow a boat if you are not equipped with the proper lines. Nylon ropes are recommended. They have the strength and elasticity needed to absorb the shock of towing and sudden jerks. Individuals should never hold a towline; always secure it to the boat.

Before towing a boat, make a bridle and tie it securely to the stern eyes on the transom with enough slack to clear the engines. Pad the

line wherever it comes into contact with the boat to prevent chafing. Attach a tow-line to the bridle so that it can slide from side to side to prevent too much pressure on a single stern eye. The tow-line should then be attached to the bow eye or to a bridle on the towed boat. The tow-line should be a minimum of twice the length of the towing boat, the longer the better. When passing the tow-line to the other boat do not try to run in too close. Send either a light line or attach the towline to a life preserver to be pulled in. Beware of each boat's propeller.

The towed boat should always have someone at the wheel since the boat may swing off course. Start the tow off slowly. A steady pull at a moderate speed should be used. It is important to keep the slack out of the propeller area. Watch the action of the towing boat. If excessive slack develops in the towline and contact is obvious turn in either direction to avoid hitting the stern. As a precaution, passengers on both boats should stay clear of the tow-line. Lines under stress could snap and fly in either direction causing injury.

SHALLOW WATER

NOTICE Most boats that become grounded can be floated off with motors tilted to reduce the draft at the transom. Do not attempt to power off if the propellers are in mud or sand due to possible damage to your engine's cooling system.

With motors tilted, try rocking the boat from side to side to break the suction of mud from the keel. Move passengers or heavy objects away from the point where the boat is grounded. Do not lower or start the engines until the boat is clear of the ground. When boating in water with tidal changes be mindful of fluctuations of the water level. If you are grounded on an incoming tide you can wait until the tide is high enough to re-float your boat. However, with an outgoing tide take quick action to re-float your boat. If this is not possible set an anchor to keep the boat from being driven further aground. Set the anchor to counter the action of the wind or current. The anchor, in some cases, can also be used to pull the boat free. Many inland areas have rocks and stumps, which could crack or puncture a fiberglass hull. Be familiar with the boating area and use caution in shallow water.

ANCHORING

Some factors that determine the size and type of anchor most suitable for your boat include the size of your boat and the type of sea bottom in your boating area. Never anchor off the stern of the boat especially in strong winds or currents. The weight of the stern and flat surface to the seas can easily cause water to enter over the transom and swamp the boat. There is science to anchoring your Sea Sport. The amount of chain, length of rode, depth of water, etc. are all critical components to securing your boat.

NOTICE Rule of thumb on anchor rode is multiplying the deepest water you expect to be in by 8. Size of rope should be

roughly 1/8" for every 9' of boat length. Chain recommendation is one boat length.

ADVERSE WEATHER & STORMS

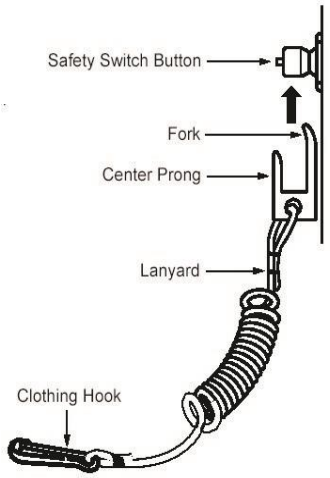
Getting caught in severe weather is hazardous. The best advice for boaters in bad weather is to STAY HOME. Check with local weather stations, the U.S. Coast Guard, or National Weather Service broadcasts for the latest conditions. (162.4 -162.55 MHz). It is recommended to check the weather not only before but periodically while you are boating, as weather conditions can change rapidly. If a storm is heading your way:

- Return to port or seek safe harbor immediately.
- Make sure all persons aboard are wearing a PFD.
- Maintain a safe speed. When a lightning storm advances certain safety precautions should be taken. Dock the boat and seek shelter on land. If this is not possible seek refuge inside the boat until the storm has passed. Stay out of the water! Lightning will seek a ground when it strikes and may pass through metal components if it hits your boat. Avoid contact with metal parts of the boat under these conditions. Use trim tabs (if installed) to change the attitude of your boat in tough weather. The ride and experience can vary greatly by manipulating the trim tables along with the engine/motor trim.

IN THE EVET OF FOG

If you encounter fog, set a course using your GPS or compass and navigational chart. Reduce your speed. Have everyone aboard act as lookouts to prevent collisions. Sound your horn intermittently to warn others of your presence. You must also listen for signals from other boaters in the area. Use radar if equipped.

EMERGENCY STOP SWITCH



Sea Sport Boats are equipped with an emergency stop switch that is supplied by the engine manufacturer. This is a safety feature that, if used properly, will shut the engine(s) down if the operator leaves or falls from the helm position. This ignition shutdown switch includes a shut-off switch, switch clip, lanyard and lanyard clip. The lanyard clip should be attached to the operator. If a situation arises where the boat should stop, a pull on the cord to release the clip from the shut-off switch will shut down the engines. To reset the emergency stop switch, simply reinstall the switch clip. The ultimate decision to use the emergency stop switch rests with the captain/pilot. Note: there may be one multiple emergency stop switches, one at the aft station, flybridge, and at the main helm.

RENDERING ASSISTANCE

The owner or operator of a vessel is required by law to render all practical or necessary assistance to any person or vessel affected by collision, accident or casualty. However, you should not endanger your vessel or passengers to render assistance.

ACCIDENT REPORTING

Report all boating accidents to your local authorities. Federal regulations require boat operators that are involved in an accident to submit a written report within 48 hours. In the event of death or disappearance notification is required immediately by phone or radio in addition to the written report. These reports can be submitted to the State Boating Law Administrator. Forms can be obtained through the USCG, local harbor patrol offices, sheriff and police stations.

CARBON MONOXIDE

⚠WARNING - Exhaust fumes contain carbon monoxide (CO), an odorless and colorless gas. Carbon monoxide is poisonous and a health hazard that can be fatal if breathed over an extended period of time. Symptoms of CO poisoning can include: dizziness, nausea, headache, sleepiness, vomiting, throbbing in temples, muscular twitching and the inability to think

clearly. If you or anyone else experience these symptoms immediately get away from fumes and into an area with plenty of fresh open air. If symptoms persist seek medical attention. The boat operator should be aware that CO is emitted from any boat's exhaust and possibly other equipment on board. You are susceptible to CO while operating, mooring, and or anchoring in an area containing other boats emitting engine exhaust. An operator, likewise, needs to be aware of the consequence of his actions on other boats. Of primary concern is the operation of an auxiliary generator with boats moored along side each other. **NOTICE** It is recommended to have a CO Detector/Sensor installed in your vessel. Do not inhale exhaust fumes. Exhaust fumes are dangerous and potentially lethal.

BOATING SAFETY TIPS

Safety is the first priority in any boating trip. Remember - the safety of your vessel and all aboard are your responsibility. The following precautions will add to you and your passenger's boating safety and pleasure.

- Study all operation and maintenance manuals for your Sea Sport before operation. Contact your dealer with any questions or concerns. Proper operation and maintenance will ensure quality performance and the longevity of your boat.
- A written float plan left with a reliable person will be valuable information if you have a mishap and do not return on time. Upon returning inform the holder of the float plan to prevent false alarms about your safety.
- Never operate or allow anyone to operate your boat while under the influence of drugs or alcohol.
- Only allow experienced or properly educated/trained/experienced/licensed people to operate your boat.
- Instruct at least one person to pilot your boat and be familiar with basic boating techniques and safe operation in the event of an emergency.
- While boating, passengers should be settled in a safe position. Handholds and rails should be used. Do not hang legs or arms over the sides while the boat is underway. Do not allow bow-riding, transom or gunwale riding.
- Keep your boat speed under control. Respect for other boaters and those on shore is common courtesy. The operator of the boat is responsible for any injury or damage caused by the boat's wake. Your wake could swamp or damage a smaller craft or endanger its passengers. Stay alert for posted "No Wake Zones".
- Your Sea Sport Boat may be equipped with a boarding ladder or swim platform to aid in re-boarding while swimming. Never attempt to use the boarding ladder while the engine is running. A shift lever in neutral could become engaged causing severe harm

to swimmers. Do not operate your boat in swimming or diving areas at any time. Serious injury or death will occur from contact with a rotating propeller. Use extreme caution whenever swimming near the boat, even when the engine is off. A propeller will tend to rotate if subject to a current and could cause serious injury or death. Your boarding ladder is designed for use by persons boarding the boat from the water. Do not use the boarding ladder while the boat is out of the water, as damage to the boat and/or ladder could result. Never use the motor as a ladder.

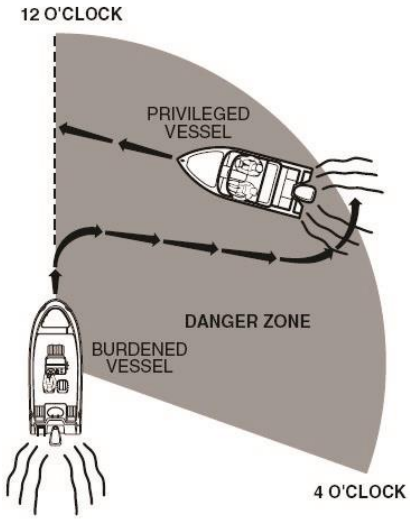
- When venturing into foreign waters collect information on the boating area. Obtain charts for new areas whenever possible.
- Recommend boat shoes or non-slip shoes to passengers to prevent slipping or falling.

BASIC RULES OF THE WATER

Boat operation is governed by the International Regulations for the Prevention of Collisions at Sea 1972 (72 Colregs) and the 1980 U.S. Inland Navigation Rules (Inland Rules), also known as the Rules of the Road. You may also be responsible for any local regulations (rules that elaborate on minor details of the Inland Rules). To learn more on basic Rules of the Road, explore the material provided by the U.S. Coast Guard and the Power Squadron.

MEETING HEAD-ON - Neither boat has the right-of-way in this situation. Both boats should decrease speed, should turn to the right, and pass port-to-port.

PRIVILEGED BOATS - Privileged boats have right-of-way and can hold course and speed. Sailboats and boats paddled or rowed have the right-of-way over motorboats. Sailboats under power are considered motorboats. Small pleasure craft must yield to large commercial boats in narrow channels. Use common sense when applying these rules.



BURDENED BOATS - The burdened boat is the boat that must make whatever adjustments to course and speed necessary to keep out of the way of the privileged boat.

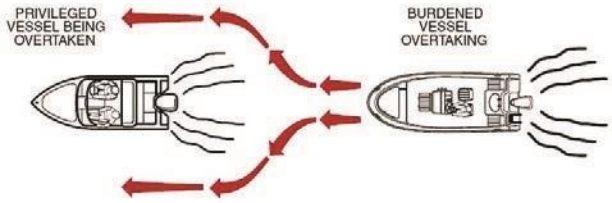
CROSSING - In crossing situations, where two power boats meet, the boat to the right from the 12 o'clock to the 4 o'clock position has the right-of-way. It must hold course and speed. The burdened boat keeps clear and passes behind the privileged boat. Power boats going up and down river have the privilege over power boats crossing the river.

OVERTAKING - The boat that is overtaking one ahead of it is the burdened boat and must

make any adjustments necessary to keep out of the way of the privileged boat.

THE GENERAL PRUDENTIAL RULE - The general prudential rule regarding right-of-way is that if a collision appears unavoidable, neither boat has right-of-way. As prescribed in the Rules of the Road, both boats must act to avoid collision.

NIGHT RUNNING - Boats operating between sunset and sunrise (hours vary by state) must use navigation lights. Nighttime operation, especially during bad weather or fog can be dangerous. All rules of water apply at night, but it is best to slow down and stay clear of all boats, regardless of who has right-of-way. Protect your night vision by avoiding bright lights and have a passenger, if possible, help keep watch for other boats, water hazards, and aids to navigation.



LOADING CAPACITY **⚠WARNING** - Though overloading is a primary cause of many boating accidents, improper loading is equally hazardous. Boaters should know the amount of weight on board and evenly distribute the weight within the boat. Use an established waterline mark on your boat to know how your boat is sitting in the water and review prior to departure.

SUGGESTED BOATING CLASSES AND LITERATURE - Boats must be operated according to prescribed safety rules and traffic regulations. This manual contains basic boating tips and is not intended as a substitute for a complete review of the safety rules and regulations. We recommend you consult the following agencies for further recommendations on safe boating and instructional classes:

- United States Coast Guard (www.uscg.mil)
- United States Coast Guard Auxiliary (www.cgaux.org)
- United States Power Squadrons (www.usps.org)

FUELING SAFETY AND ENVIRONMENTAL CONCERNS

FUELING **⚠WARNING**

The United States Environmental Protection Agency (EPA) is in constant review and frequently modifies their requirements on marine fuel systems. These requirements are designed to reduce pollution from both liquid spillage and evaporative emissions from marine

vessels. Your new Sea Sport is equipped with the highest quality fuel lines, and an aluminum fuel tank. Additionally, boats manufactured after July 31, 2013 are equipped with an automotive type fuel fill, and a carbon canister installed in the fuel tank vent system. The fuel fill is designed to activate the automatic shutoff feature on the delivery nozzle at a predetermined level to ensure that the tank is not overfilled, and to maintain proper venting. Occasional early shutoffs may occur – this is normal, just as in your car. Be aware of your beginning and ending fuel level, though – if you know you have pumped enough to be close to capacity,

DO NOT TOP OFF! Intentionally filling to more than rated capacity will not allow the vent system to function correctly and could introduce fuel into the carbon canister, requiring replacement of the canister. Here are some tips to keep your system functioning as designed for a cleaner, greener boating experience:

- When fueling on a trailer, fuel with the keel approximately level with the ground. In the water, this is the natural floating attitude of your boat – just keep it balanced side to side (You should already have everyone out of the boat when fueling as a normal precaution).
- Make sure you have the dispensing nozzle inserted all the way into the boat's fuel fill.
- Maintain control of the dispensing nozzle – don't set the catch (if equipped) and walk away.
- Use a portable container for emergency fueling only. If you have to use a portable container or fuel caddy to fill your boat, remember the automatic shutoff will not work, and do not fill over rated capacity.
- When trailering your boat, avoid parking on extreme slopes for an extended period of time, particularly with a full tank in hot weather.
- Be patient. It is normal for fuel flow to be less at the dock than when you pump gas in your car.

FUELING SAFETY ⚠CAUTION - Safety during fueling requires CAUTION and COMMON SENSE. Observe the following precautions carefully. Check with your dealer if you have questions. Check your engine manual to confirm the type of fuel and oil specified by the manufacturer. Try to avoid fuel containing alcohol (ethanol). Alcohol may deteriorate some rubber materials used to make up your fueling system, and can attract water into the system. If you must use fuel containing ethanol, make sure it is no more than **10% ethanol (E10)**, and add a quality fuel stabilizer immediately after filling your tank.

BEFORE FUELING:

- Correctly identify your boat's fuel fill point. If fueling in-water, position the boat so that you can stand on the dock to fuel– not in the boat.

- Have a fully charged fire extinguisher nearby.
- Observe all safety regulations for the handling of fuel.
- Extinguish all cigarettes and smoking materials.
- Shut down all engines.
- Close all ports, hatches, windows, and engine compartments to prevent fumes from accumulating in closed areas.
- Turn battery select switch(es) to the "OFF" position to ensure that all lights, electronic equipment, etc. are off.

DURING FUELING:

- Keep the fuel supply nozzle in contact with the fuel fill opening to prevent any static sparks.
- Do not over fill tank. Wash and clean-up any spilled fuel. Secure the fuel cap and check fuel lines and connections for leakage.
- Dispose of rags or sponges used for clean-up on shore. Do not store these clean-up rags in the boat.
- After fueling open all ports, windows, and hatches to ventilate closed areas.
- Conduct a "sniff test" around the boat to make certain all fumes are vacated before using the battery select switches.

DISCHARGE REGULATIONS **NOTICE**

The Federal Water Pollution Control Act prohibits the discharge of oil or any other hazardous substances which may be harmful into the U.S. navigable waters. Make sure that you abide by State and Federal regulations with regards to signage and placards relating to fuel discharge.

DISCHARGE OF OIL

The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into or upon the navigable waters and contiguous zones of the United States. If such discharge causes a film, sheen, or discoloration of the surface of the water or causes a sludge or emulsion beneath the surface of the water, violators are subject to penalties which can include tickets and/or fines.

DISPOSAL OF PLASTICS AND OTHER GARBAGE IN WATERS OF THE UNITED STATES

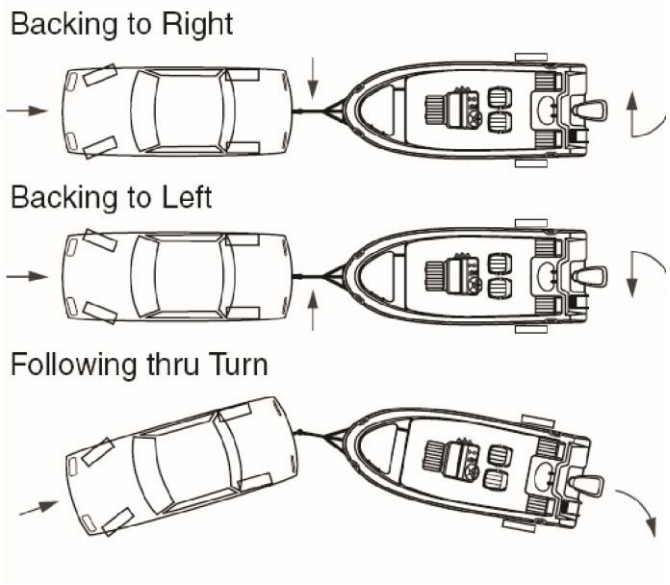
Federal regulations prohibit the discharge of plastic garbage anywhere in the marine environment. Plastic includes but is not limited to: synthetic fishing nets, ropes, lines, straws, six pack holders, Styrofoam cups and lids, bottles, buckets and plastic bags.

Penalties for violations are strictly enforced and can result in fines, tickets, or jail.

DRIVING & TRAILERING YOUR BOAT OUT OF THE WATER

DRIVING

Do not allow passengers to ride in the boat while trailering. Check brakes and tires (gashes & pressure) prior to leaving. Drive as steady as possible and avoid sudden jerks. Anticipate stops to make them smooth. Road trips call for occasional stops to make sure the trailer is still secured properly.



TRAILERING

The adjustment and balancing of your boat on the trailer determines how easily your boat may be transported. The tongue weight on the hitch ball should be 5-10% of the total weight of your boat, motor and trailer. Tail-heavy loads cause swaying while trailering. The rollers and/or bunks of your trailer should be adjusted so that the weight is distributed evenly across the stern and forward throughout the keel sections. Your dealer is capable of adjusting your trailer properly. Practice maneuvering the trailer. The trailer always backs in the opposite direction of the vehicle: To maneuver the trailer, turn the steering wheel in the direction you want the trailer to go. Prior to initial launch familiarize yourself with this manual and all aspects of your boat.

BOAT PERFORMANCE

Many factors play a role in boat performance including weather, fuel, cargo weight, loading locations, etc. Below are some items to keep in mind as you try to keep your Sea Sport performing like it should.

BOAT HANDLING

The best method of learning how to handle and obtain the best performance from your boat is to practice and experiment. After several hours of operation you should experiment with the throttle settings to determine the most comfortable and economical range for your particular loading conditions. We suggest that you make a speed/RPM chart in order to obtain the most economical operation. Operate the boat at various speeds and check the fuel consumption. Determine the amount of operating time remaining when the fuel gauge drops into the low fuel level. Make a log of this type of information and have it available when using your boat. Other statistics you may want to determine could include the following:

- Minimum speed for effective steering.
- Turning radius at different speeds.
- Response to steering at low speeds.
- Control of the boat using both engines in close quarters.
- Time and distance to bring the boat to a stop at different speeds.
- Acceleration and deceleration rates.
- Performance with only one engine (if applicable).

ENGINE EFFICIENCY

NOTICE

Engines operate most efficiently at the RPM confirmed in the engine operating manuals, while the engines are properly tuned and the drive systems are in good condition. Propeller maintenance and sizing are important. Engine efficiency will decrease if normal care and

maintenance is not performed. If engines are neglected, power will drop and speed will decrease. In addition, expensive repairs may become necessary. Be sure to follow all instructions in the engine operation manuals.

The engine manufacturer supplies all vital information concerning your engines in the operation and maintenance manuals or online. Details of important engine maintenance schedules, lubrication system, cooling system and engine alert systems are outlined in these manuals. Your familiarization with this engine reference material will result in the proper usage and service that is essential for safe and enduring engine performance. These manuals are included with the Boat Book provided by the Dealer at time of sale.

Do not attempt to service any engine or drive component without being totally familiar with the safe and proper service procedures. Certain moving parts are exposed and can be dangerous. **⚠DANGER** Do not inhale exhaust fumes. Exhaust fumes may contain carbon monoxide, a dangerous and potentially lethal gas.

A warranty registration card is included with all engine manuals and should be completed and returned to the engine manufacturer as soon as possible.

WEATHER CONDITIONS

Weather conditions affect engine performance. Barometric pressure and humidity both influence horsepower. A change of weather could cause a 10% loss in horsepower.

LOAD DISTRIBUTION

A decrease in performance will be noticed when gear, equipment, passengers and fuel are added. This type of extra load will affect the performance of the boat according to the distribution of the weight. Water accumulation in the bilge will also affect performance. Keep the bilge dry to eliminate this problem.

MARINE GROWTH

Maximum performance is obtained only when your hull bottom is clean. Marine growth on the bottom of the boat will increase resistance and decrease speed. These conditions will also increase fuel consumption. Bottom paint and other installed equipment can also affect performance.

TRIM

Most outboard models are equipped with power tilt and trim mechanisms. The purpose of power tilt function is to raise the engine for launching, loading or trailering your boat. The power trim function may be used to adjust the boats planing performance and running attitude. Trim refers both to the weight distributions inside the boat and to the angle of thrust of the drive unit. The angle of thrust of the drive unit forces the bow up or down. The proper trim angle will vary depending on the load and weight distribution in your boat. If the drive is raised too far, you could cause the propeller to "ventilate" or "cavitate", resulting in a sudden increase in engine RPM and a loss of speed. If this occurs, immediately reduce engine speed and lower the drive until the condition is corrected.

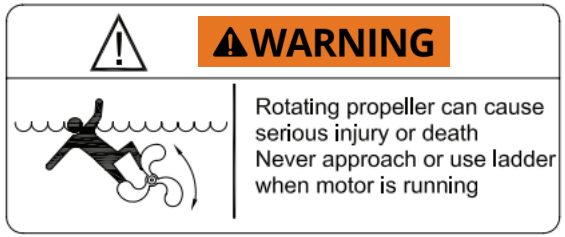
TRIM TABS

Your Sea Sport Boat comes equipped with trim tabs. The tab planes mounted on the transom of the boat are actuated by an electric ram piston. Two switches at the helm operate the trim tabs. The switches are labeled "bow up-bow down" and correspond to the side of the boat the switch is closest to, although the tab on the opposite side of the boat causes this motion. Always remember to fully retract the trim tabs prior to putting the boat on a trailer. Stepping on the trim tab plane may cause damage to the unit or result in injury. See your trim tab owner's manual for complete operation and maintenance information.

One of the biggest challenges for boaters/captains is finding the perfect ride in a variety of seas. The Sea Sport is designed to handle a multitude of weather and water conditions, but it is the Captain's responsibility to adjust the attitude of the boat to handle these conditions comfortably and safely. Often this is done through the manipulation of the trim tabs in conjunction with engine trim. Adjusting the tabs down will push the bow down and slice through waves and chop. On calm days you may not want any tab and trim the engines up to skim across the water. As you get familiar with the tabs, if something feels awkward just reduce your speed, reset the tabs to full up and start over. Discuss trim tab operation and the effect the tabs and engine trim can have on your Sea Sport with your Dealer.

PROPELLER

The propeller ("prop") converts the engine's power into thrust to propel the boat. The right prop for any boat in a specific application is one that allows the engine to turn up to its full rated RPM (seen on your tachometer), but no more. It is necessary for the engine to turn to full rated rpm in order to develop full rated power. If the boat is used for more than one type of activity, fishing and water skiing for example,

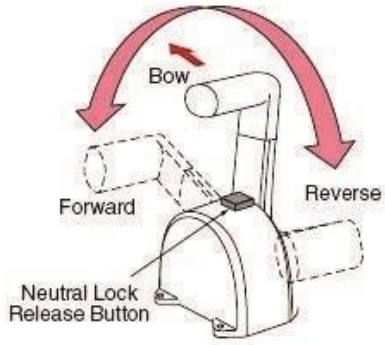


the prop can only be optimized for one situation. Since a spare prop is an excellent safety item, the purchase of a second propeller which is more efficient for another application is not all "added expense".

Propellers are identified by two numbers such as 14 x 17, and a material identification, such as aluminum or stainless steel. The first number is the diameter and the second is the pitch. The diameter is the distance across the circle swept by the extreme tips of the propeller blades. The term pitch comes from the old screw analogy used to approximate propeller action. This analogy says that a propeller screws itself through the water much as a wood screw works itself into soft pine. The pitch is the angle of the blades expressed in the theoretical distance a propeller would travel in each revolution. In the above example the propeller would advance 17" on each revolution. In reality, the propeller actually pushes the boat forward less distance than its pitch. The difference between the pitch and the actual distance traveled is called "slip".

THROTTLE/SHIFT CONTROL

The engines throttle/shift functions are located at the helm station and possibly an aft station. Your new Sea Sport may also have a joystick control system. It is important to get familiar with changing/alternating station controllers and systems. Please work with your Dealer to discuss the functionality and performance.



Binnacle Mount Control

Your throttle is controlled either by manual cables or electric cables.

If your throttle or shift cables need replacing use the same style and length as the original equipment. Be familiar with the type of cables used on your vessel, as technology is altering the landscape of throttles and controls (fly-by-wire, etc.)

NEUTRAL SAFETY - The engine(s) on your new Sea Sport contains a neutral safety switch which prevents the engine from being started in gear. When starting your engine the control lever must be placed in the neutral/middle position. When functioning properly, this mechanism does not allow the engine to start when the control is not in the neutral position.

SHIFT FUNCTION - After your engine is started simply move the control lever in the forward position. To place the engine into reverse, move the control lever backwards to the reverse position. Remember that propellers are designed for maximum forward thrust so reverse thrust will not be as efficient. Boats with joystick controls will operate a little differently. Consult with the manuals for this system and your local dealer for operating joystick controls.

FORWARD THROTTLE - To engage the throttle mechanism while in forward gear position continue to move the lever forward past the detent in a controlled motion. This motion will begin to increase engine RPM which will cause the boat to move forward.

REVERSE THROTTLE - To engage the throttle mechanism in reverse continue to move the lever backward (back or aft) past the detent in a controlled motion. This motion will begin to increase engine RPM which will cause the boat to move backwards. Raising the engines in reverse may provide a little extra control of your boat.

NEUTRAL THROTTLE - To engage the neutral throttle function on your engine control box depress the neutral lockout button located at the center of the control lever's pivot point or on the handle. While fully depressing the button inward move the control forward or reverse to activate the throttle. With newer electronic controls, the "idle" function may occur through a button on the engine controller. Consult your manual for specifics on idle throttle.

STOPPING / BRAKING - To stop a boat that is moving forward you may reverse the shift mechanism. This change in direction will provide a "braking action," slowing the boat. NOTE: Abrupt braking action with the boat moving too fast may cause a wake that can rise above the transom and potentially flood the boat. Allow engine RPS to decrease before shifting into reverse. Never slam the boat in reverse or full reverse immediately after full forward throttle. This could severely damage the engines. Practice these techniques prior to use in emergency situations.

OPERATING TWIN ENGINES - When adding throttle, it is fairly standard to operate both handles at the same time. If things get overwhelming (nearing a dock, getting close to objects, etc.) feel free to take one motor out of gear (neutral) and only operate one engine. It may relieve some stress in tricky situations. It is also good to know how your boat performs under one engine in an emergency, so practice this condition in a safe area. You have dual engines which adds an increased level of maneuverability over a single engine. Practice putting one in forward and one in reverse to manage turns. Raise and lower the motors and feel the effect. Find the pivot spot in your boat. It takes practice to get confident in driving a new boat.

STEERING

Hydraulic steering systems require regular preventative maintenance for continued safe and reliable operation. The oil level in the helm pump must be maintained within acceptable operating levels. A low oil level will cause air to be introduced into the steering system and result in unresponsive steering. The oil level should always be within 1/4 inch from the base of the fill hole located on the front top portion of the helm pump. Check the entire steering system regularly for oil leaks. Unobserved leaks over a period of time will result in

unresponsive steering or loss of steering. Any moving mechanical linkages, sliders, etc. should be greased as needed with high quality marine grease approved by the steering manufacturer. Refer to the manufacturer's steering manual for specific recommendations and additional maintenance.

⚠WARNING Any slow or sudden change in the "feel" of your steering system indicates an immediate need for a thorough inspection. All repairs and replacements to steering systems should be made by an authorized dealership.

Power steering is an equipment option. Power to a pump runs a ram that assists the steering mechanism. It is typically controlled by a switch at the console. The wheel can still be controlled manually if the power steering mechanism fails. Consult with your Dealer on the operation and performance of your power steering system.

SEA SPORT FUNCTIONAL SYSTEMS (WASTE/WATER/ELECTRICAL/WINDLASS/)

WASTE DECK FITTING

There is a stainless-steel fitting installed on the gunwale in the cockpit marked "Waste". Most marinas and some municipalities can empty your holding tank through this fitting. In areas where discharge is allowed, waste can be pumped overboard. A bypass valve in the head directs this flow, and a switch in the head operates the pump. Be sure that the Y-valve is in the open position before operating the pump. Damage to the pump could result if the valve is closed.

The toilet manufacturer's instructions are included in your "Boat Book" – be sure to read and understand the recommended operation and maintenance procedures in the manual and abide by all laws and regulations for waste disposal. Remember – discharge valves must be closed and locked to the tank storage position, or access to the toilet restricted when in a no-discharge zone.

RAW WATER FLUSH HEAD SYSTEM

While using a Raw Water Flush, Hand Pump (Manual)/Powered Electric Flush Toilet: Water from under the boat is taken through a ball valve under the center cabin floor through the inspection plate/access hatch. This needs to be open to allow water into the toilet bowl. Set selector handle on toilet to desired position

(wet bowl) to flush. Set Y valve to "overboard" or "holding tank". Now use toilet. Review manufacturer's literature for toilet operation instructions. Review schematic at the end of this manual for routing overview.

EMPTYING THE TANK OVERBOARD

To empty the holding tank overboard with the macerator, make sure the overboard ball valve is in the open position and the deck-plate pump-out fitting is tight. Run macerator pump until tank is empty. Avoid running the pump dry (stop the pump when the waste has all been sent overboard). Switch for the macerator pump is located in the head or at the dash.

FRESH WATER FLUSH HEAD SYSTEM

To use toilet, main potable water system pump must be on. Switch will be located at console or dash area. Use toilet and flush with fresh water using switch in toilet room. Routing and valving and pumping system is same as noted above.

TANK LEVEL INDICATOR

If equipped with a tank monitoring system, tank 1 is fresh water, tank 3 is the black water. Tank 2 is not used in most applications. Tank levels are displayed using electronic sensors on the end of the tank. If a tank level indicator display is not installed, there is no tank monitoring. Your notification is through visual inspections at the toilet (flushed material no longer goes down toilet.) Some Sea Sport models allow for the tank to be seen through the access hatch in the center of the floor by the head where the water pickup is installed. A flashlight may be needed.

NOTE: if the waste tank monitor seems to be inaccurate, flush the tank out once or twice to clean out the sludge to clear out the plastic tank. The sensors will begin to work as intended.

Know the Law: In 1972 (amended 1987) Congress enacted the Clean Water Act. This law addresses a wide spectrum of water pollution problems, including marine sewage from boats in navigable U.S. waters. The law provides for "no discharge" by boats operated within three miles of shore, in enclosed lakes and reservoirs or in rivers not capable of interstate navigation. States may apply to the EPA to have other waters declared "no discharge" if discharge of sewage would be harmful. Therefore, boats with toilets must be equipped with operable, Coast Guard approved Marine Sanitation Device (MSD). These are designed to either hold sewage for pump out ashore or discharge beyond the three-mile limit, or treat the sewage to Federal standards prior to discharge. Check with your local authorities or

Coast Guard for the latest rules which apply to the area where you do your boating. In order to comply with the Clean Water Act, in addition to the discharge seacock being kept closed, the key to the lock must be removed from the pump-out switch/valve or the door to the head should be kept locked when operating the boat in a no-discharge zone. Failure to follow these rules may lead to a citation if boarded by the Coast Guard or other law enforcement agency.

FRESH WATER SYSTEM

The system is composed of a water tank (capacity is model dependent) located under the cabin floor (accessed by screws and plate cover). The combination fill and vent deck fitting is located on the gunwale labeled "Water". The pumps regulating flow are controlled by a breaker in the panel, and each pump has a built-in pressure switch, which cycles the pump automatically based on water demand. The pump feeds the system through 1/2" tubing, which runs to the freshwater hose bib in the cockpit and the sink in the cabin. Fresh water tank level can be viewed on digital display as "Tank 1" (if equipped). If your boat is built without an electronic sensing mechanism, a visual inspection is your best option to check fresh water level.

SHOWER If your Sea Sport is equipped with a shower, there is a compartment in the shower that holds the shower "wand". The wand is attached to a hose that can be pulled out for convenience. The switch in the bathroom allows you to operate the shower drain. Turn the button on as water accumulates on the floor. Don't let the pump run continuously. Only push switch when water needs to be evacuated from floor. On the 28', 30' and 32' models there is a shower box with a float switch. The shower water drains and collects in the box/tank and is pumped out automatically using float sensors for your convenience. You need to turn the switch "ON" which is in the head for this automatic system to work properly.

For **hot water**, fresh water is heated using an AC (120V) element. The only way you will get hot water is if you are plugged in to shore power or using a generator. If equipped, a hydronic heating system will allow you to get hot water. The diesel heater can pump glycol through a heat exchanger and runs through the water heater.

WASH-DOWN HOSE (COCKPIT)

A thru-hull fitting is connected to a valve that will allow sea water to be pulled from the bottom of the boat from a pump through a hose to a deck fitting. The deck fitting/valve is often located in the fish cleaning station and connected to a hose. The thru-hull valve must be open, the pump switch at the bulkhead in the cockpit must be on, and the valve deck fitting must be open. Now you should be able to squeeze the trigger on the hose and shoot saltwater.

Drain outlets and Exhaust Fittings (if equipped with heaters) are located on the side of your boat. Know which one goes to which system. Fish boxes, cleaning stations, and bilge drains are common penetrations.

ELECTRICAL OVERVIEW

Power to your Sea Sport will originate with either a 120V source at shore power/generator or a 12V source through the battery system. Every Sea Sport has one battery for each engine along with a house battery for all other loads. Power is distributed through a battery switch on the 12V side and a power distribution panel on the 120V side. There is a battery switch to turn batteries "ON", "OFF", or "COMBINE".

BATTERY SWITCH (12V) ⚠CAUTION

Get to know the Battery Switch and what it controls. Your boat will be equipped with a dual or triple battery system, with selector switches located on the transom. In a twin engine application, there will be a triple battery system where one selector switch (dual circuit) provides power to both of your engines, 1 battery per engine in the "ON" position. The other selector switch provides power from your house battery. In a single engine application, the battery selector switch is a dual circuit switch where the "ON" position powers both the house and the engine.

The combine function on the switch combines either the house and the start battery or both start batteries together. In an emergency situation this function can be used to start an engine that has a dead battery.

Charging the batteries from either the engine alternator or the battery charger is done through the automatic voltage sensing relays. These relays do the work for you automatically. Nothing manually needs to be done. Review the manual for this equipment for more information.

INVERTER

Please get familiar with the manufacturers manual as well as how the system is wired and switched. To run your shore power distribution panel from your inverter, switch the inverter control panel rocker to "ON" position (typically located on console in the cabin). The indicator light on the controller will illuminate next to "invert". All of your AC shore power equipment controlled from the AC distribution panel will now be drawing power from your house battery through your inverter. The inverter battery switch at the transom should be ON (and should never be off). It is there for maintenance purposes only. If the switch is off, the inverter will not work and the house batteries will not be charged. Review electrical schematic to help trace system out. If you turn the Inverter "On" when on shore power, you will charge your batteries and use power through the house batteries. If you turn the Inverter "ON" when not on shore power, you will convert AC power through your inverter from the house battery and if your engines are running they will be charging the house battery system (charging rate will obviously be dependent on what is plugged in.)

Shore Power: When plugging in to shore power, depending on if you have an inverter or not, perform the following steps:

Standard shore power (no inverter): Be sure that the main breaker is Off on your AC distribution panel. Plug the shore power into the boat and into the dock. Turn the breaker on at the dock, then go turn your main breaker "ON" at the AC Distribution Panel. Now you can turn on the breakers for the equipment that you want to run on shore power. To disconnect from shore power, turn off the main breaker at the AC Distribution panel, remove the cord and stow.

With an inverter on Shore Power: Be sure that the main breaker is "OFF" on your AC distribution panel. Make sure the Inverter Control Panel Rocker Switch is "OFF". Plug the shore power into the boat and into the dock. Turn the inverter control panel rocker switch to the "ON" position. The top light should illuminate that says "Shore Power/Charger". Turn your main breaker "ON" at the AC Distribution Panel. Now you can turn on the breakers for the equipment that you want to run on shore power. To disconnect from shore power, turn off the main breaker at the AC Distribution panel, turn off the inverter control rocker switch, remove the cord and stow.

NOTICE - Do not turn the battery switch to "OFF" while the engine is running. This can cause damage to the charging system. When replacing your battery, reference your engine owner's manual for recommended battery type and required performance specifications.

NOTICE - The automatic bilge pump float switch is wired directly to battery 1. In the event of total discharge of battery 1, the float switch would be inoperable and will not provide protection against water entering the bilge while the boat is unattended.

See additional diagrams and schematics at the end of this manual for additional layout and strategy information.

USING AN ANCHOR WINDLASS

Anchoring can be less laborious if your boat has an anchor windlass accessory. Sea Sport Boats install a 12-volt windlass and an anchor roller as optional equipment on all models. The windlass is protected by a breaker and operated by a rocker toggle switch at the helm or via remote control. See the windlass operation and service manual for further details. When anchoring, make sure to tie rode off to the cleat as to protect windlass gears. Carry enough rode and chain to safely anchor your boat.

NOTICE It is illegal to tie your boat up to a navigational aid such as buoys, cans, or markers.

USING A BOW THRUSTER

(If Equipped) – Controls for the thruster are located on the dash. Reference the manufacturer's operating manual for instructions. Learn

how your boat performs when operating the thruster, as performance will depend on many factors that can change quickly. Also note that the thruster is typically quite loud, so be prepared.

INTERIOR OPERATION

We have maximized every square inch of space in your boat. There are plenty of storage opportunities hidden under cushions and behind doors. Utilize these areas and make them your own. The dinette table and pilot seat (port) have some uniqueness that we will discuss below.

DINETTE TABLE

Raises and lowers for convenience. Extra cushions are provided to complete bed on top of table and bench seat area when fully lowered.

REVERSIBLE PILOT SEAT (IF EQUIPPED):

The Port Side pilot seat can be made to look forward or aft. A swinging door to the V-Berth allows your legs to comfortably sit forward. Remove the seat cushion and prop open a hinged board for the backrest, and re-install the cushions.

COMMON NAUTICAL TERMS

Abeam - Perpendicular to a boat's keel, side-to-side.

Access Plate/Hatch - A removable cover that provides quick entry to enclosed areas for maintenance or visual inspection.

Aft - Toward the rear or stern of boat.

Beam - The greatest width of a boat.

Bilge - The lower interior compartment(s) of the hull.

Bow - The forward/front part of a boat.

Bow Eye - A U-shaped hull fitting used to attach the trailer winch cable to the boat.

Bulkhead - Vertical partition between compartments inside the hull.

Chine - Outer bottom edge of the hull; the junction of the side of the boat and the bottom.

Cleat - Deck fitting with arms or horns on which lines are fastened.

Deck - Upper structure which covers the hull.

Draft - Depth of water required to float the boat.

Fathom - A depth measurement equal to six feet.

Freeboard - Distance from the topside of the gunwale to the waterline of the hull.

Gunwale (or Gunnel) - Top outer periphery of the deck.

Hatch - An opening in the deck or other structural component (wood, plastic, fiberglass).

Head - A toilet or toilet area in a boat.

Headroom - Vertical distance between the deck and cabin or canopy ceiling.

Hull - The lower outer "shell" of the boat.

Keel - The lowest external portion of the hull; the junction of the two sides of the bottom.

Knot - Unit of speed in nautical miles per hour.

Lee - The side that is sheltered from the wind.

List - To tilt or lean to one side.

Port - The left side of the boat when facing the bow.

Scupper - Holes permitting water to drain overboard.

Sheer - Curve or sweep of the deck as viewed from the side; the joint between the deck and hull.

Starboard - The right side of the boat when facing the bow.

Stern - The rear end of a boat.

Stern eye - A U-shaped hull fitting used to secure the stern of the boat to the trailer.

Stringer - Longitudinal members in the hull that provide structural strength.

Transom - The flat area across the aft end of the hull.

Wake - The waves made in the water by a moving boat.

COMMON GAUGES AND SWITCHES

Every switch and gauge on your console or in your GPS unit has a function and a purpose. Get to know how these gauges work, what they are for, what they indicate and what acceptable ranges are for you and your boat.

ENGINE SCREEN/DIGITAL GAUGE

Your engine package, whether installed at NMI or at the Dealership comes with its own computerized digital gauge system. This digital monitor/screen has multiple display characteristics and output data options. Typical display items include Speed (knots or mph), Tachometer (RPM), Fuel Burn, Fuel Capacity, Range, Oil, Trim, Voltage, maintenance information, etc. Discuss the screen settings and functionality with your Dealer.

NOTICE It is very important to understand how to reset your digital fuel level at every gasoline fill-up.

NOTE: Analog gauges can also be installed for peace of mind/redundancy if desired.

VOLTMETER

The voltmeter (optional) indicates the battery charge with the engines off and the charging system output with the engine running. A reading of 12 or 13 volts with the engines off is normal, indicating a fully-charged battery. Readings below 11 indicate a weak battery which may not start an engine. A reading of 13 to 15 volts when the engine is running is normal. Readings over 15 volts may indicate regulator problems. Low or fluctuating readings may indicate loose connections or trouble in the regulator and alternator circuit.

NOTICE It is good to have a hand-held volt meter in your boat to test your batteries in case of a failure. See further in this manual for your battery arrangement (house, starting batteries, inverter, etc.)

WARNING SYSTEMS - WATER TEMPERATURE AND OIL LEVEL

Outboard engines have several warning systems. The buzzer for these systems is located under the dash. Some models also have indicator lights in addition to the audible alarm. The purpose of the buzzer is to alert the driver to potentially damaging engine operating conditions. Consult your engine owner's manual for exact location and function of these systems. Some engine warning systems also incorporate an RPM reduction mode that when working properly effectively controls the engine RPM. The maximum

RPM achievable when some warning systems are activated is 2,500 RPM. **NOTICE** Consult your authorized dealer if your engine is not achieving proper operating RPM. Also understand how to turn off the warning signal as this can sometimes affect navigation sensibility. Remember that an alarm has occurred and return to port to fix the issue.

FUEL GAUGE (Analog)

This feature indicates the gas tank fuel level (if equipped). When reading this gauge remember two things: (1) the accuracy of your gauge varies with the attitude of your boat in the water (trim or list heel), (2) the fuel pickup tube inside the gas tank is not capable of withdrawing all of the fuel from the tank. **NOTICE** For these reasons never operate your boat at extremely low fuel levels.

OVERHEAT WARNING INDICATOR

This feature indicates when the temperature of the cooling water circulating through the engine is too high. When the temperature exceeds the recommended operating range indicated by your engine owner's manual, immediately shut off your engine to prevent damage. Overheating is often caused by obstruction of your engine's intake on the lower unit. Check the intake strainer first if you experience trouble.

TRIP METER

This feature indicates the distance traveled since the meter was last set.

OIL LEVEL WARNING LIGHT

Refer to your engine owner's manual for information regarding oil level and warning light.

REVOLUTIONS PER MINUTE (RPM)

Consult your engine owner's manual for the recommended operating RPM range.

TRIM

In general, a boat is started from a stationary position with the engine trimmed down. The engines are "tucked in" to the transom and

will tend to keep the bow down as the boat comes on plane. As speed is increased and running angle reduced, the engines are gradually trimmed out or up to maintain a desirable running angle. Keeping the engines trimmed too far in will cause the boat to plow water.

SWITCH PANEL

At the helm station you will find an accessory switch panel. These accessory switches are specified below. As each Sea Sport is built custom, each switch panel may be different.

BILGE PUMP

This switch serves as an overriding manual switch in the event of failure of the automatic switch in the bilge.

COCKPIT LIGHTS

The cockpit lights provide illumination for the cockpit area. There may be a switch for these on the starboard side near the aft station.

HORN

The horn is sounded by pressing the momentary switch on the panel or on console. It should be used to warn or alert other boats or persons.

DEFROST

The defrost/fan button on the dash pushes AMBIENT air from the cabin and directs it through the directional outlets that point to each of the three front windows. If your Sea Sport is equipped with a central heating system, these vents will be plumbed to the heater and will shoot warm air. The switch has a "high" and a "low" setting, forward and back.

LIVEWELL/FISH BOXES

These switches activate the livewell and/or fish box pumps. On models that have the water pickup mounted on the bottom of the boat, ensure that the valve under the pump is in the open position. Most models also have a flow control on the aerator fitting in the livewell - use this to adjust fill and circulation rates. The fishboxes come equipped (typically) with pumps to send

wastewater overboard (drains out through port aft fitting). Pump controls are usually on the starboard side bulkhead area near optional aft station.

WASHDOWN

This switch pressurizes the wash down system.

NAVIGATION / ANCHOR LIGHTS

Your boat is equipped with lights that meet international lighting regulations. The three-position switch (NAV-OFF-ANCHOR) changes the lighting configuration to running or anchor lights. Select the NAV position when running at night (running lights). The NAV position will illuminate the red/ green combination light forward and the white all around light. Select the ANCH position while anchored at night. The ANCH position will illuminate only the white all around light typically located on the hard-top or arch/rail system.

ACCESSORY/SPARE

Switches, fuses and breakers labeled "SPARE" or do not have a label are unused. These components are provided for the addition of non-factory installed accessories (future capacity).

CIRCUIT BREAKERS

Circuit breakers are located either on the switch panel or nearby on a dedicated breaker panel. If a breaker trips repeatedly, troubleshoot the circuit for shorts or a malfunctioning device. The marine environment is harsh, and connections may get corroded quickly. Wiring diagrams for your Sea Sport model are included in this manual.

STEREO

The stereo component can include satellite radio, aux inputs, CD, AM/FM Radio, Bluetooth, etc. It can run through your GPS system, have remote stations and have multiple speaker zones. Contact your Dealer to see how this system operates as it is a very important part of the boating experience.

VHF RADIO, NMEA CAPABILITIES

On newer boats, all of your equipment can be connected to each other through cabling, most commonly on the NMEA 2000 system. This can tie in your VHF to your GPS system, allow for AIS system tracking (Automatic Identification System) along with a myriad of other capabilities. Consult with your local Dealer on how to understand your complete electronics package.

MAINTENANCE

The amount of maintenance required to keep your boat operating properly and to maintain the appearance is dependent on how the boat is used, amount of usage, type of water, climate, storage, etc. Your hull and deck are constructed by the hand lay-up method using the highest quality fiberglass knit material and core materials. This method of construction ensures a proper fiberglass-to-resin ratio and uniform thickness, which together results in a boat of superior strength, much stronger than boats constructed of strictly "chopped glass". This process makes your Sea Sport boat the strongest, most durable fiberglass boat in its class.

The bilge areas should be kept clean and dry. This includes the outboard bracket. Leaks found early and corrected are less likely to cause damage. Do not allow grease and dirt to build up. Proper maintenance of your boat is not only a source of pride, it is the key to maintaining your boat's value. A few simple steps will keep your fiberglass looking showroom bright for years.

Your new Sea Sport boat may have two, three or even ten different types of interior finishes that need care. Your dealer should walk you through each surface and the proper treatment per the manufacturer's recommendation for each, but below is a brief overview:

FIBERGLASS

The exterior finish of your Sea Sport is a thin layer of resin with a finished color pigment called gelcoat. Its purpose is to protect the inner laminate from moisture and chemicals and to give the parts the glossy smooth colored finish that is the hallmark of fiberglass boats. Although gelcoat has a hard smooth surface it does contain microscopic pores that will allow surface discoloration if not kept clean.

CARE - Normal exterior finish maintenance of your Sea Sport boat is similar to the care you would give your automobile. Do not use caustic, highly alkaline cleaners or those containing ammonia. These cleaning agents may darken gelcoat. The resulting stain is a chemical reaction and can be removed with a rubbing compound followed by waxing. Keep these items in mind:

- Keep buffing tool moving at all times. Do not allow it to rest in one spot.
- Heat build-up will quickly distort the surface you are working on.

- Compounding too often or excess compounding can wear away the gelcoat (down to fiberglass layer).
- When buffing is complete wash away compound with clear clean water and dry the area.
- Once the area is clean it may be waxed. This will enhance the gloss while providing a seal to retard staining or soil accumulation.

CLEANING - The best way to prevent discoloration and soil build-up is to hose the boat with fresh water after each outing or on a regular basis. This build-up is the result of use and environmental pollutants. Clean the boat regularly with a mild household detergent and plenty of fresh water. Use a sponge on smooth surfaces including the deck and a brush on the nonskid. Rinse away all grime and residue. All stainless or aluminum surfaces should be cleaned and polished.

WAXING - Gelcoat can lose its gloss due to constant exposure to the natural environment and pollutants. It will require special attention to restore the original gloss and color. See a local dealer for advice on wax for your boating region. The wax film will seal the pores as well as enhance the looks of your boat. It is not recommended to wax non-skid surfaces, as they will become slippery. While waxing your boat inspect the surface for any damage. Have the damage corrected as soon as possible. Gelcoat will age or dull naturally. Discolorations are shallow sometimes caused by old wax accumulation and the salt content of water. Polishing compound (fine abrasive) or rubbing compound (coarse abrasive) is recommended for use on fiberglass finishes to remove scratches, stains or restore severely weathered surfaces. These products can be applied by hand or mechanical means. The process below will help restore fiberglass finishes:

- Clean the affected area with a good detergent.
- Remove stubborn stains or discoloration by gently wet-sanding the affected areas with 600 grit "wet or dry" sandpaper.
- Always sand in one direction. Use plenty of water and sand curves the same direction. Dry the area to make sure all the discoloration has been removed. Repeat this process if necessary.
- Buff using a polishing compound suitable for fiberglass, an electric/air buffer and an 8" lamb's wool pad.

REPAIRING - Though gelcoat is a very durable material, it is susceptible to scratches, blistering and web-like cracks over time. It is elastic enough, however, to withstand strong blows while flexing with the hull's movement. Gelcoat problems are cosmetic and will not affect the structural integrity of your boat. Some gelcoat damage and imperfections, such as nicks and scratches can be repaired by obtaining a color match patch kit. This kit can be purchased at your local marine supply store. Acetone is the most suitable cleaning agent for gelcoat. Refer to the instructions that will be included in the patch kit.

⚠CAUTION Resin, gelcoat, and acetone are flammable hazardous chemicals that must be handled properly. Follow instructions carefully. After the gelcoat is catalyzed it will heat up and emit fumes. When finished with catalyzed chemicals or if they start to build up heat, submerse completely in water until cool. Perform work outside in a controlled environment if possible.

BOTTOM PAINT - If you routinely leave your boat in the water for more than a few days at a time, the hull bottom (below the waterline) and outboard bracket should be painted with anti-fouling paint to protect it from marine growth and barnacles that hinder performance. Since some anti-fouling paint slowly dissolves to prevent marine growth, it is advisable to inspect and clean the boat bottom at least once per season. Repaint when necessary. To help prevent blistering use an epoxy barrier coat applied in conjunction with the anti-fouling paint. Contact your dealer for bottom paint recommendations.

FABRIC

Fabric should be cleaned regularly to prevent soil build-up that will become embedded and will linger. This goes for interior seats at dinette, helm, and V-Berth. Simply brush off any debris, vacuum, and treat stains with mild soap or detergent and warm water. Do not use petroleum or ammonia-based cleaners.

WINDOW COVERINGS & CANVAS

When cleaning Sunbrella fabrics or others like it please observe the following:

- Always use a mild soap i.e. Ivory, Dawn, (Never detergent).
- Use a soft brush as necessary.
- Water should be cold to lukewarm.
- Air dry only.

GLASS & WINDOWS

Use Windex or Glass Cleaner as you would on home windows.

WOOD

The teak has been treated with a Penetrating Waterproof Sealer (similar or equal to Dalys Seafin Ship'n Shore) and Dalys Seafin Teak Oil. You can treat your teak with Teak Oil once a year or as necessary. Use as directed, but most effective is to dust off and wipe on with damp rag, and remove within one hour.

If desired you can use a scotch pad to lightly sand prior to treatment.

If you purchased an in-laid "San Juan Interior" it has already been lacquered. Oil or additional lacquer can be applied if desired as needed. If you are not clear which components are "San Juan" and which are straight teak, contact your Dealer.

FORMICA/CORIAN/STONE/GRANITE SURFACES

Consult with the manufacturer for proper cleaning techniques and guidelines. Use of normal household cleaning products is suitable for Formica surfaces.

ZIPPERS & SNAPS

Zippers and snaps will loosen with use. Use care when starting the zipper to prevent damage. Lubricate the snap buttons and zippers with petroleum jelly or paraffin. Fasteners should be unsnapped as close to the button as possible.

UPHOLSTERY

Your exterior vinyl upholstery may be cleaned with a mild solution of household detergent and fresh water. Commercial cleaners for vinyl also work well. Since the seams of your exterior upholstery are not waterproof, your upholstery should be stored in a dry location or covered when not in use.

HARDWARE

Keep factory components clean with a mild soap solution. When mounting hardware to boat surfaces on your own, first check for any wiring, hoses, etc. behind the surface before doing any drilling or cutting. Also check that the surface is adequately

reinforced for the hardware you wish to install and add backing materials if needed. Finally, make sure all penetrations are sealed properly with a marine grade sealant to prevent leakage of water into the hull. Products typically used in this application are by 3M.

CAULKING & GASKETS

Deck fittings, bow rails, windows, hatches etc., have been caulked or gasketed with the highest quality material to ensure a waterproof joint with the boat. However, the working action of normal use will tend to flex the joint and eventually break down the seal. Periodically inspect the caulking or gaskets for leaks. Re-caulk or replace the gaskets when necessary or have your dealer do the repairs. Products typically used in this application are by 3M or Sika.

STAINLESS STEEL RAILS & HARDWARE

NOTICE Your hardware is made of high-quality stainless steel and needs regular cleaning to maintain its "less staining" properties. The key to maintaining stainless steel is to keep it clean with a mild solution of soap and fresh water. Remove salt or dirt from your stainless steel on a regular basis.

ANODIZED/PAINTED ALUMINUM COMPONENTS (Engine Bracket, Window Frames)

NOTICE Due to the nature of anodized or painted aluminum and the harsh exposure conditions of the marine environment, it is important to follow a regular maintenance procedure. Failure to follow a preventative maintenance procedure will most likely result in aluminum pitting. These parts must be washed periodically with a very mild soap and water solution. Sea Sport recommends washing with a mild soap (such as Ivory Liquid) after each use and every two to three weeks if stored in an outside marine environment. Strong cleaners and soaps must not be used; never use abrasive cleaners or products that contain chlorine bleach. These products can remove the anodized coating.

For maximum protection coat parts with a non-abrasive metal protector. The best protectors will displace moisture, remove contaminates, and leave a wax film protecting the anodized aluminum. Follow the application guidelines for the product you choose.

ZINCS

NOTICE Maintain Zincs on Engines, Motor Brackets, trim tabs, and/or other dissimilar metal surfaces. Your zinc plates should be checked monthly.

SCUPPERS

Sea Sport boats have self-bailing cockpits. This means water on the cockpit floor drains by gravity through large aft scuppers and not into the bilge. The aft drains or scuppers have an external flap/closure assembly which restricts the flow of water back into the boat. Inspect the flaps/plastic stopper assembly periodically to make sure that they are free of debris.

NOTICE The scupper flaps/stoppers may need periodic replacement if the rubber becomes damaged or no longer seals properly at the fiberglass penetration.

FUEL SYSTEM

NOTICE One component that should be inspected if a restriction occurs is the anti-siphon valve. If fuel does not flow properly it must be cleaned and/or replaced. DO NOT remove the anti-siphon valve and replace it with a regular barb. Do not use fuels containing alcohol. Alcohol, particularly ethanol, will absorb water that makes fuel more corrosive to metals in tanks and carburetors. It also shortens the durability of elastomers such as hose and gaskets. After fueling, inspect the fuel hoses, connections, and tanks for tightness, signs of leaks, and deterioration. Annually conduct a more detailed inspection of fuel system components, especially those hidden from routine inspection. Replace any fittings, deteriorated hoses, clamps or connections immediately.

BATTERIES

Every Sea Sport has a battery dedicated to starting each engine, along with one house battery. Each should be secured in a non-metallic tray to contain any electrolyte spills and an insulated boot should cover at least the positive battery terminals. If your boat has a shore power connection it likely also has a battery charger. Your Sea Sport can also be equipped with an Inverter.

Consult with your Dealer on how to operate your specific power system, along with proper battery maintenance and operation with different electrical components. For more information about your Electrical System, reference the "SEA SPORT FUNCTIONAL SYSTEMS" portion of this manual.

NOTICE Most newer batteries are of the sealed or gel type. If you do have a battery with removable caps, fluid levels should be checked at least once a month. Fill the battery to the upper level with distilled water. Never overfill the battery. Clean the terminals on all batteries by first turning off any battery switches, then remove the terminal connections and scrub them with a small wire brush and a little bit of baking soda and water (being careful to keep the mixture out of the battery). Wipe dry, then reattach the cables, starting with the highest current draw conductor (i.e. starter cable) closest to the battery, and finish with a light coat of dielectric grease over the exposed metal to help keep out moisture. Follow this same procedure for winterizing, and check and charge the batteries periodically when in storage.

Treat your batteries with respect. **⚠CAUTION** A battery contains sulfuric acid. Avoid contact with skin, eyes or clothing. In the event of contact:

- EXTERNAL: Flush with water.
- INTERNAL: Contact a physician immediately.
- EYES: Flush constantly with water and get prompt medical attention.
- Wear personal protective equipment including gloves and eyewear when working near batteries.
- Batteries produce explosive gases. Keep sparks, flame and cigarettes away. Ventilate when charging or using in an enclosed space.
- Keep out of reach of children.

WINTERIZATION AND STORAGE

GENERAL INFORMATION

Boats stored during the winter or for an extended period of time require some routine maintenance. Prior to and during the storage process the boat and its systems should be checked for maintenance and repairs. It is recommended that you arrange these repairs during the storage period. Avoid costly damage and delay when launching your boat by having it stored and winterized properly. This information is presented as a general guide and **NOTICE** the actual storage should be performed by a professional and authorized Sea Sport dealership.

BOAT LIFTING

NOTICE To avoid personal injury and property damage it is advised to take extra precautions when lifting or moving the boat for storage. For permanent lifting, you will need to have (or will need to add) a bow lifting ring. Rigging for your boat pickup should be done by a licensed and trained professional.

The boat should not be stored/suspended for any length of time by using the bow and stern eyes. While transporting a boat by lift or tow motor/winch the structure should remain as close to ground level as possible. If slings are necessary for lifting or transporting, they should be in proper condition and tied together to prevent any movement (separating or slipping) which could cause damage to the boat. If a forklift is used to move the boat the forks should be padded and in a secure location under the hull near the chine. The forks should be long enough to prevent the boat from rocking forward and aft causing it to become unbalanced. Other conditions that should be considered before hauling, transporting or storing your boat include overhead lines, ground conditions (frozen or soft) and storm conditions that may arise. When storing your boat on the trailer raise and block the trailer axle to prevent tire deterioration. This is an excellent time to lubricate and pack the wheel bearings per the manufacturer's instructions.

STORAGE

Make sure the keel, chine and transom are fully supported. Indoor storage is beneficial particularly if your climate produces freezing weather. The storage unit should not be airtight but should be ventilated. Ventilation is extremely important both around and through the boat. For outdoor storage a canvas cover should be used to prevent "sweating". One method is to build a frame over the boat to support the canvas. It should be a few inches wider than the boat so the canvas will clear the rails and allow passage of air. The cover should be fastened securely so that winds cannot remove it or cause it to chafe the boat. A poor covering job will eventually cost more than the price of a well-made cover.

⚠CAUTION If the boat is shrink-wrapped with plastic for storage, the fuel fill and vent fittings must be outside of the enclosure to prevent the trapping of dangerous fumes or spillage from thermal expansion.

CLEANING AND LUBRICATING THE BOAT

Clean and wax the boat before storage. If your boat spends any length of time in the water there may be a layer of growth on the bottom. As it dries, this debris will harden. Clean, scrub, and scrape the bottom promptly when the boat is removed from the water. Thoroughly remove all marine growth and other foreign matter from the hull. Clean the inside of hull openings, thru hull fittings and scupper drains. Be careful not to transport invasive species from one body of water to the other.

Inspect the hull bottom for damage. Check cleats and rails for corrosion and tightness. Clean all stainless steel and follow proper maintenance procedures. Use a good quality metal preservative on all metal surfaces to prevent salt water damage. Check all hinges for corrosion. Lubricate hinges as necessary. Check for loose silicone, poor seals, and unseated gaskets. Replace or tighten where necessary.

NOTICE Over time, the normal flexing resulting from regular or extended operation in heavy seas can result in water infiltration through your windows, doors and hatches. Inspect for fastener tightness and seal integrity at regular intervals.

WATER SYSTEMS AND DRAINAGE

NOTICE When storing your boat on a trailer or stacked, remove the drain plug and open all valves and seacocks to keep the bilge dry. Store your boat with the bow elevated for drainage. Drain all water tanks, lines and pumps to prevent freeze damage. The fresh water system may be drained by running any faucet until the tank is empty. When empty, turn the pump off to prevent pump damage. Residual water will not damage the tank but it can damage the pump if it freezes. In warmer climates draining will help prevent water stagnation.

If you store your boat where the environment can present freezing conditions, you can add non-toxic antifreeze to your water system which should prevent pipe/hose damage. Be sure to run anti-freeze through entire water system, including water heater, pumps, and all other devices (faucets, toilets, showers, washdowns, fish box pumps, entire head/shower system, window washers, etc.) This process could take 2 gallons more than your water heater capacity (if you have a 6 gallon water heater plan on using 8 gallons of non-toxic anti-freeze.) It is recommended to use shore power to run a heater in the cabin and a dehumidification device to help control moisture and mildew.

NOTICE Flush all fresh water systems with a 10% bleach-water solution twice a year. Add lemon juice if desired to help improve smell if necessary.

WASTE SYSTEM

NOTICE Flush your waste tank and pumps multiple times before storing for the winter. Add some anti-freeze to protect pumps and valves (if equipped). Clean toilet thoroughly prior to long-term storage.

FUEL SYSTEM

Fill your fuel tank with fuel to minimize space in the tank for condensation to form. Add a good quality fuel stabilizer, following the manufacturer's directions on the container. **NOTICE** DO NOT fill your tank with fuel containing ethanol for storage. The ethanol will tend to separate out of the fuel over time and will also absorb water.

BATTERIES

Check the electrolyte level in your batteries and fully charge the batteries before storing. A weak battery loses its charge more rapidly than a strong battery. Ideally, you should disconnect the batteries and cover the terminals with grease to prevent corrosion. When replacing batteries in the boat remove excess dielectric grease from terminals and charge as necessary before reinstalling. Trickle-charging the batteries over the off-season is another good idea.

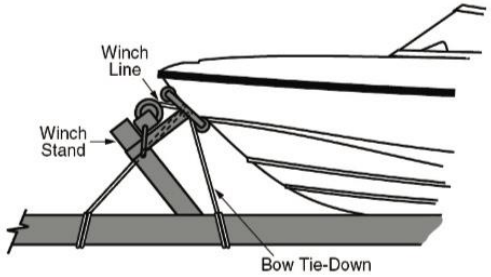
ENGINES

Check your engine owner's manual regarding the procedures for winterizing the engines. Follow these important instructions carefully, and your engines should survive most weather conditions. Change all filters. Check hoses and clamps. If you have any vibrations during the season look for loose engine bolts, bent shafts or bent propellers. Make sure engines are completely out of the water during any prolonged storage.

We hope you found value in this manual. We at Sea Sport want nothing but the best experiences for you, your family, and your friends. We wish you safe and wonderful travels, and we hope you enjoy everything that Sea Sport has to offer.

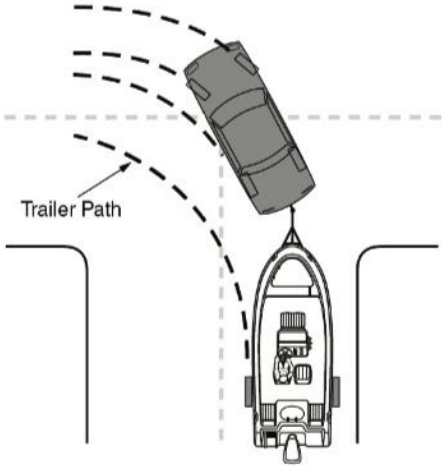
From all of us at Sea Sport, Thank You!

TRAILERING CHECKLIST



- ☐ Consult your state laws as to brake and axle load requirements.
- ☐ Check brakes for proper operation and fluid level prior to departure on each trip.
- ☐ Check springs and undercarriage for loose parts.
- ☐ Check tires for proper inflation. Under-inflated tires heat up rapidly and tire damage or failure is more likely to occur.
- ☐ Wheel bearings and lug nuts should be checked before each trip.
- ☐ Your boat should be fastened to the trailer by a line from the bow eye to the winch line PLUS a bow tie-down to the winch stand or trailer tongue. The stern of your boat should be tied down to the trailer from the stern eyes.
- ☐ Check to be sure the tail-lights and turning signals work prior to towing.
- ☐ Bimini tops and canvas curtains are not designed to stay on boats at highway speeds. Before towing, take down the Bimini top and any canvas, if so equipped.

- ☐ Check racks/arch height/elevations for clearances at bridges or building openings.
- ☐ Carry a spare tire for both your trailer and your towing vehicle along with sufficient tools to change them.
- ☐ Be sure all lids, doors, and the engine cowling are latched securely before trailering.
- ☐ On extended trips, carry spare wheel bearings, seals, and other wheel assembly components.
- ☐ While traveling, check the wheel hubs every time you stop for gas or refreshments. If the hub feels abnormally hot, the bearing should be inspected before continuing your trip.
- ☐ When rounding turns on highways or streets, do not cut corners. Also, go slowly over railroad tracks.
- ☐ Before backing your trailer into the water, disconnect the light plug from the towing vehicle to reduce the likelihood of damaging lights when they become submerged.



PRE-START CHECKLIST

The following checks are essential to safe boating and must be performed before starting the engine. Get in the habit of performing these checks in the same order each time so that it becomes routine. It is recommended that your Sea Sport be re-commissioned by an authorized dealer.

- ☐ Check that all required maintenance has been performed.
- ☐ Check the weather conditions.
- ☐ Complete "Float Plan" and notify others of travels.
- ☐ Check that the required safety equipment is on board and in good condition.
- ☐ Check that the fire extinguisher is fully charged. Be sure that you are familiar with its proper use.
- ☐ Check that no fuel, oil or water is leaking throughout boat and outboard bracket. Trace hoses and fittings and visually inspect.
- ☐ Check all hoses, bilge, thru-hull fittings, and other connections for leakage and damage.
- ☐ Check that the hull drain plug is in place and securely tightened before putting your boat in the water.
- ☐ Check that battery terminals are clean and tight.
- ☐ Check for prop installation and tightness.
- ☐ Check operation of bilge pumps in both "manual" and "automatic" modes.

- ☐ Check that all navigation lights operate properly.
- ☐ Check that fuel and oil levels are adequate. Always carry more fuel than you anticipate using, in case you are forced to change your plans for weather or other reasons. Check both analog and digital gauges for consistency.
- ☐ Check that throttle/shift control is in neutral.
- ☐ Check that the steering system operates properly.
- ☐ Turn batteries to "On" position. This may be on a dial at transom or via switch in the cabin.
- ☐ Put Key in Ignition and turn one click clockwise.
- ☐ Lower engines into water all the way.
- ☐ Start each motor (push button) and let warm up per manufacturers recommendations.
- ☐ Turn on GPS, VHF, as well as other electronics. Review motor screen and clear/operate as needed.
- ☐ Turn shore power switch to off, unhook shore power cord (if applicable.)
- ☐ Make sure power steering switch is "On" (if applicable).
- ☐ Remove lines and fenders, clear the dock and get under way.

DEPARTURE CHECKLIST

You made it to your home dock or trailer after a tremendous trip. Here are a few things to remember as you disembark and head back home.

- ☐ Tie up boat with spring-lines and fenders.
- ☐ Vacuum
- ☐ Scrub decks all fiberglass surfaces with salt cleaner and spray entire boat with fresh water.
- ☐ Power-down electronics.
- ☐ Flush motors with fresh water, follow manufacturers recommendation.
- ☐ Turn off Batteries
- ☐ Clean and store BBQ and Downriggers
- ☐ Plug in shore power cord.
- ☐ Check for water in motor bracket.
- ☐ Clean out refrigerator.

- ☐ Close windows and hatches (probably should do this before the washdown process)
- ☐ Turn off heater. Turn on dehumidifier and/or other heating device using shore power to minimize mold/mildew.
- ☐ Lock door.

STORAGE CHECKLIST

In addition to the winterization narrative, use the following checklist as a guide for storing your boat. Additional details should be added as needed for your personal application.

- ☐ Remove all loose items and personal equipment. Inspect and replace as needed.
- ☐ Remove any detachable and valuable equipment such as electronics. Store electronics inside in a dry and secure place.
- ☐ A built-in compass should be covered. Ultraviolet rays from the sun can "cloud" the compass and make it difficult to read.
- ☐ All equipment should be winterized as directed in the manufacturer's manuals.
- ☐ Winterize engine
- ☐ Winterize fuel system
- ☐ Winterize Raw / Fresh water systems.
- ☐ Inspect & Lubricate trailer bearings and other parts as recommended by the trailer manufacturer.
- ☐ Store cushions and canvas indoors in a dry place to prevent mildew.
- ☐ Clean the exterior and interior of the boat
- ☐ Remove all grease, oil, salt spray etc.
- ☐ Remove all garbage. Clean the cabinets, refrigerator, lockers/storage, fish boxes and live wells.
- ☐ The lids and doors should be propped open for ventilation
- ☐ Empty toilet / head and flush with fresh water
- ☐ Lubricate all hinges, valves, the backs of electrical panels and other surfaces that may rust.
- ☐ Check underwater items. Hardware should be in good condition and tight. Inspect electrical systems and have any repairs performed.
- ☐ Check all zincs and replace as needed (engines, outboard bracket, trim tabs, etc.).

DAILY LOG ENTRY				Date:	
Departure (Place):		Time:		Tide:	
Stopover (Place):		Time:		Wind Direction:	
Arrival (Place):		Time:		Wind Speed:	
Notes:				Sea State (Waves):	
				Weather (Sky):	
				Air Temp:	
Crew/Guests:				Forecast:	
				Logged By:	

FLOAT PLAN

www.cgaux.org

INSTRUCTIONS: Complete this plan before you go boating and leave it with a reliable person who can be depended upon to notify the Coast Guard, or other rescue agency, should you not return or check-in as planned. If you have a change of plans, or will be delayed, notify the person holding your Float Plan. Finally, close your plan by notifying the holder you have arrived home safely and if the holder has reported you overdue, notify all applicable rescue authorities of your safe return.

Do NOT file this plan with the Coast Guard

www.uscgboating.org

VESSEL

IDENTIFICATION:

Name & Hailing Port _____

Document / Registration No. _____ HIN _____

Year, Make & Model _____

Length _____ Type _____ Draft _____ Hull Mat. _____

Hull & Trim Colors _____

Prominent Features _____

COMMUNICATION:

Radio Call Sign / Number _____

DSC MMSI No. _____

Radio-1: Type _____ Ch. / Freq. Monitored _____

Radio-2: Type _____ Ch. / Freq. Monitored _____

Cell / Satellite _____

Email _____

PROPULSION:

Primary-- Type _____ Eng. ___ Fuel Capacity _____

Auxiliary--Type _____ Eng. ___ Fuel Capacity _____

NAVIGATION: (Check all onboard)

☐ Compass ☐ Radar ☐ GPS / DGPS ☐ Depth Sounder

☐ Charts ☐ Maps ☐ _____

SAFETY & SURVIVAL

VISUAL DISTRESS SIGNALS:

☐ Electric Distress Light (night only)

☐ Flag (day only)

☐ Flare, Aerial (day & night)

☐ Flare, Handheld (day & night)

☐ Signal Mirror (day only)

☐ Smoke (day only)

AUDIBLE DISTRESS SIGNALS:

☐ Bell

☐ Horn

☐ Whistle

EPIRB:

UIN* _____

ADDITIONAL GEAR:

☐ Anchor - Line length _____

☐ Dewatering device

☐ Exposure suits

☐ Fire Extinguisher

☐ Flashlight / Searchlight

☐ Raft / Dinghy

☐ Food for _____ days / person

☐ Water for _____ days / person

☐ _____

☐ _____

☐ _____

☐ _____

PERSONS ONBOARD

OPERATOR:

Name _____

Address _____

City _____ State ___ Zip Code _____

Age ___ Gender ___ PFD ☐ PLB UIN* _____

Note _____

Has experience with: ☐ this vessel; ☐ the boating area(s).

Home Phone _____

Vehicle (Year, Make & Model) _____

Vehicle License No. _____ Trailer ☐

Vehicle parked at _____

Float Plan Note _____

PASSENGERS / CREW: (Identify all on board)

	Name	Home Phone	Age	Gender	PFD	Note	Passenger PLB UIN* (Not listed in a specific order)
1.					☐		
2.					☐		
3.					☐		
4.					☐		
5.					☐		
6.					☐		
7.					☐		
8.					☐		
9.					☐		
10.					☐		
11.					☐		
12.					☐		

If you have a genuine concern for the safety or welfare of the persons onboard this vessel that have not returned or checked-in, in a reasonable amount of time, then follow the step-by-step instructions on the Boating Emergency Guide™ located on the last page of this Float Plan.

(*) EPIRB and PLB registration required by Federal regulations. www.beaconregistration.noaa.gov

FLOAT PLAN continued

www.cgaux.org

INSTRUCTIONS: Complete this plan before you go boating and leave it with a reliable person who can be depended upon to notify the Coast Guard, or other rescue agency, should you not return or check-in as planned. If you have a change of plans, or will be delayed, notify the person holding your Float Plan. Finally, close your plan by notifying the holder you have arrived home safely and if the holder has reported you overdue, notify all applicable rescue authorities of your safe return.

Do NOT file this plan with the U.S. Coast Guard

www.uscgboating.org

CONTACTS

Contact 1 _____ Phone Number _____

Contact 2 _____ Phone Number _____

Rescue Authority _____ Phone Number _____

ITINERARY

		DATE	TIME	LOCATION / WAYPOINT	MODE OF TRAVEL	REASON FOR STOP	CHECK-IN TIME
1	Depart						
2	Arrive						
	Depart						
3	Arrive						
	Depart						
4	Arrive						
	Depart						
5	Arrive						
	Depart						
6	Arrive						
	Depart						
7	Arrive						
	Depart						
8	Arrive						
	Depart						
9	Arrive						
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14	Arrive						
	Depart						
15	Arrive						
	Depart						
16	Arrive						
	Depart						
17	Arrive						
	Depart						
18	Arrive						
	Depart						
19	Arrive						
	Depart						
20	Arrive						
	Depart						
21	Arrive						

If you have a genuine concern for the safety or welfare of the persons onboard this vessel that have not returned or checked-in, in a reasonable amount of time, then follow the step-by-step instructions on the Boating Emergency Guide™ located on the last page of this Float Plan.

USCG Float Plan - BOATING EMERGENCY GUIDE™

BEFORE YOU BEGIN – This guide is designed to work either with or without a Float Plan. You will need the following items: 1) the Float Plan, if one was given to you; 2) a pen or pencil; 3) a clean sheet of paper or writing tablet; and 4) your local telephone directory.

Step 1: Do you have a genuine concern for the safety or welfare of any persons who have not returned or checked-in, in a reasonable amount of time?

If yes, then continue with **Step 2**. Otherwise **STOP** -- no further action is required at this time.

Step 2: Were you given a prepared Float Plan by anyone on board the vessel?

If yes, then continue with **Step 3**. Otherwise, go to **Step 5**.

Step 3: Locate the Contacts at the top of page 2 on the Float Plan. Call Contact number 1

IF CONTACT #1	THEN
Answers phone	Take notes during your conversation. 1. Let the person know you are responding to a late return or check-in by the individuals designated on the Float Plan. 2. Determine if the person you are talking to, or anyone else at that location, has recently had contact with anyone on the vessel, and when and where that contact occurred. 3. Are you still concerned about the safety or welfare of any persons on board the vessel? **IF** / **THEN** Yes / Continue with **Step 4**. No / **STOP**. No further action is required.
Does not answer phone	Continue with **Step 4**.

Step 4: Call Contact number 2

IF CONTACT #2	THEN
Answers phone	Take notes during your conversation. 1. Let the person know you are responding to a late return or check-in by the individuals designated on the Float Plan. 2. Determine if the person you are talking to, or anyone else at that location, has recently had contact with anyone on the vessel, and when and where that contact occurred. 3. Are you still concerned about the safety or welfare of any persons on board the vessel? **IF** / **THEN** Yes / Continue with **Step 6**. No / **STOP**. No further action is required.
Does not answer phone	Continue with **Step 6**.

Step 5: Using the checklist below, jot down only what you know about each item:

DO NOT SPECULATE. Incorrect information may mislead Search and Rescue personnel; add to the overall search and rescue time; and adversely affect the outcome.

- ☐ Period of time the vessel has been overdue.
- ☐ Purpose of the trip or voyage.
- ☐ Description of vessel. (Type, size, color, features, etc.)
- ☐ Vessel's departure point and destination.
- ☐ Places the vessel planned to stop during transit.
- ☐ Navigation equipment aboard. (Examples: GPS, radar, compass, sounder, etc.)
- ☐ Number of persons aboard. Relevant characteristics such as dependability, reliability, etc.
- ☐ Was the vessel initially docked or moored or did a vehicle tow it to a launch point?
- ☐ License plate number and description of the tow vehicle p and/or the passenger's transport vehicle.
- ☐ Communications equipment aboard, including type of radio and frequencies monitored, cellular or satellite telephone numbers of individuals, etc.
- ☐ Additional points of contact along the vessel's planned route.
- ☐ Operator and/or a passenger/crew member absolutely had to be back at the scheduled return time.
- ☐ Call your local Rescue Authority that responds to marine emergencies (Police. Sheriff, Constable, First responder, etc.).

Go to **Step 6–2**.

Step 6:

1. Call the Rescue Authority contact at the top of page 2 on the Float Plan.
2. Tell the dispatcher you are responding to a late return or check-in by the persons on board the vessel.
3. The dispatcher will instruct you from there.

   Note: The dispatcher will provide you with the necessary contact or agency connection to get a search and rescue mission started. This puts you in direct contact with the agency conducting the actual search and rescue, eliminating unnecessary middlemen.

   The dispatcher will tell you if he/she desires a follow-up call on the outcome of the rescue.
4. Continue with **Step 7**.

Step 7: Be patient you've done everything you can possibly do for now. It is important to keep the telephone available so emergency personnel can contact you with additional information and/or questions concerning the search and rescue effort.

STOP -- End of Guide

Provided as a courtesy by:

<Unit or Organization Name>
<City>, <State>
<phone number>
<website URL>
Get a Vessel Safety Check before you go boating.

The USCG Float Plan is the official Float Plan of the U.S. Coast Guard and U.S. Coast Guard Auxiliary. For more information visit:

www.floatplancentral.org

Maintenance Log:

ID	Date	Hour Reading	Service Performed	Location
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
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36				

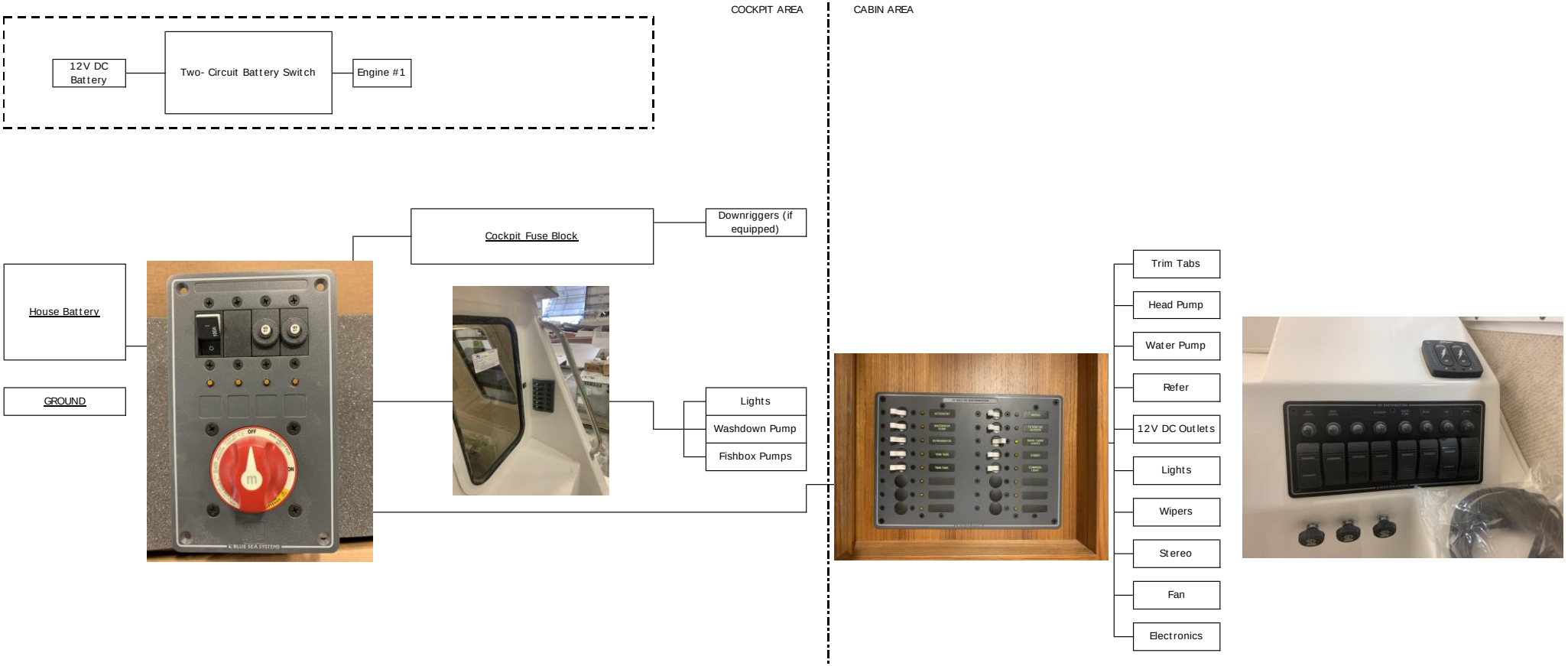
WASTE/WATER/ELECTRICAL SCHEMATICS & DIAGRAMS

Information in the following section is given for reference and assistance in troubleshooting. As technology and systems change, we at Sea Sport need to change. This may result in slight differences from what is actually installed to what is shown on the diagram. All components installed in your Sea Sport will have manuals included with the "Boat Book" provided at time of purchase. Consult the factory if you have questions about specific information that is not shown.

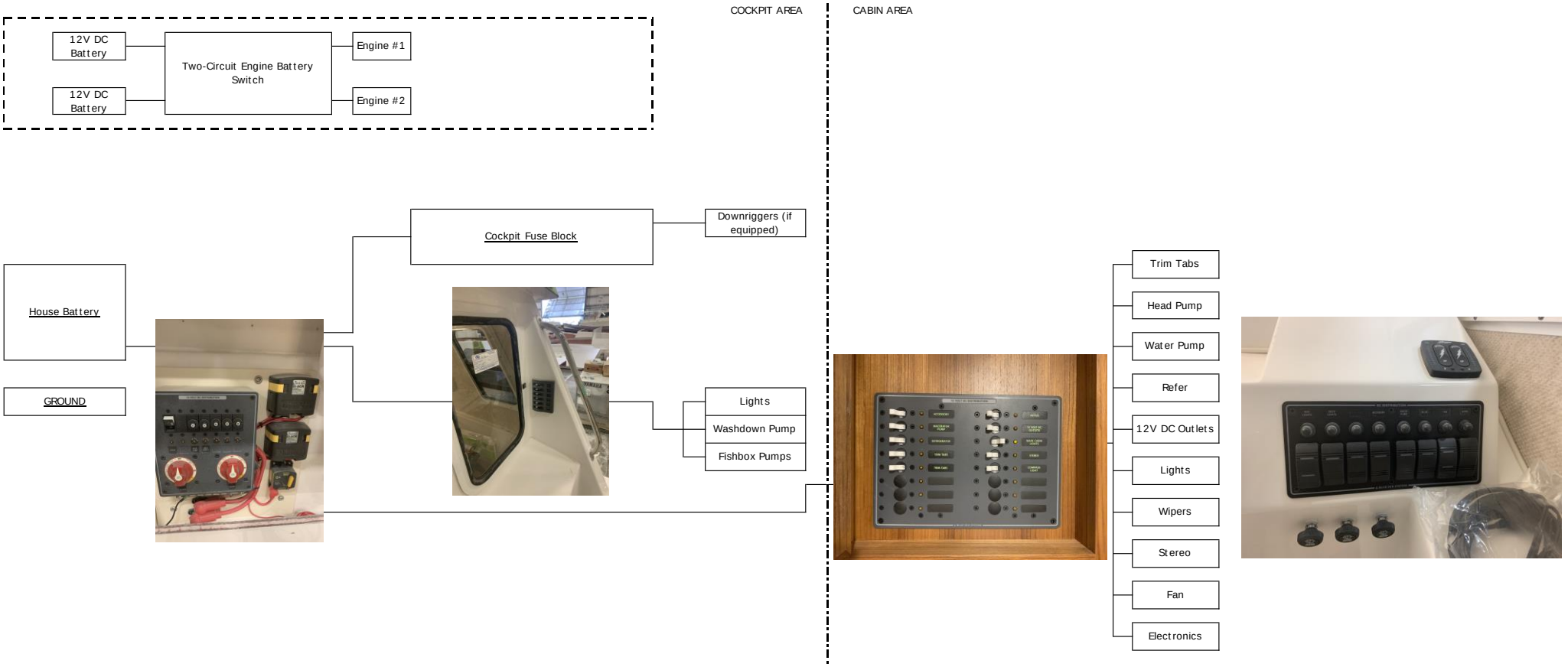
⚠CAUTION

All wiring conforms to ABYC standards for size, temperature rating and color codes. Always use marine rated components when performing any work on your boat's electrical system and ensure that all circuits are sized correctly with wire and overcurrent protection. We recommend using a qualified marine electrician for any repairs or additions to your boat's system.

12V DC SYSTEM WITH SINGLE ENGINE



12V DC SYSTEM WITH TWIN ENGINES



SINGLE ENGINE BATTERY SCHEMATIC

CHARGER RELAY

EQUIPMENT BREAKER (WINDLASS, COCKPIT SWITCH PANEL, ETC. IF EQUIPPED)

FUSE BLOCK FROM BATTERY SWITCH POST TO DOWNRIGGERS/ POT-PULLERS (IF EQUIPPED)

12V DISTRIBUTION FROM BREAKER AT BATTERY SWITCH TO CABIN DEVICES OR DASH

ILLUSTRATION OF BACK-SIDE OF BATTERY SWITCH. **NOTE** "HOT" JUMPER, BREAKER, TIE-BAR FOR "COMBINED" FUNCTIONALITY, AND DUAL CIRCUIT WIRING TO ENGINES AND BATTERIES.

TYPICAL DEVICES WIRED ALWAYS "HOT"
BATTERY CHARGER LEAD
BILGE PUMPS
HEATER SYSTEM/COOKTOP

COCKPIT SWITCH - FROM BREAKER AT TRANSOM OR BATTERY SWITCH TO COCKPIT EQUIPMENT

TWIN ENGINE BATTERY SCHEMATIC

CHARGE RELAY

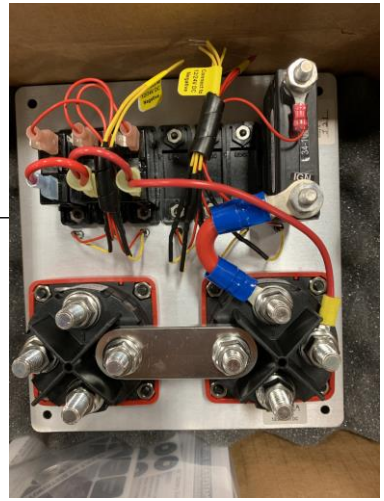
CHARGE RELAY

EQUIPMENT BREAKER (WINDLASS, COCKPIT SWITCH PANEL, ETC. IF EQUIPPED)

12V DISTRIBUTION FROM BREAKER AT BATTERY SWITCH TO CABIN DEVICES OR DASH

FUSE BLOCK FROM BATTERY SWITCH POST TO DOWNRIGGERS/POT-PULLERS

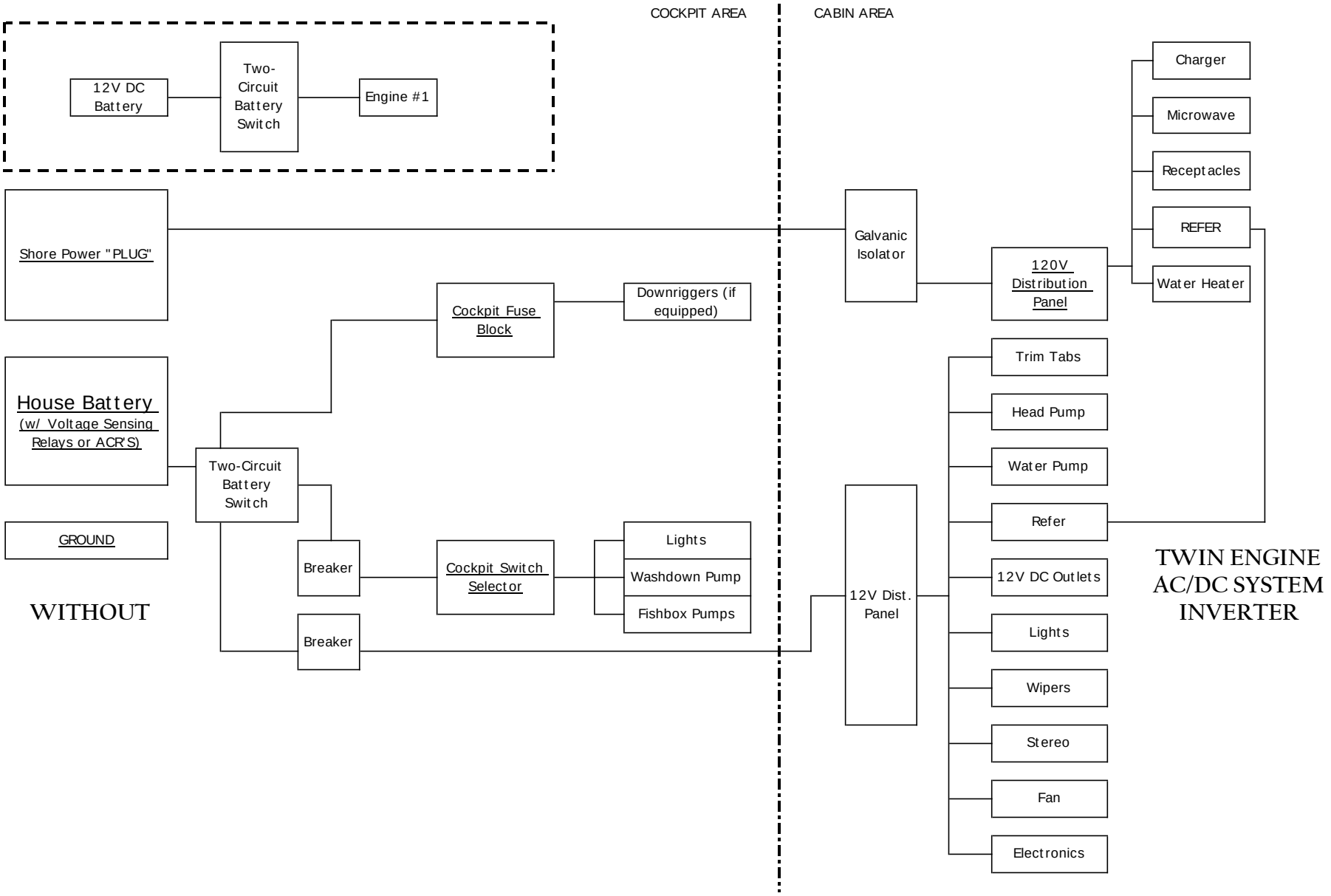
ILLUSTRATION OF BACK-SIDE OF BATTERY SWITCH. **NOTE** "HOT" JUMPER, BREAKER, TIE-BAR FOR "COMBINED" FUNCTIONALITY, AND DUAL CIRCUIT WIRING TO ENGINES AND BATTERIES.



TYPICAL DEVICES WIRED ALWAYS "HOT"
BATTERY CHARGER LEAD
BILGE PUMPS
HEATER SYSTEM/COOKTOP

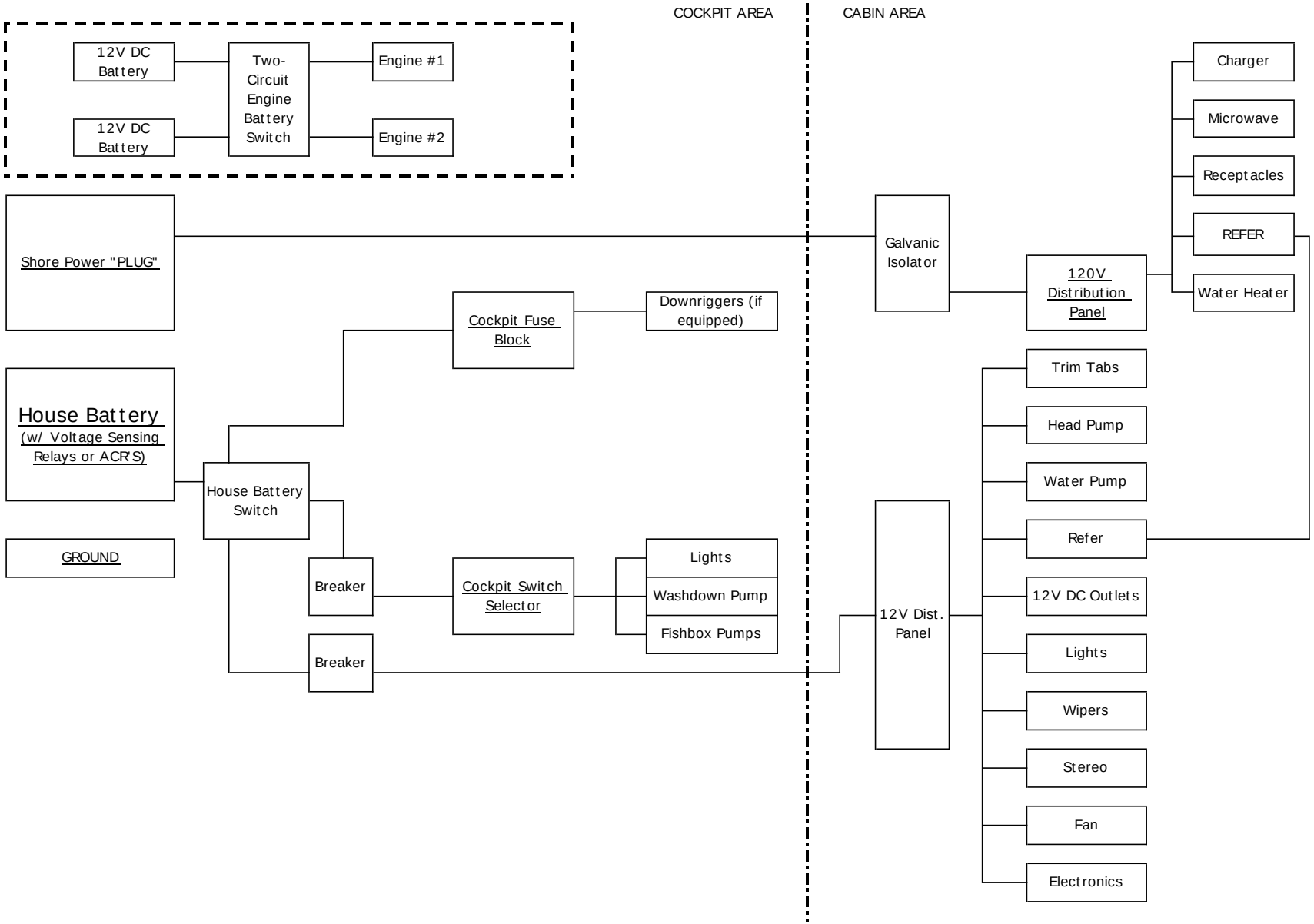
COCKPIT SWITCH-FROM BREAKER AT TRANSOM OR BATTERY SWITCH TO COCKPIT EQUIPMENT

SINGLE ENGINE AC/DC SYSTEM WITHOUT INVERTER

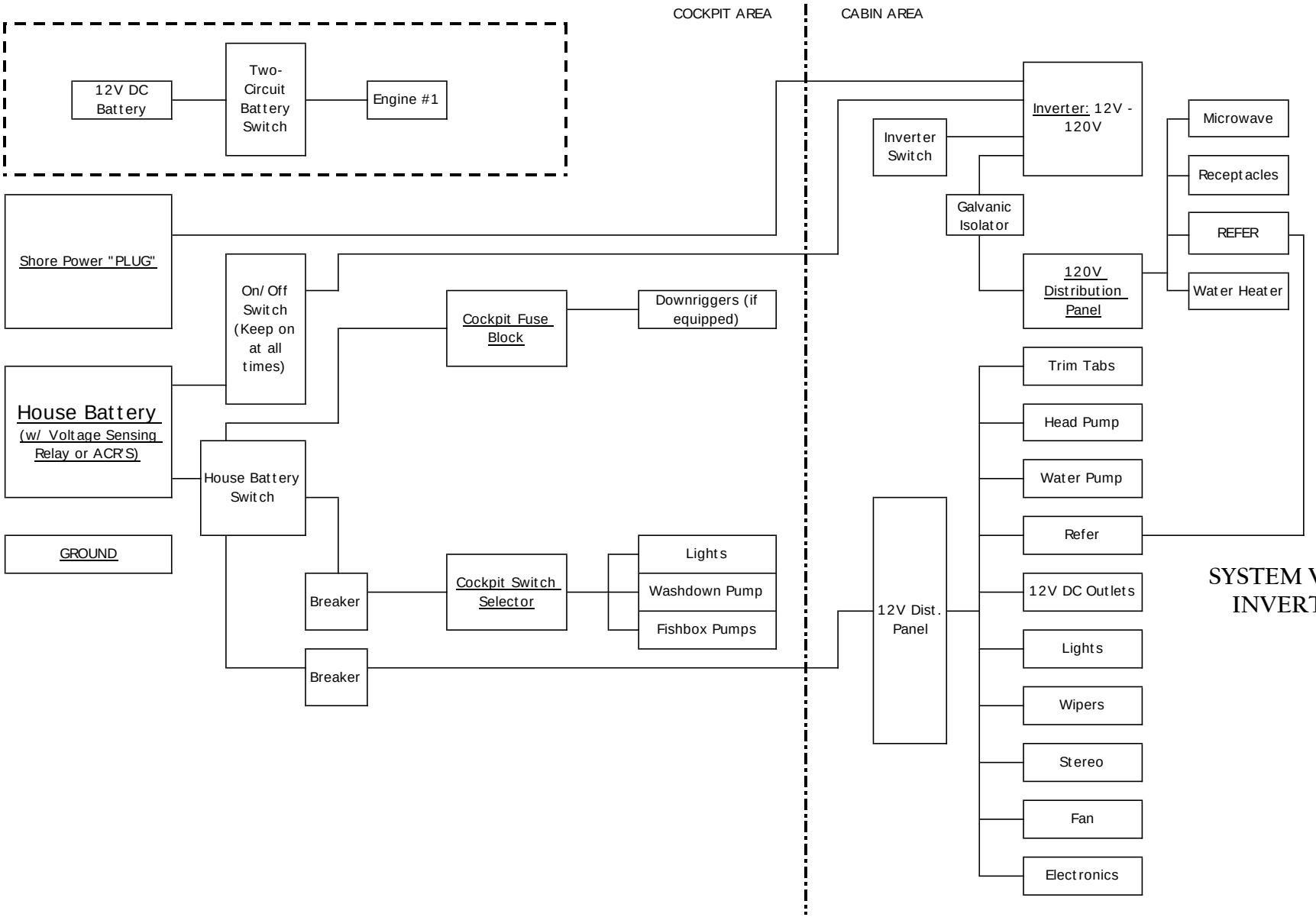


WITHOUT

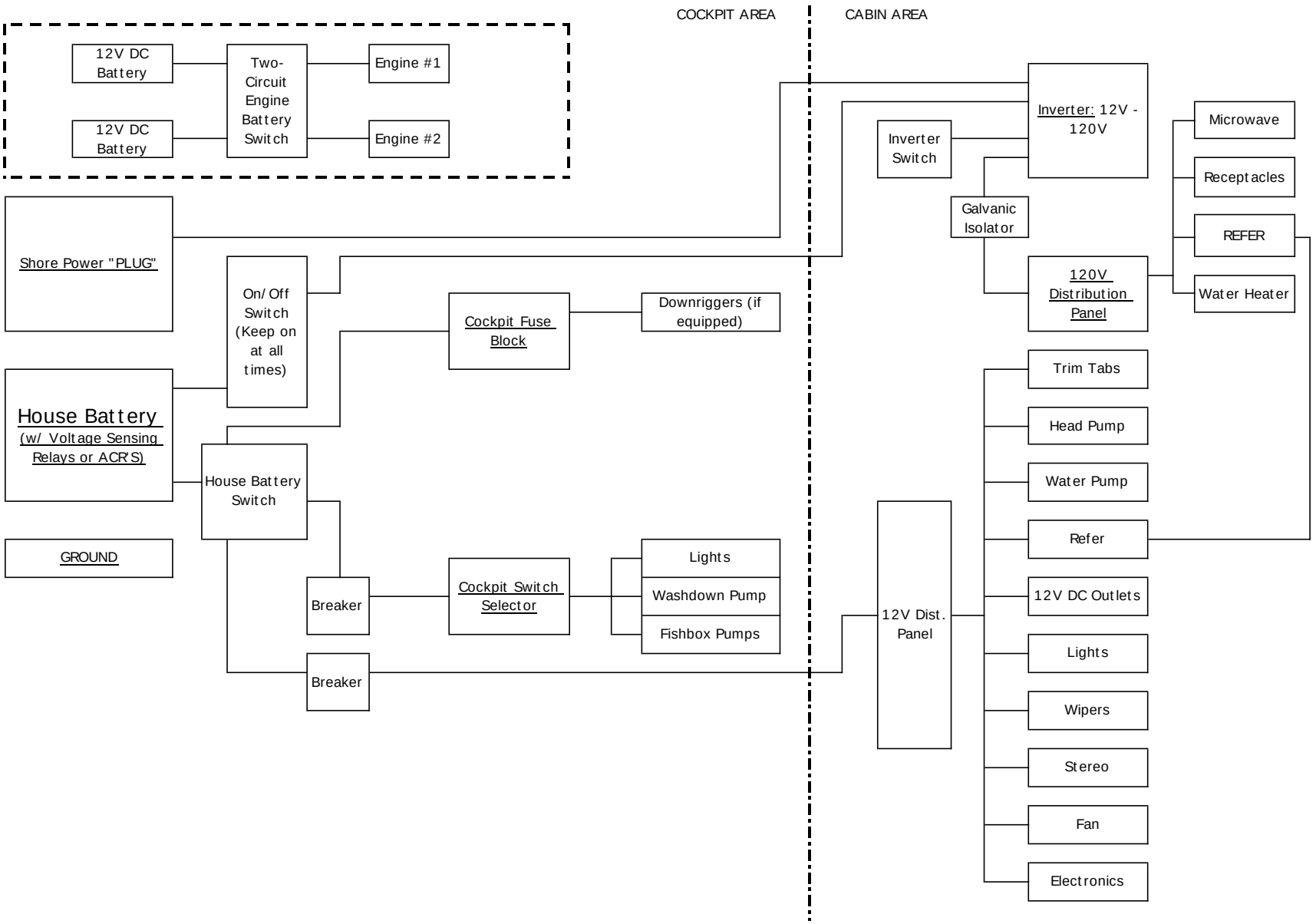
TWIN ENGINE AC/DC SYSTEM INVERTER


COCKPIT AREA
CABIN AREA
12V DC Battery
12V DC Battery
Two-Circuit Engine Battery Switch
Engine #1
Engine #2
Shore Power "PLUG"
House Battery (w/ Voltage Sensing Relays or ACR'S)
GROUND
House Battery Switch
Cockpit Fuse Block
Downriggers (if equipped)
Breaker
Breaker
Cockpit Switch Selector
Lights
Washdown Pump
Fishbox Pumps
Galvanic Isolator
120V Distribution Panel
12V Dist. Panel
Charger
Microwave
Receptacles
REFER
Water Heater
Trim Tabs
Head Pump
Water Pump
Refer
12V DC Outlets
Lights
Wipers
Stereo
Fan
Electronics

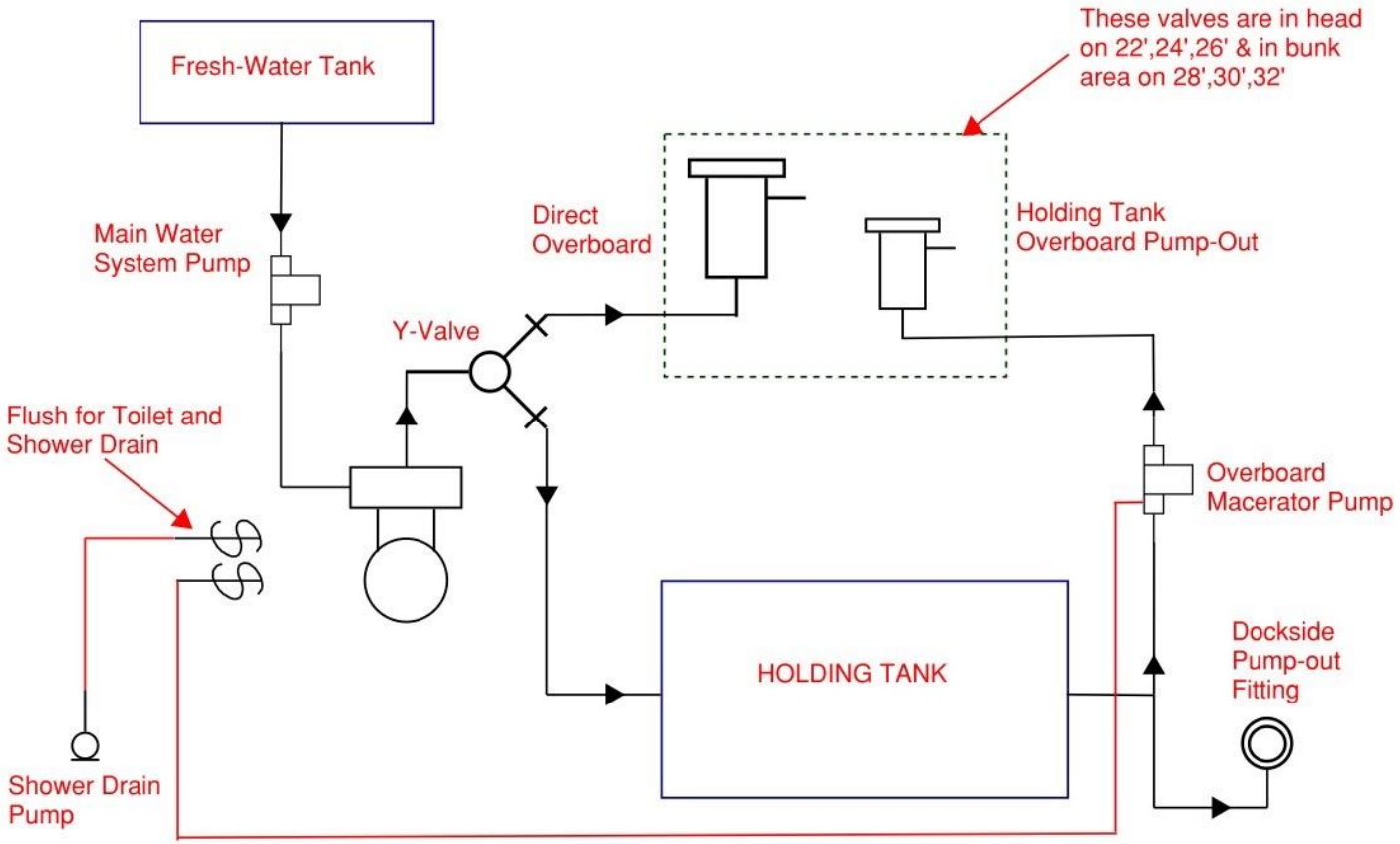
SINGLE ENGINE AC/DC SYSTEM WITH INVERTER



TWIN ENGINE AC/DC SYSTEM WITH INVERTER


COCKPIT AREA
CABIN AREA
12V DC Battery
12V DC Battery
Two-Circuit Engine Battery Switch
Engine #1
Engine #2
Shore Power "PLUG"
On/Off Switch (Keep on at all times)
House Battery (w/ Voltage Sensing Relays or ACR'S)
GROUND
House Battery Switch
Breaker
Breaker
Cockpit Fuse Block
Downriggers (if equipped)
Cockpit Switch Selector
Lights
Washdown Pump
Fishbox Pumps
Inverter: 12V - 120V
Inverter Switch
Galvanic Isolator
120V Distribution Panel
Microwave
Receptacles
REFER
Water Heater
12V Dist. Panel
Trim Tabs
Head Pump
Water Pump
Refer
12V DC Outlets
Lights
Wipers
Stereo
Fan
Electronics

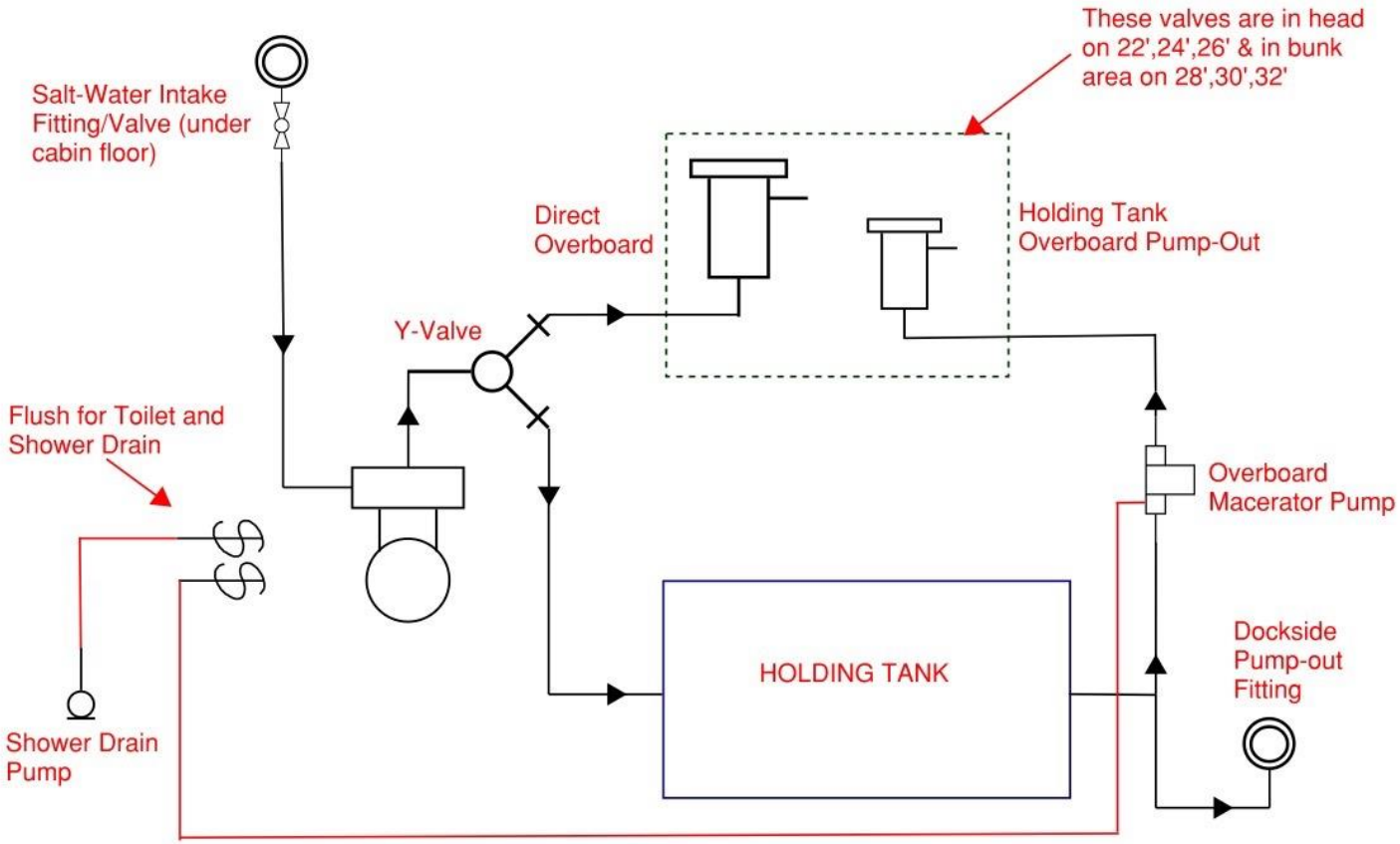
HEAD PLUMBING OPERATION DIAGRAM - FRESHWATER FLUSH



1.) On fresh water flush systems, turn on fresh water system pump at dash.
2.) Place Y-Valve in desired position.
3.) Open overboard valve needed for Y-Valve position.

*See owner's manual for winterization assistance.

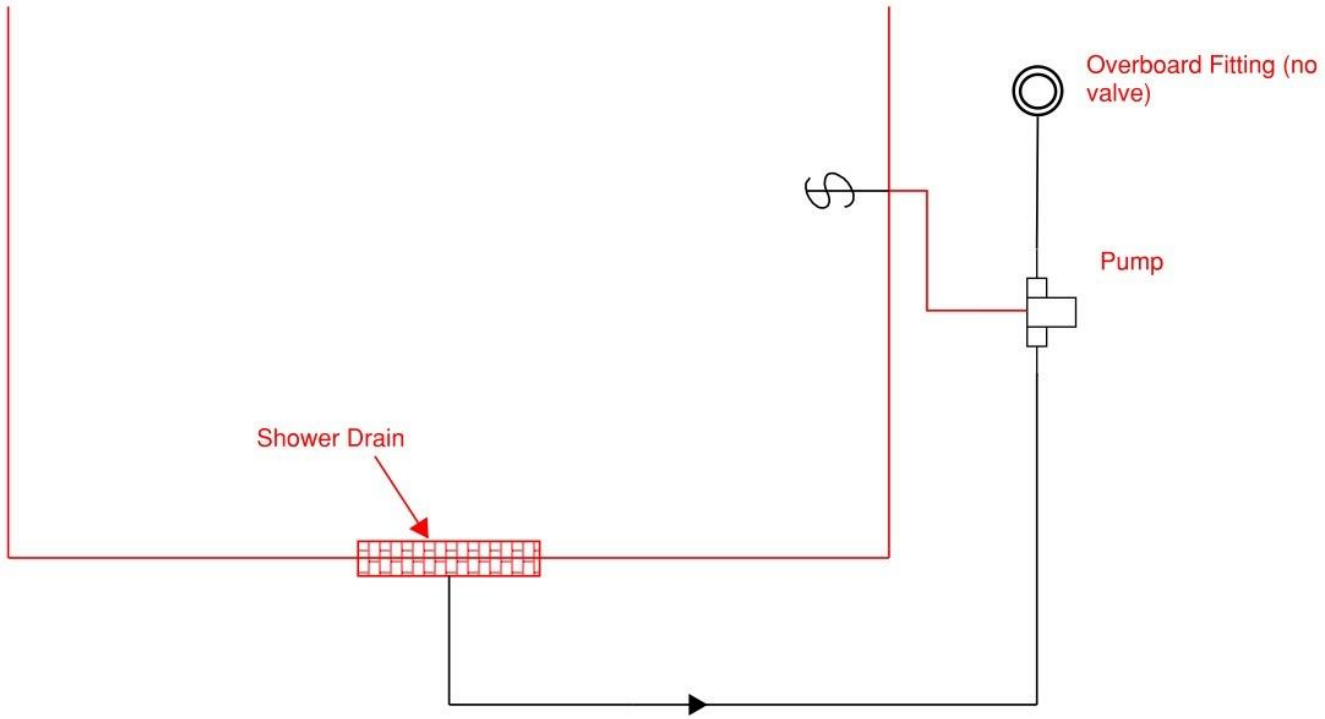
HEAD PLUMBING OPERATION DIAGRAM - SALTWATER FLUSH



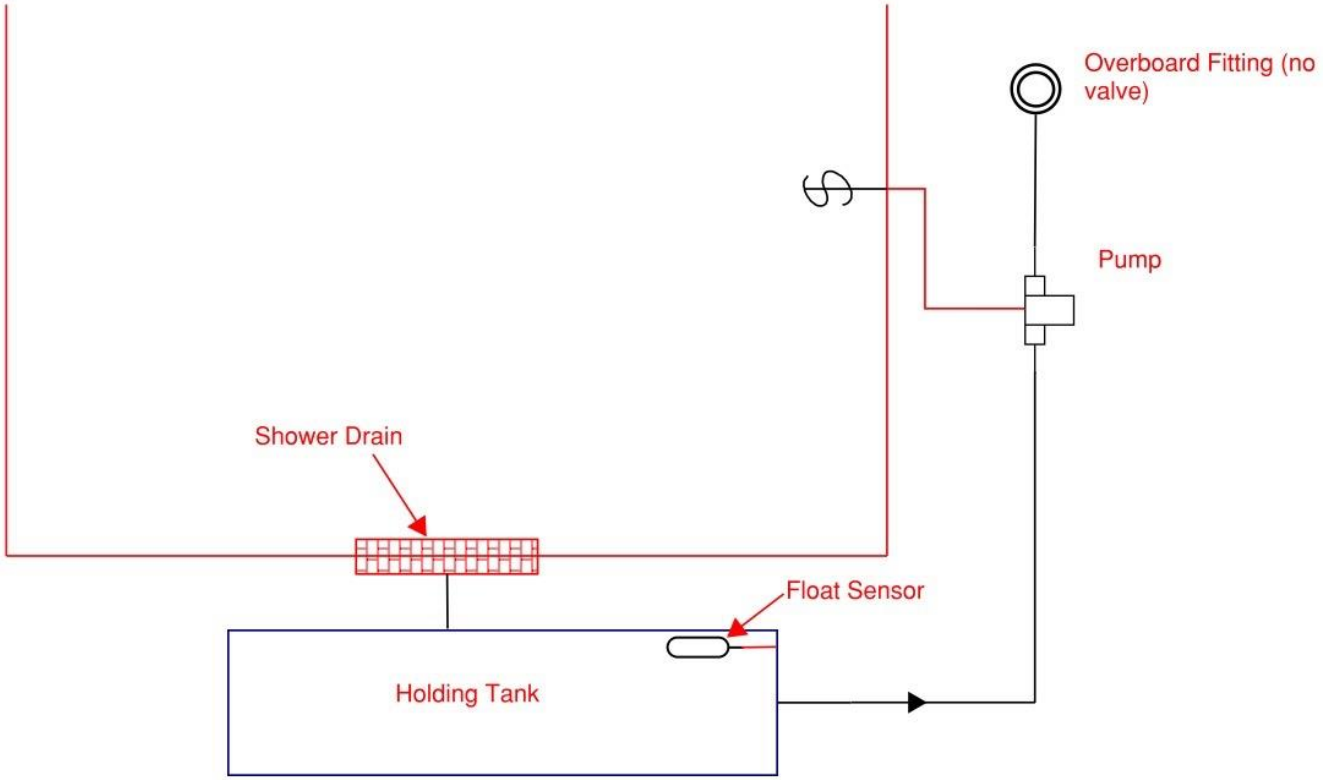
1.) On fresh water flush systems, turn on fresh water system pump at dash.
2.) Place Y-Valve in desired position.
3.) Open overboard valve needed for Y-Valve position.

*See owner's manual for winterization assistance.

SHOWER DRAIN - 22', 24', 26' Models



SHOWER DRAIN - 28', 30', 32' Models



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