

B *Owner's*
Bayliner *Manual*

\$2.50

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Section I

Welcome Aboard

The purpose of this manual is to inform and familiarize both the novice and seasoned skipper with his new equipment. It will not tell you everything there is to know about boating, but will assist with the operation of equipment built and supplied by Bayliner. (Equipment, specifications and price subject to change without notice.) When your Bayliner needs service, see your authorized Bayliner dealer.

Understanding your new boat and how it works is essential to boating enjoyment and your safety. We recommend a three-step program for fuller pleasure:

- 1. Make certain you get a full explanation of all systems from your dealer before taking delivery.**
- 2. Read this manual thoroughly, with particular emphasis on these sections:**

**STARTING
CHECKING FOR FUMES
CARBON MONOXIDE
ALCOHOL STOVES
LOADING LIMITS
TRIM TABS
SAFETY SUGGESTIONS
FLOTATION
LIMITED WARRANTY**

- 3. Practice. All members of the family should be familiar with boat operation and how all systems work.**

Section II

Recommended Procedures for Launching, Fueling, Operating, Safety Inspecting, Trailering and Docking Your Boat.

At the time of the first launching of your new Bayliner, it is very important the procedure noted below be followed. Bayliner power boats in the 1500 through 2750 series are water-tested at our factories on a random sample basis only. Therefore, your new Bayliner must be checked closely when first launched.

A. Launching

- 1) Each Bayliner power boat is equipped with a transom drain plug. Make sure this plug is in place and tight.
- 2) Inspect the bottom of your new Bayliner and make a mental note of all fittings below the waterline. Then proceed with the launching.
- 3) Once in the water, immediately board your boat and inspect the motor compartment for signs of leakage. Check the area of any other through-the-hull fittings for signs of leakage.
- 4) If any leaks are noted, the boat should be removed from the water. If the selling dealer is not present, he should be notified so the leaks may be repaired before relaunching the boat.

B. Fueling

- 1) Prior to fueling extinguish all open lights; close all hatches, windows and doorways; stop all engines, motors, fans and other devices liable to produce sparks.
- 2) Bayliner inboard models are fitted with a through-the-deck fitting marked "Fuel". Remove the cap and insert the fuel nozzle, allowing the nozzle to make contact with the through-the-deck fitting. This contact will protect against static electricity.
- 3) Open the motor box or deck hatch, exposing the motor/fuel tank area, and proceed with filling the tank. After 10 or 15 gallons have been pumped in, stop to inspect the area of the engine and fuel tank for signs of leakage or fumes. If nothing is detected proceed with fueling. When tank is full, again check the motor/fuel tank area.
- 4) Install the fuel fill cap.

- 5) Wash down the area around the fuel fill with fresh water.
- 6) In the case of portable fuel tanks on outboards, remove tanks from the boat for filling. Once filled, they should be hosed down and wiped off before being replaced in the boat.
- 7) On very hot days allow for expansion. Do not fill the fuel tank completely.
- 8) If, when filling the fuel tank, you can't put fuel in at a reasonable rate, check the fuel vent line to see that it's free and not kinked.
- 9) A periodic check should be made of the motor/fuel tank area. Any sign of seepage or fumes should be investigated.

C. Starting

- 1) With your motor box or floor hatch still open, proceed as follows to start the engine.
- 2) Check the engine oil level, test alternator/water pump belts for tension and check entire motor area to see everything's in its proper place. Important: check entire area visually as well as by sniffing to insure no fuel vapors or fuel are present.
- 3) Turn on blower and allow to run for four minutes. Do not turn blower off until you are under way and at cruising speed.
- 4) Advance the throttle fully to set the automatic choke, then pump the throttle two or three times and turn the ignition key to the start position.
- 5) As soon as the engine starts, set the engine speed at 1200 rpm and check your oil pressure. Oil pressure will vary from one engine to another, but it should come up immediately. If it doesn't, shut the engine down.
- 6) When the oil pressure checks OK, go back and check the engine again for fuel vapors or fuel leakage. Give particular attention to all fuel fittings and check for any sign of water. Water leaking from the engine might indicate the block drain plugs are open.

WARNING: GASOLINE VAPORS ARE HIGHLY EXPLOSIVE. To prevent explosion and fire, check engine and fuel compartments before each use for fumes or accumulation of fuel. Always operate blower for at least four minutes before starting, during starting and when operating below cruising speeds.

- 7) If everything checks OK, close the motor box or floor hatch.
- 8) Return to the helm and check the volt meter. The volt meter should be in the green at 12-14 volts. The temperature gauge should start coming up.
- 9) Now bring the engine back to an idle. Idle rpm should be 600-800 when the engine is warm.

WARNING: CARBON MONOXIDE IS A POISONOUS GAS. Idling at the dock for long periods, or running your boat with the slant cover or camper back cover installed without adequate ventilation can result in dangerous accumulations of carbon monoxide gas inside the boat. Always remove the cover or otherwise ventilate the boat when operating the engines.

D. Controls

- 1) With the boat tied securely to the dock, advance the shift control to forward. Bring back to neutral, hesitate and bring the shift lever back to reverse. Return the lever to neutral. The boat thrust should correspond to the shift lever position. When shifting in or out of gear, move the shift lever firmly and quickly.
- 2) On inboard and stern drive models, have someone watch the rudder or lower unit while you turn the steering wheel to port and to starboard. When you turn to port, the rudder or outdrive should swing to port. The same is true for outboard powered boats.

If you have followed the procedures above, then the most important functions of your boat have been checked. Any discrepancies noted should be reported to your dealer immediately. **DO NOT ATTEMPT TO OPERATE YOUR BOAT UNTIL THE PROBLEM IS CORRECTED.** If everything has checked out OK, you're ready to go boating. Have fun!

For maximum safety and fun afloat, the procedures above should be followed each time you operate your boat. They are not just for beginners. Seasoned skippers—like airplane pilots—perform these checks each time they launch, fuel or operate their boats.

E. Safety Inspection

- 1) You should check to make sure you have the following safety items, tools and spare parts on board.
 - a. fire extinguisher
 - b. life preservers—one for each person on board, plus one throwable flotation device. All should show a Coast Guard approval tag on them.
 - c. boat hook or paddle
 - d. fenders
 - e. lines
 - f. chart for intended operation area
 - g. flashlight

h. flares, night and day types

i. small tool box with:

phillips head screw drivers	feeler gauges
slot head screw drivers	lubricating oil
pliers, vise grip	battery jumper cables
regular open-end wrenches	water pump pliers
electrical tape	friction tape
jackknife	hose clamps
allen wrenches	assorted screws, bolts
hacksaw	nuts and washers
hammer	waterproof matches
ratchet, sockets and extension	

j. spare parts:

- spark plugs
- alternator belt and/or water pump belt
- distributor caps
- breaker points
- condensors
- gear lubricant
- cabin lights, courtesy bulb number GE-94 or GE-90
- WD-40 (rust inhibitor)
- navigation light bulb number GE-90
- dome lights number GE-1141
- propeller nut and washer
- drive pin, if required
- spare propeller
- fuses, numbers SAE10, SAE30

- 2) Instruct passengers in the use and location of life jackets and fire extinguisher.
- 3) Check your self-contained head. It should be charged with a fresh chemical solution before starting a trip.
- 4) Check your water system. It should be filled and the operation of the manual or pressure pump should be tested. Your pressure pump system has a switch in the galley area that activates the pressure pump. When your water tank runs dry, you should shut off the pump as continuous running when dry will damage the pump.
- 5) Bilge pumps work well if their intakes are kept clear of debris and the outlet hose is kept free. Occasional checking of operation is advised. Add a little water to the bilge and pump out to make certain it is operating properly.

F. Trailer

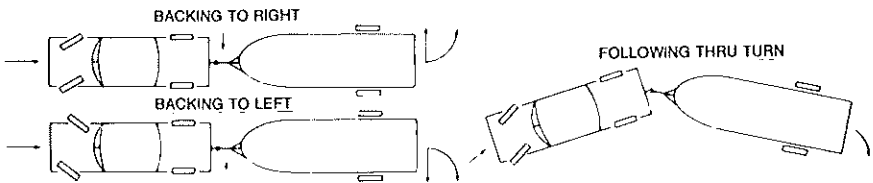
- 1) Purchase a trailer with the proper capacity rating. A trailer that is sprung to carry more weight will ride too roughly and can damage your boat. Too little trailer capacity will be unsafe on the highway, as well as not meet legal requirements.
- 2) Consult your state laws as to brake requirements, and check brakes for proper operation prior to departure on each trip.
- 3) Check tires for proper inflation. Underinflated tires heat up rapidly and tire damage is likely to occur.
- 4) Wheel bearings should be checked at least every 90 days and before putting your boat away for the season.
- 5) Your boat should be fastened to the trailer by a line from the bow eye to the winch line PLUS a safety chain or cable to the winch stand or trailer tongue. The stern of your boat should be tied down to the trailer from the stern eyes.
- 6) Check to be sure the tail lights and turn signals work when attached to the towing vehicle. Some automobiles require heavy duty flasher units to make turn signals work properly.
- 7) Your trailer should support your new boat in as many places as possible and be adjusted so the load is well divided between the supporting rollers or pads. Occasional lubrication of the rollers aids in launching and retrieving your boat.
- 8) Too much or too little tongue weight will cause difficult steering and tow vehicle sway. A rough rule of thumb is 5% to 10% of boat and trailer weight on the tongue.
- 9) Close and secure all cabin windows and doors. Store equipment so that it cannot slide or fall.
- 10) Before towing, take down the convertible top, side curtains and back cover. They can be damaged.
- 11) Check springs and undercarriage for loose parts.
- 12) Carry a spare wheel and tire to fit your trailer and tools sufficient to change it.
- 13) On extended trips, carry spare wheel bearings, seals and races. Due to the immersion necessary to launch your boat, trailer bearings and packing will not last the mileage they will in your auto.
- 14) Before backing your trailer into water, disconnect the light plug from the car. This will greatly reduce the chances of blowing out your trailer lights when they become submerged.

G. How to back up a trailer

We will attempt to show you how it is done in pictures. However, practice makes perfect, so we suggest using an empty supermarket parking lot can be the biggest benefit.

CAUTION: When backing, be sure to have a lookout — your visibility may be severely impaired. On boats equipped with a sterndrive powerplant, make certain the drive unit is in an up position and will clear obstacles; outboards should be in the tilt-up position.

- 1) Turn the front wheels of the car in the *opposite* direction from which you want the trailer to go.
- 2) Once the turn is started, follow the trailer as you would normally backing the car.
- 3) When rounding turns on highways or streets, do not cut corners.
- 4) Equip your vehicle with a right-hand mirror — a real benefit when passing and parking.



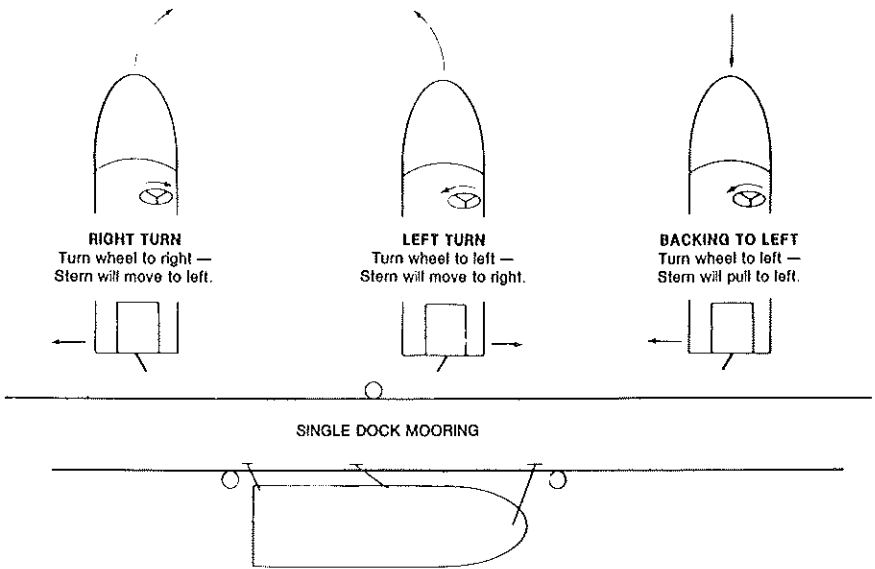
H. Getting away from the dock

Now comes the Big Moment. Piloting a boat is a lot like learning to drive a car. Extra caution and slow speeds cause fewer accidents. The diagram on page 13 will help you understand how your new Bayliner steers. After leaving the dock, secure and store any fenders or mooring lines.

I. Practice Maneuvers

Once you are away from the dock, devote some time to learning how to maneuver.

- 1) Practice docking by using an imaginary dock.
- 2) Practice stopping. You have no brakes, but reverse works well at low speeds.
- 3) Remember your boat is very heavy. When operating in close quarters or docking, all maneuvering should be done at idle speed. Deep-V boats do not track straight at slow speeds. Proceed with caution in congested areas.



- 4) Gradually increase your speed. Get used to the boat before any full throttle operation.

Have fun and stay calm. With patience, you will learn more quickly and enjoy it more.

J. Docking

Proper docking begins with proper preparation. Start by being sure you have adequate equipment, and that it is stowed correctly and ready for use. Your dealer is the best source for the amount and type of equipment you should carry.

- 1) Attach lines to deck cleats by making a loop in one end, large enough to pass through hole in base of cleat and then back over entire cleat. Pull line tight. Done this way, the line will not come off the cleat. The line can now be used to secure your boat. Lines may be kept this way while running as long as they are coiled and cannot become fouled in gear or props. In heavy sea conditions, all lines should be removed from decks.

TIP: Tie up by running line from boat, around dock cleat, and back to boat. This way you can untie without jumping from deck to dock and back aboard by just casting off one end and then bringing the whole line onboard.

- 2) Be aware of wind, tide, current or other forces that may effect your direction when leaving the dock and account for this in your

maneuvering. Most maneuvering is best accomplished to and from a dock at 600 to 800 r.p.m.

When approaching a mooring situation where there is a wind, tide or current, try to use these things to your advantage. Allow them to carry the boat into dock. If there are high winds or strong currents, it is best to approach the moorage from the leeward side; with a mild current and little or no wind, it is best to approach from the windward side. When approaching, check to see that all lines are attached to the cleats on the side that you will be mooring and that fenders are lowered on that side. Be sure to check that the fenders are hung at the proper height.

- 3) **SINGLE ENGINES:** With single I/O's or inboards, when your bow cannot be pushed away from the dock first (which is most desirable) when leaving a mooring on your starboard side, start forward with wheel to starboard in idle for 2' or 3'. Then shift to reverse with steering full to port. Repeat if necessary to get the stern far enough away from the dock so you can back clear of any other boats that may be moored ahead of you or behind you. (Reverse wheel directions when leaving port docking.)

CAUTION: Most anchoring and mooring areas have restricted speeds; as a matter of common boating courtesy, watch your wake.

- 4) **DUAL ENGINES:** The same procedure should be followed with the exception of maneuvering the boat away from the dock. For dual engines you have a choice of swinging the bow or the stern out away from the dock. If the mooring is to your starboard side (right) for the bow to be moved away from the dock, the starboard engine should be in forward and the port engine in reverse at the same r.p.m. This will give you a counterclockwise rotation. When maneuvering the bow out first you should watch to see that your swim platform and/or dingy won't be forced into the dock or a piling. Another maneuver to pull away from the dock is done by moving away stern first. This is done with the starboard engine in reverse, the port engine in forward and using a bumper between the bow and the dock as a pivot point. The stern will then move away from the mooring far enough so the engine can be reversed and the bow brought out away from the dock. Both engines can then be switched forward and steering started when the boat becomes parallel with the mooring and clear of other objects.

NOTE: When maneuvering with twin engines, control is best accomplished by shifting with the engine throttles at idle. The out-drives or rudders should be straight fore and aft.

When approaching a mooring area, check your speed within reasonable distance to allow your wake to subside before it reaches other boats or docks. As you get close to your moorage check the wind and any tide current action that may effect your maneuver and make a conservative approach with these factors in mind.

- 5) **SINGLE SCREW BOAT:** When possible, as you approach your mooring, it is desirable to have a person on the bow and the stern of the boat with a boat hook and a mooring line attached to a cleat. When approaching on the starboard side, approach at idle r.p.m. in forward at approximately 45 degrees to the dock. When your craft is $\frac{1}{2}$ to $\frac{1}{4}$ of a boat length away, turn hard to port, and stern will swing into the mooring. Now turn to starboard and at idle r.p.m. put the boat into reverse. This will stop the boat and bring the stern even closer to the dock. At this time, the boat can be put into neutral and any small maneuvering accomplished by moving the gear shift from forward to reverse.
- 6) **TWIN SCREW BOAT:** Approach the dock in the same manner as a single screw boat. As the bow is within a few feet of the dock (starboard side) the stern can be brought along side the mooring by reversing the port engine and putting the starboard engine in forward. These procedures are reversed for docking to port.

Section III

Parts and Systems-Operation and Maintenance

A. Electrical Systems

1) Battery Power — 12V/DC — Negative Ground

Although Bayliner manufacturers many different model power boats, the 12V-DC electrical system on all models operate on the same basic theory. The key to a good marine DC electrical system is the battery. The batteries in Bayliner power boat models 1500 through 2750 are a dealer installed item. Bayliner makes the following recommendation on battery rating:

Models 1500 — 2250 (Outboard) — Minimum 70 amp/hour rating

Models 1750 — 2750 (4 Cylinder I/O) — Minimum 70 amp/hour rating

Models 2050 — 2750 (8 Cylinder I/O) — Minimum 85 amp/hour rating

Models 2350 — 2750 (Diesel Powered) — Minimum 105 amp/hour rating

In addition, Bayliner recommends, as an extra safety factor, that all models 2250-2750 be equipped with an extra starting battery and a vapor proof battery selector switch. Consult your dealer about this option.

On all models 2950-3250 the batteries are part of the standard equipment supplied by Bayliner. Every model 2950-3250 is equipped with one 85 amp/hour battery, one 105 amp/hour battery, and vapor proof battery switch(es), which are located in the engine compartment. On 2950 models powered by a single engine, the batteries are connected in parallel through a vapor proof battery selector switch with "OFF" "1", "2" and "ALL" positions. The 105 amp/hour battery is connected to switch position #1 and the 85 amp/hour battery is connected to switch position #2. The engine and 12 volt accessories will run off the battery(s) selected. Bayliner recommends the boat be operated on battery #1 and that battery #2 be saved for emergency starting. The switch position should not be changed while the engine is running as this can damage the alternator. On 2950-3250 models powered by twin engines, the 85 amp/Hour battery is used for starting and ignition on both engines and is charged by the port engine. The 105 amp/Hour battery is used for the accessories and is charged by the starboard engine.

Each battery is connected to a vapor proof OFF/ON battery switch. The isolating of the charging circuit on the starboard engine is accomplished through a special alternator exciter circuit. This circuit is fused in line (AGC 10 amp) adjacent to the main power switches. The fuse is marked battery charger and is not to be fused with the 110V battery charger. The exciter circuit is activated by an oil pressure controlled switch installed on the starboard engine. When the starboard engine is started, the oil pressure comes up, the pressure switch closes, the exciter circuit is energized and the alternator charges the accessory battery.

On those models 1750 through 2750 the condition of the battery can be read on the volt meter when the ignition is in the "ON" position. On models 2950 (single engine) the condition of the battery selected on the battery switch can be read on the volt meter when the ignition is in the "ON" position. On models 2950 through 3250 (twin engine) the condition of the main starting battery can be read on the volt meter marked "ENGINE CIRCUIT", when the engine battery switch and the port ignition switch are in the "ON" position. The condition of the accessory battery can be read on the volt meter marked "ACCESSORY CIRCUIT" when the accessory battery switch is in the "ON" position. The starboard ignition switch does not have to be on to read the accessory battery condition.

With the engine(s) not running, volt meter readings in the 11.5 to 12.5 volt ranges are considered normal. Readings in the 10 to 11.5 volt range indicate a marginal charge condition. Readings below 10 volts indicate a serious discharge condition.

With the engines running (over 1,500 R.P.M.) volt meter readings of 13 to 14 volts are considered normal. Readings below this indicate a severely discharged battery or a non-functioning charging system.

The marine battery has a big job; it supplies you with lights, engine starting power and power to run many accessories. Don't neglect it! Check the water level regularly by removing the caps. If the zinc plates are exposed, add distilled water. Corroded battery terminals can also let you down. Clean them with baking soda and water, and coat them with preservative or a light film of grease. Be sure all battery connections are tight. When storing the boat, it is best to remove the battery, give it a full charge, and store it inside where there are not extreme temperatures.

2) Fuses and Circuit Breakers-12V

On all inboard/outboard powered models 1750 through 2750 the engine and accessory circuits are protected by a large circuit breaker located on the engine(s): 40 amp (Volvo) — 50 amp (Mer-cruiser). In addition, the power trim pump on all Mercruisers are protected by a 40 amp circuit breaker' and the power tilt motors on all Volvos are protected by a 20 amp fuse (AGU 20).

On all inboard/outboard or inboard powered models 2950 through 3250 the engine circuit(s) are protected by a large circuit breaker located on the engine(s): 40 amp (Volvo) — 50 amp (Mer-cruiser) — 60 amp (Marine Power) — 40 amp (Crusader). The accessory circuits are separate from the engine circuit(s) and are protected by a large circuit breaker (70 amp) located at the main battery switches.

1500-2750 STANDARD EQUIPMENT — Fuse blocks on these models are located behind the instrument panel. (at both stations on bridge model boats). The fuses are marked as to which accessory they protect. AGC-10 amp fuses are used on all standard equipment accessories with the exception of the blowers on the 2750 models. The blowers use an SFE 14 amp fuse. The standard equipment on the 2550 Saratoga Command Bridge and Sedan includes a pressure demand water pump, (fresh water system). The power for this accessory is taken off the fuse block behind the instrument panel. There is also an in-line fuse at the pump. AGC 10 amp fuses are used.

The standard equipment on the 2750 models includes a pressure demand water pump (fresh water system), a sump pump (shower) and a 110V/12V refrigerator. On the 2750 Victoria Sunbridge the power for these accessories is taken off the back of the instrument panel and the fuses are located there. On the 2750 Victoria Command Bridge, the power is taken directly off the battery. At the battery there is an AGC 20 amp in line fuse on the main feed line for these accessories plus individual fuses which are located in the port lounge seat base in the salon.

1500-2750 OPTIONAL ACCESSORIES — Electric hydraulic trim tabs — the power taken directly off battery and is fused in line at the battery (AGC 20 amp).

Electric refer — the 12 volt power for this accessory is taken directly off the battery and fused in line at the battery (AGC 10 amp).

Spot light — the power for this accessory is taken off the instrument panel where the remote control is located. There are two in-line fuses on the back of the remote control. The motor drive for the light is protected by an AGC 1.5 amp fuse and the light by an AGC 10 amp fuse.

Hot water cabin heater — the power for the hot water cabin heater is taken off the main fuse block behind the instrument panel (AGC 10 amp).

Flo-thru head — the 12 volt power for the mansfield TDX sewage treatment system is taken directly off the battery, and is fused in line at the battery (AGC 10 amp).

2950-3250 STANDARD EQUIPMENT — The fuses for these models are located on the face of the instrument panel. All fuses used are AGC 10 amp with the exception of the blowers which use a SFE 15 amp fuse. The main power supply for the accessories is protected by a 70 amp circuit breaker which is located at the main battery switch(es). Also located at the main battery switch(es) are in line fuses for the accessory battery charging circuit and the automatic switch for the bilge pump. On the 2950 and 3250 Sunbridge and Offshore models and the 3250 Sport Bridge, the main battery switch panel is located in the engine compartment. On the 2950 Sedan Bridge the switch panel is located inside the step leading from the cockpit to the salon. On the 3250 Sedan Bridge the switch panel is located in the starboard aft lounge seat base in the salon.

2950-3250 OPTIONAL ACCESSORIES — All optional accessories are fused on the instrument panel with the exception of the power windlass. This accessory has its own control switch panel and is protected by a 150 amp circuit breaker. The shower sump pump shares a fuse with the demand fresh water pump. The spot light, trim tabs and stereo have their own fuses and the hot water cabin heater and flow through head options are fused to the two extra accessory fuses.

3) Dockside Power

Listed below are those models 2350 through 3250 equipped with 110 V dockside power as standard or optional equipment.

Model	Dockside STD/OPT	Dockside Lgth/ADPT	Cord Size	Breaker Box Location
2350 Monterey Express	OPT	25'	30 amp	Galley Cabinet
2350 Monterey Command Bridge	OPT	25'	30 amp	Head Compartment
2550 Saratoga Offshore	OPT	40'	30 amp	Galley Cabinet
2550 Saratoga Sunbridge	OPT	40'	30 amp	Galley Cabinet
2550 Saratoga Command Bridge	OPT	40'	30 amp	Aft Dinnette Seat Base
2650 Explorer	OPT	40'	30 amp	Aft End of Galley
2750 Victoria Sunbridge	STD	40'	30 amp	Aft Port Lounge Seat Base
2750 Victoria Command Bridge	STD	40'	30 amp	Aft Berth
2950 Encounter Offshore	STD	40'	30 amp	Dinnette Seat Base
2950 Encounter Sunbridge	STD	40'	30 amp	Dinnette Seat Base
2950 Encounter Sedan Command Bridge	STD	40'	30 amp	Lower Helm
3250 Conquest Offshore	STD	40'	30 amp	Dinnette Seat Base
3250 Conquest Sunbridge	STD	40'	30 amp	Dinnette Seat Base
3250 Conquest Sport Bridge	STD	40'	30 amp	Dinnette Seat Base
3250 Conquest Sedan Command Bridge	STD	40'	30 amp	Lower Helm

The 110 volt circuit breakers are marked as to which accessory(s) they protect. In addition to the individual breakers, 2950-3250 models are equipped with a main breaker. On those 2950 through 3250 equipped with a generator, dual 30 amp inlets or air conditioning, two main circuit breakers are supplied.

The main circuit breaker(s) is located at the top of the circuit breaker panel. With the dockside power cord plugged in and all the breakers in the "ON" position, the 110 Volt accessories on the boat can be used.

NOTE: It is recommended that a phase tester be purchased from a marine or electrical supply store and plugged into one of the 110 volt outlets on the boat. When connecting to shore power the phase tester should be checked to see that the shore power is in phase with the boat. An out of phase condition can result in electrical shock. It is also recommended that 15 amp and 20 amp adaptors be purchased for the 30 amp cord. Not every shore installation has 30 amp service.

The simultaneous operation of several 110V accessories i.e electric stove, electric heat, refrigerator, etc. can result in an overloaded 110 volt circuit boat or on the shore. It might be necessary to shut one accessory off while operating another.

4) 110V/12V Refrigerator

The Norcold refrigerator used by Bayliner operates on 110V AC and 12V DC power. When the 110V system is not hooked to an AC source, the refrigerator operates on 12 volts. When an AC source is supplied, by a generator or dockside power, the refrigerator automatically switches to 110V.

The refrigerator is the heaviest continuous draw on the 12 volt system. While operating, the refrigerator draws 8 amps. If no other 12 volt accessories are used, the refrigerator will draw a 100 amp battery dead in less than 24 hours. For this reason it is recommended that when operating on 12 volts, the cold setting on the refrigerator should not be set higher than position #2. It is also advisable to turn the refrigerator off at night. If you are going to be out more that one day and cannot connect to dockside power or do not have a generator, you should plan to run the main engines each day to keep the battery(s) up.

NOTE: It is recommended that the owner's manual supplied by the manufacturer of this equipment be read before operating the equipment.

5) Hot Water Heater (Fresh Water System)

On 2550-2750 models equipped with standard or optional hot water heater, the heater is hooked up to the 110 volt dockside power system only.

On 2950-3250 models, the hot water heater operates on 110 volts and is also plumbed to the main engine cooling system. Hot water from the engine cooling system circulating through a heat exchanger in the hot water tank will heat the water in the tank. The hot water tank which holds approximately 6 gallons is equipped with a thermostat and a reset button.

CAUTION: When operating the hot water tank on 110 volts, if the water supply runs dry, the hot water tank must be shut off immediately or the 110 volt heating element will burn out.

NOTE: It is recommended that the owner's manual supplied by the manufacturer of this equipment be read before operating the equipment.

6) Generator 2950-3250

To operate the generator, the following procedure should be followed:

- A. Check oil level.
- B. Check to see that sea water valve is open.
- C. Open fuel valve.
- D. Turn "AC SOURCE" switch, on 110V panel, to "GENERATOR".
- E. Turn "GENERATOR" switch to start. When the generator starts there will be 110V power to all the accessories and the 110 volt outlets.

NOTE: It is recommended that the owner's manual supplied with the generator be read before operating the equipment.

7) Battery Charger — 2950-3250

All 2950-3250 models are equipped with a battery charger. The battery charger operates when the 110 volt dock side power is connected and the battery charger circuit breaker is on. On those models equipped with a generator, the battery charger operates when the AC source selector switch is on "GENERATOR," the generator is running, and the battery charger circuit breaker is on. The battery charger will charge the batteries regardless of the battery switch position. The battery charger has two isolated outputs and charges both batteries simultaneously.

NOTE: Wiring systems of models manufactured before May, 1980 may be color-coded differently than indicated in these diagrams. See your Bayliner dealer for specific information.

Diagram of Electrical System

505 Force
565 Force
1750 Mutiny
1950 Quartermaster

1950 Eagle
2050 Admiralty
2050 Liberty

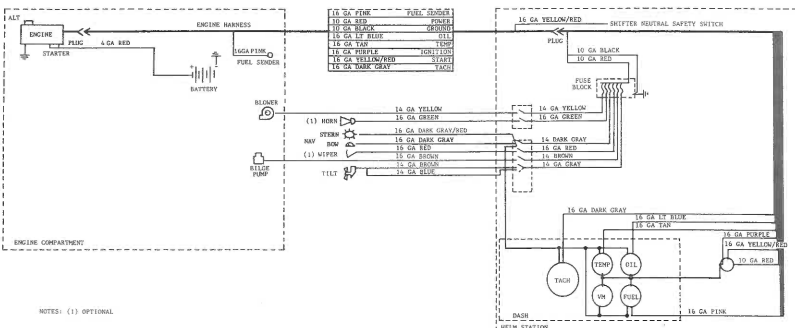


Diagram of Electrical System

2250 Santiago
2350 Monterey
2350 Cobra

2550 Saratoga
2650 Explorer
2750 Victoria

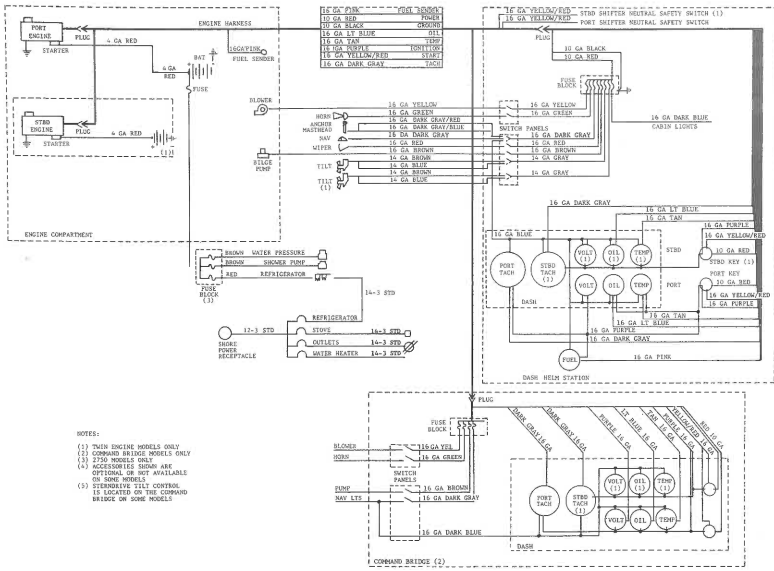
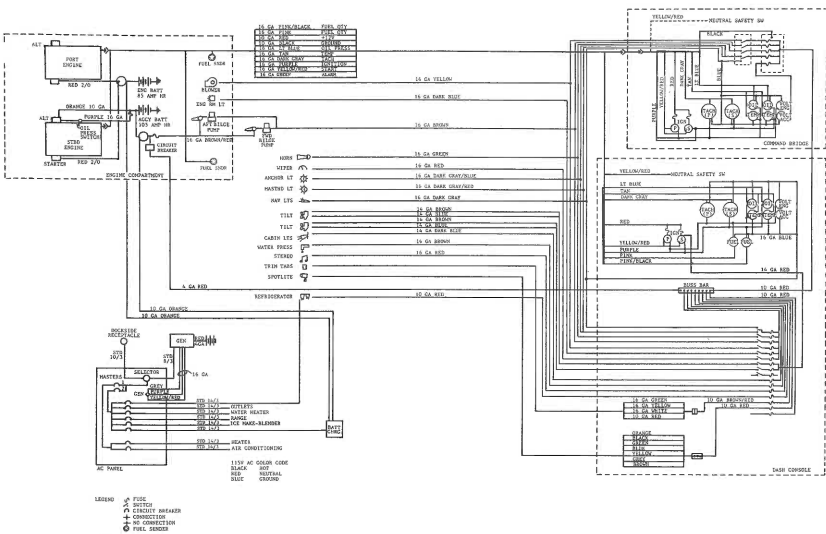


Diagram of Electrical System

2950 Encounter

3250 Conquest



B. Fuel Systems

1) Testing

The gasoline fuel systems used in Bayliner boats are designed to meet or exceed the requirements of the U. S. Coast Guard. All fuel systems have been factory tested in accordance with test regulations in effect at the time of manufacture. In addition, each fuel tank has passed rigid tests and inspections performed by the tank manufacturer.

CAUTION: It is very important that the fuel system be inspected thoroughly at the time it is first filled and then at each subsequent filling. We recommend for your safety and the safety of your passengers that the "Fueling" instructions in Section II of this manual must be followed.

2) Fuel Fills and Vents

Fuel fills are located either on the aft deck or on the side decks adjacent to the aft cockpit and are marked "Fuel" or "Gas". Fills are located so that any fuel spilled from the fill will flow overboard. Fuel vents are normally located in the hull or transom below and in the same general area as the fill. If you experience difficulty filling the fuel tank, you should check to see that the fuel fill and vent lines are free from obstructions and kinks.

3) Anti-Siphon Valves

As required by the U.S. Coast Guard, the fuel systems on all gas powered boats manufactured by Bayliner are equipped with an anti-siphon valve. This valve is an integral part of the barb fitting on the fuel tank to which the neoprene fuel line attaches. The valve is spring loaded and is opened by fuel pump pressure. These valves will prevent gasoline from siphoning from the fuel tank in the event of a fuel line rupture.

NOTE: If an engine running problem is diagnosed as fuel starvation, the anti-siphon valve should be checked. In the event the valve is stuck or clogged it should be cleaned or replaced. Under no circumstances should it be removed.

4) Fuel Filters

All fuel tanks installed by Bayliner are equipped with a fine mesh screen filter on the fuel pick up tube in the tank. In addition, when supplied by the motor manufacturer, an additional filter is installed on the engine. Fuel filters should be checked periodically to see that they're clean and free of debris.

5) Valves

On those models 2950-3250 equipped with inboard engines, two fuel tanks are used. The fuel lines from these tanks are run to a manifold made up of two OFF/ON valves and a crossover valve. If the boat is equipped with the optional generator there is also a valve on the manifold for the generator fuel line. Under normal conditions, the boat should be run with the main valves open and the crossover valve closed. If for some reason one of the tanks runs

dry, the valve to that tank can be shut, the crossover opened and both engines run off the tank with fuel. When running two engines off one tank, you should not run the engines in excess of 3,000 R.P.M. The fuel manifold is located inside the aft cockpit hatch.

CAUTION: Avoid the storage or handling of gear near the fuel lines, fittings and tanks.

6) Diesel Fuel

The diesel fuel systems utilized in Bayliner boats are similar in many ways to the gasoline system. Diesel engine operation requires a return fuel line from the engine to the tank. Thus, the fuel system has two lines between the engine and the tank instead of one. The diesel fuel tanks are not fitted with anti-siphon valves. Fuel valves are included in diesel systems between the tank and engine and on the return line. In some applications a crossover valve is used. Fuel filters are utilized in every diesel installation. It is very important that the filters be checked and cleaned regularly.

FUEL CAPACITY TABLE

MODEL	POWER	TANK NUMBER	CAPACITY
1900 Eagle/Bowrider	O/B	Skyline 42606-01	40
2200 Santiago Fisherman	O/B	Skyline 42777-03	56
1750 Mutiny/Bowrider	I/O	Skyline 42550-01	24
1950 Quartermaster/Bowrider	I/O	Skyline 42606-01	40
1950 Eagle/Bowrider	I/O	Skyline 42606-01	40
2050 Admiralty/Bowrider	I/O	Skyline 42606-01	40
2050 Liberty	I/O	Skyline 42606-01	40
2250 Santiago Cuddy, Offshore, Fisherman	I/O	Skyline 42777-03	56
2350 Monterey Cuddy, Express	I/O	Skyline 43222	69
2350 Monterey Command Bridge	I/O	Skyline 43216	69
2550 Saratoga Offshore	I/O	Skyline 42971	90
2550 Saratoga Sunbridge	I/O	Skyline 42970-01	87
2550 Saratoga Sedan/Command Bridge	I/O	Skyline 42741	94
2650 Explorer	I/O or I/B	Coastline 801S	80
2750 Victoria Sunbridge	I/O	Skyline 41356-01	120
2750 Victoria Command Bridge	I/O	Skyline 42741	94
2950 Encounter Offshore	I/O	Coastline 1401B	140
2950 Encounter Offshore	I/B Port	Coastline 710B	70
2950 Encounter Offshore	I/B Starb	Coastline 711B	70
2950 Encounter Sunbridge	I/O	Coastline 1380B	138
2950 Encounter Sport Bridge/ Sedan Command Bridge	I/O	Coastline 1401B	140
2950 Encounter Sport Bridge/ Sedan Command Bridge	I/B Port	Coastline 710B	70
2950 Encounter Sport Bridge/ Sedan Command Bridge	I/B Starb	Coastline 711B	70
3250 Conquest Offshore	I/O	Coastline 2050B	205
3250 Conquest Sunbridge	V-Dr.	Coastline 1730B	173
3250 Conquest Sport/Sedan Bridge	I/O	Coastline 2050B	205
3250 Conquest Sport/Sedan Bridge	I/B Port	Coastline 990B	99

C. Freshwater System

The freshwater systems in Bayliner cruiser models vary in tank size and location. Manual pumps work on a push-pull basis.

1. Fresh Water Capacity, Location Table

MODEL	PART NO.	CAPACITY	TANK LOCATION	TYPE SYSTEM	FILL LOCATION
2250 Santiago Offshore	INCA 1054	19 gal.	V-Berth	Hand Pump	On Tank
2350 Monterey C.B.	INCA 1054	19 gal.	V-Berth	Hand Pump	On Tank
2350 Monterey Cuddy	Gen. Foam #M2100	3 gal.	Galley Cabinette	Hand Pump	
2350 Monterey Express	INCA 1054	19 gal.	V-Berth	Hand Pump	On Tank
2550 Saratoga Offshore	INCA 1055	20 gal.	Fwd. Beneath cockpit sole	Hand Pump	On Tank
2550 Saratoga Sunbridge	INCA 1055	20 gal.	Aft Beneath cockpit sole Port Side	Hand Pump	Port Aft Cockpit
2550 Saratoga Command Bridge	INCA 1055	20 gal.	Aft Beneath Cockpit Sole Port Side	Demand Pump	Port Aft Deck
2650 Explorer	INCA 1054	19 gal.	V-Berth	Demand Pump	Port Fwd. Deck
2750 Victoria Sunbridge	INCA 1054	19 gal.	V-Berth	Demand Pump	On Tank
2750 Victoria Command Bridge	Coastline 360W	36 gal.	Beneath Cabin Sole	Demand Pump	Starb Aft Deck

MODEL	PART NO.	CAPACITY	TANK LOCATION	TYPE SYSTEM	FILL LOCATION
2950 Encounter Offshore I/O	INCA 1053	50 gal.	Aft Beneath Cockpit Sole	Demand Pump	Port Aft Deck
2950 Encounter Offshore I/B	INCA 1053	50 gal.	Aft Beneath Cockpit Sole	Demand Pump	Port Aft Deck
2950 Encounter Sunbridge	INCA 1052	36 gal.	Inside Aft Berth Port Side	Demand Pump	Port Aft Deck
2950 Encounter Sport Bridge	INCA 1053	50 gal.	Aft Beneath Cockpit Sole	Demand Pump	Port Aft Deck
2950 Encounter Sedan Bridge	INCA 1052	36 gal.	Beneath Cabin Sole	Demand Pump	Port Aft Deck
3250 Conquest Offshore I/B	INCA 1053	50 gal.	Aft Beneath Cockpit Sole	Demand Pump	Port Side Cockpit
3250 Conquest Sunbridge	INCA 1053	50 gal.	Aft Beneath Cockpit Sole Port or Starb Side	Demand Pump	Port or Starb Side of Cockpit
3250 Conquest Sport Bridge	INCA 1053	50 gal.	Aft Beneath Cockpit Sole	Demand Pump	Port Side Cockpit
3250 Conquest Sedan Bridge I/O	INCA 1053	50 gal.	Amidships Beneath Cockpit Sole	Demand Pump	Port Side Cockpit
3250 Conquest Sedan Bridge I/B	INCA 1053	50 gal.	Aft Beneath Cockpit Sole	Demand Pump	Starb Aft Deck

Pressure systems operate at any time the electrical switch is on. When not using the boat, or when tank is dry, be sure the switch is off. Pressure pump switches are located in the galleys on all models. On those models with showers, the shower stall sump pump switch is located in the head. Because the shower floor is below the waterline, a sump pump must be used to remove shower water.

D. Starter Motor

The engine starter motor is different from most 12V electric motors in that it is designed to deliver high horsepower for very short intervals only. Avoid operation for more than 30 seconds at one time. Due to its high horsepower, this motor builds up considerable heat and can be permanently damaged with prolonged use. If it does not operate, check battery for charge and all direct connections for shorts or loose connections. The starter motor is located very near the bilge of your Bayliner. If bilge water is allowed to accumulate to a depth of more than six inches, the starter can be damaged. Automatic bilge pumps are recommended for boats left in open moorage.

E. Bilge Blower

The bilge blower is a factory installed item designed to clear the bilge area of gasoline fumes. In essence, it is a squirrel cage type electric fan which sucks out engine compartment air and causes fresh air to circulate into the compartment through the deck vents.

The bilge blower is designed to be used before starting the engine, during starting and while the boat is operating below cruising speed to insure fresh air circulation. Operate blower for 4 minutes before starting engine.

NOTE: The blower will not prevent explosion. If you smell gas, shut off all electrical accessories and engine and investigate immediately.

F. Bilge Pump

The electric bilge pump supplied with your Bayliner is of an impeller type. If you see water and the pump motor is running but not pumping, check to see that it is not clogged by debris. If it still does not pump, check the discharge hose for kinks or a collapsed area.

NOTE: The federal water pollution control act prohibits the discharge of oil or oil waste into or upon the navigable waters and contiguous zone of the United States if such discharge causes a film or sheen upon, or discoloration of, the surface of the water, or causes a sludge or emulsion beneath the surface of the water. Violators are subject to a penalty of \$5,000.

G. Running Lights

If the night lights or navigation lights supplied with your Bayliner fail to operate:

- 1) You may have blown a fuse. (Replace fuse behind or on the dash panel.)
- 2) The bulb may be burned out. (Carry spare bulbs for replacement.)
- 3) The bulb base may be corroded. (Clean periodically as required and coat with non-conductive grease or vasoline.)
- 4) A wire may be loose, due to vibration or mis-stowed gear. (Repair where break occurred.)

NOTE: Prolonged operation of cabin interior lights (overnight) can result in a dead battery. Be conservative in the use of battery power.

H. Windshield Wiper

The wiper motor supplied with your Bayliner, like all good equipment, requires some maintenance. Do not increase the size of the wiper arm. The manufacturer has engineered the motor for that exact load. If the wiper does not operate:

- 1) Check fuse
- 2) Check switch
- 3) Make sure wiper arm is securely attached to motor

I. Head Operation

- 1) Portable heads:

POTPOURRI To use:

- A Mix 1 ½ to 2 gallons of water with four ounces of Liquid Gold concentrate and pour the mixture through the opening of the basin, while operating the flushing handle on the side.
- B Pump the liquid into the basin, and push on the flush handle. Repeat the operation to assure perfect mixing.
- C Before using, it is always necessary to pump liquid into the basin.
- D Keep the basin dry when running.

NOTE: Use only white toilet tissue as colored dyes may impair the effectiveness of the chemical. Use regular ply tissue. Do not use disintegrating tissue as this may clog the entire pump system.

Cleaning:

Use only mild cleansers, detergents or soaps. Avoid using abrasive cleansers. Clean the toilet bowl periodically as you would your household toilet.

To empty:

- A The Potpourri is designed to be carried like a suitcase by the handle on the back of the head. In many cases the head must be held in suitcase fashion to remove it from the head compartment. You are cautioned not to overfill the head. If the head is overfilled it can't be tipped up for removal from the head compartment.
- B To empty the portable model into another toilet, remove the pourspout cap at the rear right-hand corner and connect the hose adapter with an adequate length of three-inch (7.62 cm) flexible sewer hose clamped on to submerge the hose below the waterline in an existing toilet bowl.
- C Gradually tilt the unit to drain out.
- D After emptying, flush a half pail of clear water into the holding tank and swirl contents to rinse out. Repeat if necessary.
- E To use toilet again recharge with ¼ bottle of Liquid Gold as done originally.

NOTE: There are many brands of toilet chemicals, any of which will work very well in any of the portable toilets supplied by Bayliner.

SEA FARER

The Sea Farer is divided into two basic components. The top section consists of the seat, seat cover, flushing bellows, bowl and freshwater storage chamber. The lower section consists of an odor-tight, gas-tight seal; and the holding tank for waste storage.

Preparation:

- A Set the unit on the ground. Tilt unit forward, then remove the large threaded cap from the lower rear of the unit and pour in ½ bottle of Aqua Kem Concentrate to control odor and prevent gaseous buildup within the holding tank. Replace and tighten cap.
- B Unsnap the cap on the top back of the unit and fill the tank to the specified level with fresh water. **DO NOT POUR ODOR CONTROL CHEMICALS INTO THIS SECTION.** Replace the cap.

To use:

- A If you wish to add water to the bowl before using, depress the flushing bellows. To flush after use, depress the flushing bellows one or more times and raise the valve handle. Water and waste in the bowl will pass into holding tank. For the most efficient use and conservation of water, it is recommended that you raise the valve handle and depress the bellows simultaneously to flush.
- B Should the holding tank become overfilled, tilt the toilet back slightly and open the valve.

To Empty:

- A The holding tank of the Sea Farer is ready to empty when the holding tank contents approach the level of the blade of the mechanical seal. Carry the unit to any permanent toilet facility.
- B Tilt forward. Remove the large threaded cap on the lower right and pour the contents into a toilet.

Trouble Shooting:

Symptom: Valve operates harder than normal or the blade sticks.

Cure: Apply a light film of silicone spray to blade.

2) Marine head with holding tank (optional):

The marine head with holding tank is designed so waste may be flushed into the holding tank or, for those traveling offshore and beyond federally regulated waterways, flushed overboard. This is accomplished by routing the head discharge hose through a "Y" connector to the holding tank and also overboard. There are valves in each of these lines. To flush waste overboard the gate valve to the tank must be closed and the thru-hull seacock should be open. To flush into the holding tank, close the thru-hull seacock and open the gate valve to the holding tank. To empty the holding tank the boat must be taken to a pump out station.

To operate the marine head, open the sea cock on the sea water intake. Before using, pump some water in to wet the bowl. After using, pump until thoroughly cleansed. Pump a few more times to clean lines. If excess waste should cause water to rise in bowl, stop pumping until water recedes. If at any time you are unable to pump water into the bowl, the probable reason is debris sucked into the pump diaphragm. To remedy, shut inlet sea cock, and dismantle pump. Pump is generally held together with six screws. The design is simple and problem will be obvious when pump body is split open. To winterize toilet, shut off intake valve. Pump until dry. Remove drain plug in base. Pump again to remove all water. Do not use antifreeze. The inlet sea cock should be closed when the boat is left moored and unattended. The following chart will help you locate the holding tank and valves in your Bayliner.

H. Holding Tank and Valve Location Table

MODEL	LOCATION OF HOLDING TANK	LOCATION OF INLET SEACOCK	LOCATION OF DISCHARGE SEACOCK	LOCATION OF GATE VALVE
2350 Monterey Cuddy	Helm Seat Base	Starb V-Berth	Helm Seat Base	On Tank
2350 Monterey C.B.	Starb Side Motor Compartment	Motor Compartment	Starb Side Motor Compartment	On Tank
2350 Monterey Express	Port Side Motor Compartment	Port Lounge Seat Base in Cabin	Port Side Motor Compartment	On Tank
2550 Saratoga Offshore	Helm Seat Base	Head Compartment		
2550 Saratoga Sunbridge	Starb Side Motor Compartment	Head Compartment	Starb Side Motor Compartment	On Tank
2550 Saratoga C.B.	Starb Side Motor Compartment	Motor Compartment	Starb Side Motor Compartment	On Tank
2550 Saratoga Sedan	Starb Side Motor Compartment	Motor Compartment	Starb Side Motor Compartment	On Tank
2650 Explorer	Starb Side Motor Compartment	Head Compartment	Starb Side Motor Compartment	On Tank
2750 Victoria C.B.	Starb Lounge Seat Base (Salon)	Shower Sump	Starb V-Berth	Head Compartment
2750 Victoria Sunbridge	Head Compartment	Head Compartment	Head Compartment	On Tank
2950 Encounter Offshore	Amidships Be- neath Cockpit Sole Starb Side	Aft Beneath Cockpit Sole Starb Side	Aft End Of Holding Tank	On Tank
2950 Encounter Sunbridge	Aft Beneath Cockpit Sole Starb Side	Aft Beneath Cockpit Sole Starb Side	Aft End of Holding Tank	On Tank
2950 Encounter Sedan Bridge	Fwd. Beneath Cabin Sole	Fwd. Beneath Cabin Sole {Access Through Hatch in Cabin Sole}	Dinette Seat Base	On Tank

H. Holding Tank and Valve Location Table

MODEL	LOCATION OF HOLDING TANK	LOCATION OF INLET SEACOCK	LOCATION OF DISCHARGE SEACOCK	LOCATION OF GATE VALVE
2950 Encounter Sedan Bridge	Amidships Beneath Cockpit Sole Starb Side	Aft Beneath Cockpit Sole Starb Side	Aft End Of Holding Tank	On Tank
3250 Conquest Offshore	Aft Beneath Cockpit Sole Starb Side	Aft Beneath Cockpit Sole Starb Side	Aft Beneath Cockpit Sole Starb Side	On Tank
3250 Conquest Sunbridge	Starb Side Aft Berth	Beneath Shower Seat, Access Through Drawers in Storage Chest Starb Side Aft Berth	Inside Storage Chest, Starb Side Aft Berth	On Tank
3250 Conquest Offshore	Aft Beneath Cockpit Sole Starb Side	Aft Beneath Cockpit Sole Starb Side	Aft Beneath Cockpit Sole Starb Side	On Tank
3250 Conquest Sedan Bridge	Amidships Beneath Cabin Sole Port Side	Amidships Beneath Cabin Sole	Amidships Beneath Cabin Sole	On Tank

3). Flo-Thru Head (Optional)

To determine location of treatment center for the Flo-Thru head see chart for location of optional holding tank. The sea water inlet valve location will also correspond as will the location of the discharge seacock. There is no by pass on this system. See the manufacturer's instructions for proper use of this equipment.

J. Alcohol Stoves

Read carefully and follow the operating instructions. Use only stove alcohol labeled specifically for marine stove use. Do not operate stove while under way.

To fill:

Unscrew filler cap. Fill tank with denatured ethyl alcohol using a funnel. Replace cap. The filler cap is equipped with a safety valve and must not be replaced by any other type of cap.

To start:

Pump approximately 20 times to pressurize fuel tank. Pump is located at front of stove.

To operate:

Burners must be preheated to produce vaporized alcohol. Slowly open (counterclockwise) one burner at a time to allow alcohol to flow into priming cup below the burner body. Fill priming cup $\frac{3}{4}$ full (about $\frac{1}{4}$ ounce). Shut off burner (clockwise) and ignite priming alcohol. When this alcohol is fully consumed, turn control knob toward open position and light burner.

WARNING: ALCOHOL FUEL IS HIGHLY COMBUSTIBLE. All alcohol spilled while filling tank or as a result of priming cup being filled to overflowing must be cleaned up prior to lighting alcohol stove. Follow starting instructions above carefully. Flare-up may occur during preheating, particularly if burner valve is opened before preheating is completed. If flare-up occurs, shut off burner and restart per instructions. DO NOT PUT COOKING UTENSILS ON STOVE UNTIL BURNERS ARE FUNCTIONING PROPERLY.

To shut off burner:

Turn control knob to extreme right. Release pressure in tank by loosening filler cap.

K. Loading limits: hardtops, cabin tops, command bridges

Hardtops and cabin tops are of fiberglass reinforced with balsa. They are designed to be lightweight for proper boat balance and carry the following load limits: Sedan model not to exceed 500 pounds; Express cruiser hardtops not to exceed 80 pounds; Command bridge model not to exceed 500 pounds (2350 and 2550), 600 pounds (2750), 700 pounds (2950 and larger). These are maximum limits for boats carrying a normal complement of fuel and gear. Boats with a lighter load should carry less weight than stated maximum in critical areas noted above.

L. Transom platforms carry the following load limits:

Weight not to exceed 250 pounds.

Auxiliary engine not to exceed $7\frac{1}{2}$ horsepower.

Section IV

Underway Operating Instructions

A. Instruments

- 1) Tachometer—All tachometers are of the electric type, indicating engine revolutions per minute (rpm) in 100's. On twin engine installations or dual station models, the tachometers may have a slightly different reading. This is normal.
- 2) Temperature Gauge—The temperature gauge indicates engine coolant temperature by monitoring a signal from a sending unit installed in the engine water jacket. The sender changes resistance value as its temperature changes. This changing resistance value is then measured by the instrument. When gauge reads in the danger area, shut the engine off and diagnose the problem. A common cause of overheating is picking up a foreign object on the water intake. Usually, raising and lowering your outdrive will free it of the foreign object. On those twin engine powered boats equipped with a hot water system whereby the cooling system of one engine is plumbed through the hot water tank to heat fresh water, the temperature gauge(s) for that engine will read a different operating temperature than the other engine.
- 3) Oil Pressure Gauge—The oil pressure gauge indicates pressure by monitoring a signal from a sending unit. When gauge reads in the danger area, shut the engine off and diagnose the problem.
- 4) Fuel Gauge—The fuel gauge indicates fuel level. Since boats are many times exposed to rough water conditions and varying trim, fuel gauges may provide inaccurate readings at times. It is always wise to keep track of your running time as a double check against an inaccurate gauge.
- 5) Hour Meter (Optional)—The hour meter measures engine running time. It is an aid to maintenance and warranty requirements. The meter has a range of 10,000 hours with automatic recycle.

B. Boat Performance

Boat speeds are affected by a great many factors. Some such as temperature and altitude, you can't do anything about. You can affect other factors. They are:

- 1) Loading: take with you only the necessary equipment. As you add weight to your boat, it slows down. Keep weight low in the boat and balanced.
- 2) Propeller: keep it in good repair and correct pitch for your particular situation. The factory standard equipment propeller may not be the best one for your particular boat and load conditions. The engine should be able to come up to its rated rpm on a normally loaded boat. If the engine rpm runs too slow, try a prop of less pitch. If the engine overspeeds, efficiency is also lost; try a prop of greater pitch.

A slightly bent or nicked propeller will affect the performance of your boat.

- 3) Weeds, barnacles and other growth: keep your boat bottom free of these. When your boat starts "growing grass" it will slow down greatly, even to the point where it will not plane. Anti-fouling paint that does not contain mercury or copper additives is recommended. Base materials, such as copper, will accelerate electrolysis and damage your lower unit's aluminum housing.

Marine growth varies from one area to another so it is best to consult your dealer for the best bottom paint for your particular area.

C. Boat Running Attitude

- 1) If your boat runs with its bow too high at cruising speeds, the following suggestions will help you lower the bow:
 - a. Move weight forward in the boat.
 - b. Install trim tabs (optional equipment). See Section D below.
 - c. Adjust thrust angle of engine.
 1. Volvo I/O or outboard motors: move tilt pin in transom plate to the closest hole to the boat.
 2. MerCruiser: run trim in "down" or "in" position.
 - d. If your boat runs with its bow too low at cruising speeds (usually indicated by water coming off the hull way forward and the boat being difficult to steer—veering off), you can raise the bow by:
 - a. Moving weight aft.
 - b. Not using tabs.
 - c. Adjusting engine thrust angle.
 - 1) Volvo I/O or outboard motors: move tilt pin out away from the transom, one hole at a time.
 - 2) MerCruiser: run power trim in "extended" or "out" position with small adjustments.

D. Trim Tabs (Optional)

Trim tabs are intended for corrections to boat trim on the port and starboard axis with very minor changes in pitch or fore-and-aft attitude. For major corrections, redistribute loads.

- 1) If tab position is unknown, when idling away from the dock, put your tab on the full bow-up position.
- 2) After power is applied and boat is at cruising rpm, push appropriate tab button to level the boat on lateral axis. Several short touches of the tab button are recommended. Allow the boat to react to the new position of the trim tab after each touch. When installed under manufacturer's recommendation, the port button on the trim tab switch operates the starboard trim tab and vice versa.
- 3) Both tabs can be lowered slightly to lower bow. Forcing the bow down with tabs will cause steering difficulty and a loss of efficiency.
- 4) When running in a following sea, run tabs in full bow-up position.

WARNING: EXCESSIVE USE OF TRIM TABS WILL CAUSE A LOSS OF CONTROL. DO NOT USE TRIM TABS IN A FOLLOWING SEA AS THEY MAY CAUSE BROACHING OR OTHER UNSAFE HANDLING CHARACTERISTICS. DO NOT ALLOW THOSE UNFAMILIAR WITH TRIM TABS TO OPERATE THE BOAT.

E. Operating Dual Station Boats

Always start the boat at the station from which you will be operating. This eliminates the possibility of having someone inadvertently turn off the ignition; also, if the engine stalls you are able to start it immediately. Remind anyone near the unattended control station to "keep hands off". When leaving one station to begin operating at the other, bring the boat to a complete stop and take your keys with you. Never leave the helm while the boat is underway and assume that someone else has the boat under control. If you are operating your boat from the bridge and you encounter heavy sea conditions, you should bring your boat down to an idle, point it into the sea and have any bridge passengers move down to the cabin. If sea conditions become very heavy, you should also leave the bridge and operate your boat from the lower station. Children left unattended below should be made to wear life jackets.

F. Steering Wheel Pressure

All stern drives can be adjusted so there is no pull on the wheel at one given speed or trim angle. We suggest your normal cruising speed. This is done by turning a trim tab on the gear case in the direction the wheel is pulling. Small adjustments should be made until the steering has neutral torque at the speed you desire. When running faster or slower than this speed, a minimal amount of torque will be present.

G. Static Float Attitude

The static attitude of your boat can be affected by many variables. Optional equipment and loading of gear are the biggest contributors to a boat's listing. After launching, any new boat can be adjusted. If your boat lists to one side, store heavy items on the light side and light items on the heavy side.

Batteries have a big effect on static float attitude of a boat. Move batteries to light side if required.

Deep-V boats ride well in rough water; however, they are more critical in balance than flatter bottom boats. Loading and placement of gear and passengers have a great effect on attitude and balance of a deep-V boat.

H. Tips for Boat Owners

- 1) When commissioning a new boat, do not plan an extensive trip or party until you have a shakedown cruise to make sure all equipment on your boat is functioning properly and you are familiar with its operation.
- 2) Use big bumpers as they will best protect your boat from floats, piers and other boats.
- 3) Carry adequate line properly sized to your boat. A minimum of two 30' lengths of 3/8" nylon line should be aboard on models 1750 through 2050; three 30' lengths of 3/8" nylon on 2150 through 2350; and four 50' lengths of 1/2" line on 2550 through 2850.
- 4) Be courteous to other boats. Slow down in congested areas and watch that your wake does not damage other boats.

I. Boating Safety Courses

Your local U.S. Coast Guard Auxiliary/Power Squadron generally puts on a Safe Boating Class several times a year. They are very comprehensive and generally of minimal cost to you. Call your local U.S. Coast Guard Auxiliary or Power Squadron Flotilla for the time and place of the next class.

Section V

General Maintenance and Repairs

A. Fiberglass Staining and Discoloration

These problems can generally be removed by many of the fine fiberglass cleansers available. However, they take elbow grease. For best results follow the manufacturer's recommendations. If the marine products are not available in your area, try the new liquid household cleaners such as 409, Ajax liquid, Fantastik or others. Caution: Household cleaners with abrasives will dull the finish on your boat, if this occurs, wax and buff the area to restore luster.

B. Hardware Cleaning

Use nearly any of the modern chrome cleaners on the market today to spruce up hardware. After a good cleaning, a coat of paste wax will add greatly to its luster. All metal fittings, including dash panel, instruments, railings and hardware, should be sprayed with a rust inhibitor similar to WD-40 every three months when exposed to salt water and annually in fresh water. If not maintained on a regular basis, stainless steel railing and fittings, in particular, will discolor because of surface carbon steel granules picked up in processing and, in some areas, because of contaminants carried in the air.

C. Vinyl Upholstery

Use any good automotive vinyl cleaner; cleaner concentrates such as Fantastik work well also. Caution: Avoid solvents and bleaches, as they may permanently damage the vinyl.

D. Vinyl Flooring

Use one of the liquid cleaners mentioned previously and a scrub brush. Rinse thoroughly to avoid slickness when wet.

E. Structafoam Swim Platform and Steps

These clean well with a spot remover made for rugs and carpets.

F. Teak

To keep teak looking fresh, it should be well oiled with teak oil at least twice a year (more often if exposure is severe). If the teak is in particularly bad condition, the teak oil should be rubbed in, using 220 grit wet-and-dry sandpaper.

G. Repairing Fiberglass, Gelcoat Chips, Gouges and Scratches

Almost unavoidable during the life of your boat is damage to the Gelcoat or colored surface. This is not as serious as you might think. Repair is not costly and can be done by the novice.

- 1) Scratches: If the scratch does not penetrate the Gelcoat surface, use automotive rubbing compounds. Dampen a soft rag or use a power buffer. Apply rubbing compound with plenty of elbow grease. The scratch may not disappear completely; however, its noticeability will decrease.
- 2) Gouges and Chips: To repair, simply obtain "Patch Paste" from your Bayliner dealer and follow this recommended procedure:
 - a. Clean area to be repaired of wax and oil. Acetone is a good solvent.
 - b. Using a small portion of patch paste on a piece of cardboard, mix thoroughly with catalyst (two or three drops of catalyst to a tablespoon of paste).
 - c. Apply to pit, chip or gouge with a single-edged razor blade to match the surface and contour of the area being repaired. (It's better to have an excess than not enough on the patch).
 - d. Allow to harden thoroughly. In most climates, one or two hours should be sufficient.
 - e. Shape the patch to desired thickness, using fine wet sandpaper on a sanding block.
 - f. Finish using automotive rubbing compound in the same manner as for scratches.

H. Special Care for Boats that are Permanently Moored

Important: Bayliner Marine Corporation advises that any boat moored in fresh or salt water be painted with a good grade of antifouling bottom paint below the water line. Bayliner recommends International Paint Company's "Tri-Lux" bottom paint. Not only will the bottom paint inhibit marine growth, but it will also seal the pores in the gelcoat finish. Failure to add a protective coat of bottom paint to the bottom of a boat that is moored can result in gelcoat blistering or other cosmetic problems with the gelcoat below the water line. The bottoms on Bayliner models 2950 — 3250 are painted with International Tri-Lux at the factory. On those models 1500 — 2750 bottom paint is a dealer installed option. It is best and most inexpensive to have antifouling paint added prior to first launching.

I. Underwater Corrosion

Stray current corrosion or electrolysis can best be compared to electroplating of chromium or brass, with the salt water acting as the electrolyte and the battery acting as the source of direct current.

Electrolysis can be prevented in several ways. The following are the most common causes and the simplest cures for the problem:

- 1) Keep a clean, dry bilge. Wiring may leak a certain amount of electricity.
- 2) A poorly grounded zinc anode; check ground wire or clean contact surfaces.
- 3) The zinc anode may be deteriorated beyond effectiveness; replace, usually at 50% loss.
- 4) If extremely fast deterioration is occurring, it may be wise to install electronic protection such as Mer-cathode.

J. Cabin Windows and Windshields

Salt and brackish water are capable of etching and damaging glass. Keeping windows clean is the best preventive measure you may take.

K. Window Leakage

Cabin window leakage is uncommon; but if it does occur, it is simply remedied.

- 1) Mark the leak using crayon or other nonpermanent marking.
- 2) Dry thoroughly. You might have to wait for a dry day. Sealer will not bond if moisture is present.
- 3) Coat area with silicone-type rubber sealant.
- 4) Allow sealant to dry well, then check by sprinkling with a hose. (Cabin window or windshield leakage is not covered under the Bayliner Warranty.)

Under way, whether trawling or in the water, be sure to use the antirattle snubbers to secure windows in place, open or closed.

L. Convertible Tops and Back Covers

Convertible tops can be cleaned using a regular vinyl cleaner. Vinyl cleaners may be obtained in grocery stores or auto parts houses. To prevent rainwater seepage at the canvas seams, a coating of Scotch Guard can be applied to the seams on the inside of the vinyl. Mildew can occur if your boat does not have adequate ventilation. Heat alone won't prevent mildew. If mildew does occur, it can be removed using a solution of hot water and Clorox (one cup of Clorox to one gallon of hot water). Brush into affected area, let set for 10 to 15 minutes and rinse with fresh water. If at all possible, the vinyl top parts of your boat should be stored indoors in a fairly warm, dry place. This will greatly extend the life of the material.

M. Instruments—Care and Service

Your marine instruments have been designed and constructed of the best possible materials and with proper care will give you years of trouble-free operation.

When using your instruments in a saltwater environment, salt crystals may form on the bezel and the plastic dial. These salt crystals should be removed with a soft damp cloth; never use abrasives or rough, dirty cloths to wipe plastic parts. Mild household detergents or plastic cleaners can be used to keep the crystal bright and clean.

Section VI

Winterizing

If your boating season has ended or cold weather is setting in, follow these suggestions:

- 1) Drain the engine block and manifolds. Frozen water expands and can crack your engine. Consult your engine owner's manual for location of drains. There can be drains on the block and manifolds.
- 2) Drain the outdrive of water and change outdrive lubricant. Your dealer can perform this service for you at minimal cost.
- 3) Store boat, if outside or in an unheated area, with the bow higher than the stern to allow any condensation of water to run out. Remove the transom drain plug.
- 4) Consult operating instructions provided with your head (toilet) for winterizing. Drain self-contained heads.
- 5) Drain water tanks to avoid freezing and insure fresh taste in the spring. Be sure to drain accumulated water in the pump to avoid damage due to freezing. This is best accomplished by running the pump until empty.

On those boats equipped with hot water tanks, remove the drain plug on the tank after all the water has been pumped out of the regular water tank(s). On those models whose engine cooling water circulates through the hot water tank, the hoses carrying this water must be disconnected at the engine and blown out. (This is not necessary on engines equipped with fresh water cooling and filled with antifreeze.)

- 6) Gasoline tanks should be kept completely full. With full tanks, there is little air space to allow condensation, a major cause of sludge and gum that eventually create problems.
- 7) Remove the marine battery from your boat. Fill the cells to proper level and store in a warm dry place. Do not store on a cement floor. A fully charged battery will survive storage better.
- 8) Lubricate control and steering push-pull cables.
- 9) Clean the boat thoroughly. Coat deck hardware and other metallic parts with a rust inhibitor.
- 10) Your boat should be stored inside during winter if possible. If outside storage can't be avoided, a special cover should be used. Use of the standard vinyl top as a winter storage cover will cause rapid deterioration of these parts. Heat should be kept in the boat to avoid dampness and adequate flow-through ventilation should be assured. Lack of ventilation will cause mildew.

- 11) Bunk cushions and dinette cushions may be left aboard; however, they should be stored on edge with plenty of ventilation.
- 12) If storing on a trailer:
 - a. Now is a good time to repack wheel bearings. Your local automotive service shop can help you.
 - b. Block the trailer wheels off the ground to avoid tire deterioration.
 - c. Loosen stern tiedowns to avoid stress on hull.
 - d. Store in a bow-high position for drainage.
 - e. Touch up trailer paint.

We hope the above preventive measures will help make a spring get-ready less work. However, don't forget to consult your dealer as well as the engine owner's manual for engine winterizing requirements.

NOTE: Bayliner cannot sell accessories or other items directly to the public due to production commitments and dealer franchising. Our dealers normally stock many of our accessories or can supply you with them in a short time.

Section VII

Propeller Recommendations

Variations in operating altitudes (highland lakes vs. sea level) and loads can affect performance. Changing to a propeller of a different size and pitch can often compensate for the effects of increased load or altitude, and insure peak performance.

The following propeller chart lists a recommended propeller for some model and engine combinations. These recommendations are based on operation at sea level with two persons and a light load in all boat models 1750 through 2050. Recommendations for models 2150 through 2750 are based on sea level operation with four persons and a light load.

Generally, for every 2500 feet above sea level, it is advisable to decrease propeller pitch two inches from the recommendations listed.

Every attempt has been made to equip your Bayliner with a propeller that will optimize performance. Your boating needs, however, may make a different propeller desirable. Your Bayliner dealer can help you in the selection of a propeller best suited to your uses.

On those high performance Bayliner models capable of speeds in excess of 50 mph, cavitation burn may be experienced on the propeller. High performance propellers constructed of bronze or stainless steel are available from propeller manufacturers, but using these could void the warranty on your drive unit. Props on these boats should be checked frequently for cavitation burn if the boat is continuously operated at high speeds. Replace propellers as necessary when severe burn occurs.

MODEL	ENGINE	PROP	PINHOLE VOLVO ONLY	ROTATION
1750 Mutiny	120 Volvo	15 x 17	2	Right
1750 Mutiny Bowrider	120 Merc	19 A4	P/T	Right
505 Force	140 Volvo	15 x 17	2	Right
	140 Merc	21 A4	P/T	Right
1950 Quartermaster	120 Volvo	15 x 17	2	Right
1950 Quartermaster	120 Merc	19 A4	P/T	Right
Bowrider	140 Volvo	15 x 17	2	Right
	140 Merc	21 A4	P/T	Right
	170 Merc	23 A4	P/T	Right
1950 Eagle	120 Volvo	15 x 17	2	Right
1950 Eagle Bowrider	120 Merc	19 A4	P/T	Right
	140 Volvo	15 x 17	2	Right
	140 Merc	19 A4	P/T	Right
	170 Merc	21 A4	P/T	Right
	198 Merc	19 A4	P/T	Right
	200 Volvo	15 x 21	2	Right
	225 Volvo	15 x 21	2	Right
	228 Merc	21 A4	P/T	Right
	260 Volvo	14 3/8 x 27	2	Right
	260 Merc	23 A4	P/T	Right

P/T = Power Trim

MODEL/ENGINE	PROP	PINHOLE (VOLVO ONLY)	ROTATION		
Admiralty 2050	120 Volvo	15 x 17	3	Right	
	120 Merc	19 A4	P/T	Right	
	140 Volvo	15 x 17	3	Right	
	140 Merc	21 A4	P/T	Right	
	170 Merc	23 A4	P/T	Right	
	200 Volvo	15 x 21	2	Right	
	225 Volvo	15 x 21	2	Right	
	198 Merc	21 A4	P/T	Right	
2250 Santiago Offshore	120 Volvo	15 x 15	1	Right	
2250 Santiago Cuddy	120 Merc	17 A4	P/T	Right	
2250 Santiago Fisherman	140 Volvo	15 x 15	2	Right	
2250 Santiago Offshore Fisherman	140 Merc	17 A4	P/T	Right	
	170 Merc	19 A4	P/T	Right	
	200 Volvo	15 x 19	2	Right	
	225 Volvo	15 x 19	2	Right	
	198 Merc	17 A4	P/T	Right	
	228 Merc	19 A4	P/T	Right	
	260 Volvo	15 x 21	2	Right	
	260 Merc	21 A4	P/T	Right	
	2350 Monterey Cuddy	170 Merc	17 A4	P/T	Right
		200 Volvo	15 x 17	2	Left
198 Merc		17 A4	P/T	Right	
225 Volvo		15 x 19	2	Left	
228 Merc		17 A4	P/T	Right	
260 Volvo		15 x 21	2	Left	
260 Merc		19 A4	P/T	Right	
130 Volvo D		16 x 17	2	Left	
T140 Volvo	15 x 21	2	Left/Right		
2350 Monterey Command Bridge	200 Volvo	15 x 15	2	Left	
2350 Monterey Express	225 Volvo	15 x 17	2	Left	
	198 Merc	17 A4	P/T	Right	
	228 Merc	17 A4	P/T	Right	
	260 Volvo	15 x 19	2	Left	
	260 Merc	17 A4	P/T	Right	
	130 Volvo D	16 x 15	2	Left	
T140 Volvo	15 x 21	2	Left/Right		
2550 Saratoga Offshore	200 Volvo	15 x 17	2	Left	
2550 Saratoga Sunbridge	225 Volvo	15 x 17	2	Left	
2550 Saratoga Command Bridge	198 Merc	15 A4	P/T	Right	
	228 Merc	15 A4	P/T	Right	
2550 Saratoga Sedan	260 Volvo	15 x 19	2	Left	
	260 Merc	17 A4	P/T	Right	
	130 Volvo D	16 x 15	2	Left	
	T120 Volvo	15 x 19	1	Left/Right	

MODEL/ENGINE	PROP	PINHOLE (VOLVO ONLY)	ROTATION
2650 Explorer	120 Volvo	14 x 15	2 Left
	70 Diesel	13 x 11	Fixed Left
	36 Diesel	16 x 14	Fixed Left
	140 Volvo 1/B	16 x 12	Fixed Left
2750 Victoria Sunbridge	225 Volvo	15 x 17	1 Left
	228 Merc	15 A4	P/T Right
	260 Volvo	15 x 19	1 Left
	260 Merc	17 A4	P/T Right
	T140 Volvo	15 x 15	1 Left/Right
	T200 Volvo	15 x 21	2 Left/Right
	T170 Merc	21 A4	P/T Right/Right
2750 Victoria Command Bridge	225 Volvo	15 x 17	1 Left
	228 Merc	15 A4	P/T Right
	260 Volvo	15 x 19	1 Left
	260 Merc	17 A4	P/T Right
	130 Volvo D	16 x 13	1 Left
	T140 Volvo	15 x 17	1 Left/Right
	T170 Merc	21 A4	P/T Right/Right
2950 Encounter Offshore	260 Volvo	15 x 17	2 Left
2950 Encounter Sunbridge	260 Merc	15 A4	P/T Right
	330 Merc	19 A1	P/T Right
	130 Volvo D	16 x 13	1 Left
	T170 Merc	17 A4	P/T Right/Right
	T200 Volvo	15 x 15C	2 Left/Right
	T198 Merc	15 A4	P/T Right/Right
	T225 Volvo	16 x 17C	2 Left/Right
	T228 Merc	17 A4	P/T Right/Right
	T260 Volvo	15 x 19C	2 Left/Right
	T260 Merc	19 A4	P/T Right/Right
	T250 Chris	15 x 20	Fixed Left/Right
	T130 Diesel I/O	16 x 17	2 Left/Right
	T130 Diesel St. Drive	18 x 20	Fixed Left/Right
2950 Encounter Sedan Bridge	T170 Merc	15 A4	P/T Right/Right
	T198 Merc	15 A4	P/T Right/Right
	T200 Volvo	15 x 15C	2 Left/Right
	T225 Volvo	15 x 17C	2 Left/Right
	T228 Merc	15 A4	P/T Right/Right
	T260 Volvo	15 x 19C	2 Left/Right
	T250 Chris	15 x 20	Fixed Left/Right
	T260 Merc	17 A4	P/T Right/Right
	T130 Volvo D	16 x 17	1 Left/Right
	T130 Volvo D St. Drive	18 x 20	Fixed Left/Right

MODEL/ENGINE	PROP	PINHOLE (VOLVO ONLY)	ROTATION
3250 Conquest Offshore	T170 Merc	17 A4	P/T Right/Right
3250 Conquest Sunbridge	T200 Volvo	15 x 15C	2 Left/Right
3250 Conquest Offshore	T198 Merc	15 A4	P/T Right/Right
Command Bridge	T225 Volvo	15 x 17C	2 Left/Right
	T228 Merc	17 A4	P/T Right/Right
	T260 Volvo	15 x 19C	2 Left/Right
	T260 Merc	19 A4	P/T Right/Right
	T250 Chris	16 x 15	Fixed Left/Right
	T330 Chris	18 x 18SC	Fixed Left/Right
	T130 Volvo		
	D I/O	16 x 17	2 Left/Right
	T130 Volvo D	18 x 18	Fixed Left/Right
	St. Drive		
3250 Conquest	T198 Merc	15 A4	P/T Right/Right
Sedan Bridge	T200 Volvo	15 x 15C	2 Left/Right
	T225 Volvo	15 x 15C	2 Left/Right
	T228 Merc	15 A4	P/T Right/Right
	T260 Volvo	15 x 17C	2 Left/Right
	T260 Merc	19 A4	P/T Right/Right
	T250 Chris	16 x 15SC	Fixed Left/Right
	T330 Chris	18 x 18SC	Fixed Left/Right
	T130 Diesel I/O	16 x 17	2 Left/Right
	T130 Diesel	18 x 18	Fixed Left/Right
	St. Drive		
3550 Bristol	T330 I/B	20 x 21	Fixed Left/Right
	T555 Cummins	21 x 23	Fixed Left/Right
	T224 Volvo	18 x 18	Fixed Left/Right
4050 Bodega	330 Inboard	20 x 18	Fixed Left/Right
	671 Detroit	22 x 23	Fixed Left/Right
	130 Volvo I/B	18 x 14	Fixed Left/Right
	270 Volvo I/B	22 x 23	Fixed Left/Right

Section VIII

Suggestions For Safety

1. Gasoline vapors are explosive and being heavier than air will settle in the lower parts of a boat. While fueling, all doors, hatches, and ports should be closed; galley fires and pilot lights extinguished, smoking strictly prohibited; and the filling nozzle kept in contact with the fill pipe to prevent static spark. Avoid spilling. Do not use gasoline stoves, heaters or light on board. Whenever possible, portable tanks should be fueled out of the boat.

2. After fueling, thoroughly ventilate all compartments and check the machinery and fuel tank areas for fumes before attempting to start the motor. Remember that the electrical ignition and starting system could supply the ignition to any accumulation of explosive vapors. Take time to be safe. Keep fuel lines tight and bilges always clean.

3. Do not overload or improperly load your boat. maintain adequate freeboard at all times; consider the sea conditions, the duration of the trip, the predicted weather, and the experience of the operator. Do not permit persons to ride on parts of the boat not designed for such use. Bow riding and seat back or gunwale riding can be especially hazardous.

4. Keep an alert lookout. Serious accidents have resulted from failure in this respect.

5. Be especially careful when operating in any area where swimmers might be. They are often difficult to see.

6. Watch your wake. It might capsize a small craft; it can damage boats or property along the shore. You are responsible. Pass through anchorages only at minimum speed.

7. Keep firefighting and lifesaving equipment in good condition and readily available at all times.

8. Obey the Rules of the Road. Neglect of this is the greatest single cause of collision.

9. Always have children wear lifesaving devices. Always check those intended for young children for fit and performance in the water on each individual child. Never hesitate to have "all hands" wear lifesaving devices whenever circumstances cause the slightest doubt about safety.

PERSONAL FLOTATION DEVICES: REQUIREMENTS — One Coast Guard approved personal flotation device (PFD) of suitable size for each person aboard recreational boats, including sailboats, rowboats, kayaks and canoes. New PFD's bearing Coast Guard approval are now identified by "Types I, II, III or IV".

MANDATORY EQUIPMENT — 1. Boats sixteen (16) feet or over in length: one Type I, II or III (wearable) for each person on board and one Type IV (throwable) in each boat. 2. Boats less than sixteen feet in length and all canoes and kayaks: one Type I, II, III or IV PFD for each person on board.

Type I — A Type I PFD is an approved device designed to turn an unconscious person in the water from a face downward position to a vertical or slightly backward position, and to have more than 20 pounds of buoyancy. Recommended for offshore cruising. Acceptable for all size boats.

Type II — A Type II PFD is an approved device designed to turn an unconscious person in the water from a face downward position to a vertical or slightly backward position and to have at least 15.5 pounds of buoyancy. Recommended for closer, inshore cruising. Acceptable for all size boats.

Type III — A Type III PFD is an approved device designed to keep a conscious person in a vertical or slightly backward position and to have at least 15.5 pounds of buoyancy. While have the same buoyancy as Type II, the Type III has a lesser turning ability to allow for a comfortable design for water activities such as water skiing. Recommended for in-water sports, or on lakes, impoundments, and close inshore operation. Acceptable for all size boats.

Type IV — A Type IV PFD is an approved device designed to be thrown to a person in the water and not worn. It is designed to have at least 16.5 pounds of buoyancy. Acceptable for boats less than 16 feet and canoes and kayaks and as a throwable device for boats 16 feet and over in length.

10. Know your fuel tank capacity and cruising range. If it is necessary to carry additional gasoline do so only in proper containers and take special precautions to prevent the accumulation of such vapor in confined spaces.

11. If you capsize, remember that if the boat continues to float it is usually best to remain with it. You are more easily located by a search plane or boat.

CAUTION: Bayliner trailerable boats contain flotation material; however, no boat is unsinkable. Therefore, personal flotation devices should be carried for each passenger in accordance with U.S. Coast Guard requirements.

12. Good housekeeping is even more important afloat than ashore. Cleanliness diminishes the probability of fire.

13. Know the meaning of the buoys. Never moor to one — it is a Federal offense.

14. Consider what action you would take under various emergency conditions — man overboard, fog, fire, a stove-in plank or other bad leak, motor breakdown, bad storm, collision.

15. Have an adequate anchor and sufficient line to assure good holding in a blow (at least six times depth of water).

16. Boat hooks are not required equipment but they are valuable when mooring or when needed to retrieve pets, preservers (and people) "over the side".

17. Know the various distress signals. A recognized distress signal used on small boats is to slowly and repeatedly raise and lower the arms outstretched to each side.

18. Storm signals are for your information and safety. Learn them and be guided accordingly.

19. Water ski only when you are well clear of all other boats, bathers and obstructions and there are two persons in the boat to maintain a proper lookout.

WARNING: DO NOT OPERATE A POWER BOAT NEAR SWIMMERS, AS CONTACT WITH THE PROPELLER WILL CAUSE SERIOUS INJURY. When taking swimmers or skiers aboard, always shut off the engine.

20. Falls are the greatest cause of injury both afloat and ashore. Eliminate tripping hazards where possible, make conspicuous those which must remain, have adequate grabrails, and require proper footwear to be used on board.

21. Always have an up-to-date chart (or charts) of your area on board.

22. Always instruct at least one person on board in the rudiments of boat handling in case you are disabled — or fall overboard.

23. Keep electrical equipment and wiring in good condition. No knife switches or other arcing devices should be in fuel compartments. Allow ample ventilation around batteries.

24. Before departing on a boat trip, you should advise a responsible friend or relative about where you intend to cruise. Be sure that the person has a good description of your boat. Keep him advised of any changes in your cruise plans. By doing these things, your friend or relative will be able to tell the Coast Guard where to search for you and what type of boat to look for if you fail to return. Be sure to advise the same person when you arrive so as to prevent any false alarms about your safety.

25. Do not test fire extinguishers by squirting small amounts of the agent. The extinguisher might not work when needed. Always follow approved instructions in checking fire extinguishers.

26. A special flag hoist (red flag with white diagonal) flown from boat or buoy means skindiving operations. Approach area with caution and stay clear at least 25 yards.

27. Your local U.S. Coast Guard Auxiliary/Power Squadron generally puts on a Safe Boating Class several times a year. They are very comprehensive and generally of minimal cost to you. Call your local U.S. Coast Guard Auxiliary or Power Squadron Flotilla for the time and place of the next class.

Section IX

Nautical Terms

ABEAM:	Either side of the boat.
AFT:	To the rear or near the stern.
BEAM:	The width of the hull.
BILGE:	The lowest portion inside a boat (in a fiberglass boat, generally the underdeck and lower portion of the engine compartment).
BOW:	The forward portion of the boat.
CHINE:	The intersection of the sides and bottom of a V-bottom boat.
DRAFT:	Vertical distance from the waterline of boat to the lowest point of the boat.
FATHOM:	A measurement of 6 feet generally used to measure water depth.
FREEBOARD:	Vertical distance from deck to waterline.
GUNWALE:	Where hull and deck meet.
HATCH:	A covered opening in the deck.
HEAD:	Toilet or toilet room.
HELM:	Steering wheel.
KEEL:	The lowest external portion of the boat.
KNOT:	Nautical mile per hour; nautical mile is 6,076 ft.; land mile is 5,280 ft.
LEE:	Opposite from which the wind blows.
MAYDAY:	International spoken distress signal for radiotelephone.
PORT:	To the left side of the boat.
PORTLIGHT:	A hinged window in the boat's cabin.
SCUPPER:	An opening in a deck or cockpit permitting water to drain overboard.
STANCHION:	A fixed, upright post used for support (of rails).
STARBOARD:	To the right or right side of the boat.
STERN:	To the rear of the boat.
STERNDRIVE:	Inboard/outboard unit.
STRAKE:	One line of planks from bow to stern.
TRANSOM:	The vertical part of the stern.
WAKE:	The track or path a boat leaves behind while in motion.
WINDWARD:	The direction from which the wind is blowing.

ONE YEAR LIMITED WARRANTY

Bayliner warrants to the original purchaser of a new Bayliner boat operated under normal, non-commercial use in the U.S. or Canada that the Bayliner selling dealer will repair or replace any parts found to be defective in factory materials or workmanship within one year from date of retail delivery.

WHAT IS NOT COVERED

This warranty does not apply to: (1) Engines, drive trains, controls, props, batteries or other equipment or accessories carrying their own individual warranties; (2) Engines, parts or accessories not installed by Bayliner; (3) Window breakage or leaks; gelcoat finish, blisters, cracks or crazing; (4) Hardware, vinyl tops, vinyl and fabric upholstery, plastic, metal, wood or tape trim; (5) Any Bayliner boat that has been altered, subjected to misuse, negligence or accident, or used for racing purposes; (6) Any Bayliner boat which has been overpowered according to the maximum horsepower specifications on the capacity plate provided on each Bayliner outboard boat; (7) Any Bayliner boat used for commercial purposes; (8) Any defect caused by failure by the customer to provide reasonable care and maintenance.

OTHER LIMITATIONS

THERE IS NO OTHER EXPRESS WARRANTY ON THIS BOAT.
TO THE EXTENT ALLOWED BY LAW:

1. ANY IMPLIED WARRANTY, INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS, IS LIMITED TO THE DURATION OF THIS WRITTEN WARRANTY.
2. NEITHER BAYLINER NOR THE BAYLINER SELLING DEALER SHALL HAVE ANY RESPONSIBILITY FOR LOSS OF USE OF THE BOAT, LOSS OF TIME, INCONVENIENCE, COMMERCIAL LOSS OR CONSEQUENTIAL DAMAGES.

YOUR OBLIGATION

We require that you return your boat, at your expense, to your Bayliner selling dealer or, if necessary, to the Bayliner factory. You will be responsible for all transportation, haul-outs and other expenses incurred in returning the boat for warranty service.

Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you. 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. This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

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P.O. Box 24467
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1981 Model Year



Bayliner Marine CorporationTM

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