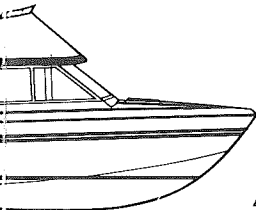
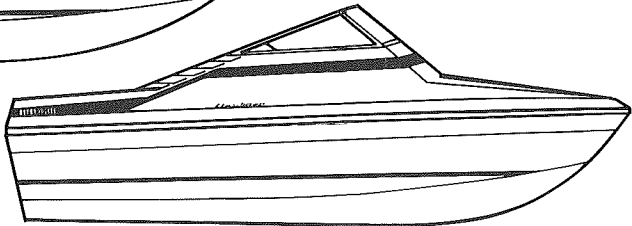
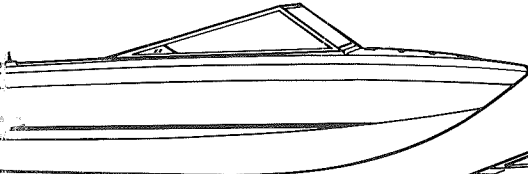


Owners Manual



Bayliner

This Manual is the Property of:

ADDRESS: _____

BOAT MODEL: _____ SERIAL NO: _____

ENGINE SERIAL NO.: _____ OUTDRIVE NO.: _____

ENGINE SERIAL NO.: _____ OUTDRIVE NO.: _____

PROP. SIZE: _____ PART NO.: _____

IGNITION KEY NO.: _____ IGNITION KEY NO.: _____

LICENSE NO.: _____ TRAILER SERIAL NO.: _____

PURCHASED FROM: _____

DATE: _____

ADDRESS: _____

PHONE: _____

BOAT REGISTRATION NO.: _____

CURRENT PERMIT NO.: _____ RADIO CALL NO.: _____

INSURED BY: _____

ADDRESS: _____

PHONE: _____ POLICY NO.: _____

You should register your boat in the state in which you live or with federal authorities, whichever is required in your locale. The numbers assigned should be displayed according to local law.

Thank You . . .

. . . for displaying your confidence in us by selecting a Bayliner boat. Our designers, engineers, boatbuilders, and inspectors have utilized their skills to ensure that your new Bayliner boat excels in safety, performance, workmanship and comfort.

This manual is to help you become more familiar with your new Bayliner. Reading it carefully will help you understand your boat better and contribute greatly to your enjoyment and safety in boating.

When your Bayliner needs service, its best friend is your Bayliner franchised dealer.

IMPORTANT: For maximum safety and fun in the operation of your new Bayliner, read carefully the sections on:

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ALCOHOL STOVES27
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Pride In Excellence

Section I

Welcome Aboard

Your new Bayliner boat has been designed to give you years of carefree enjoyment. Read this manual, use common sense, and your new Bayliner will give you season after season of maximum performance with minimum effort and expense from you.

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.)

How Your New BAYLINER Was Built

For a better understanding of your new Bayliner, we would like to describe briefly Bayliner's construction methods and design characteristics. Bayliner boats are manufactured on a station-to-station assembly line method (the boat moves to the worker) to minimize labor costs and assure top quality control. Component parts are preassembled in Bayliner's own fiberglass, upholstery, and wood shops, then installed in the assembly line. By keeping these elements of construction in Bayliner's own shops, the highest level of quality is maintained and the value of your new boat is enhanced.

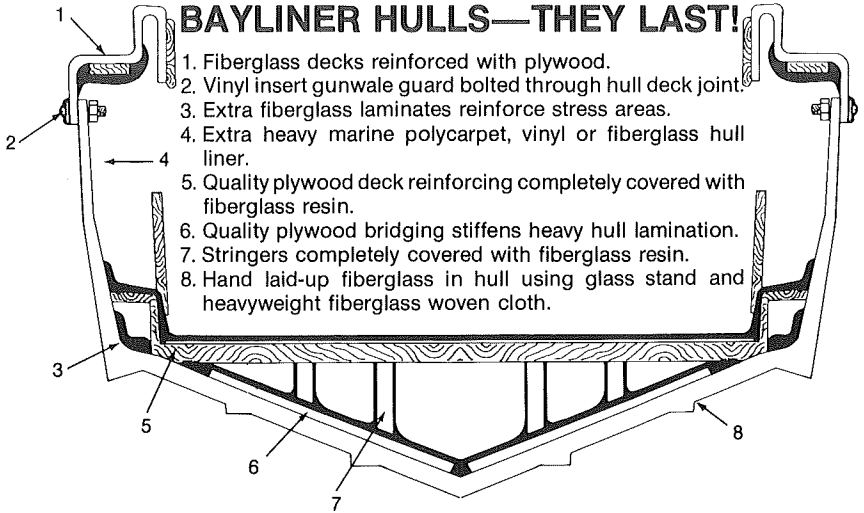
Every Bayliner boat is hand-laminated. Bayliner uses only first quality fiberglass strand, woven roving and resin to ensure maximum beauty, superior strength and safety.

Hand lamination starts by using a highly polished inverted mold. Next comes the actual laminating process. First we start with Gelcoat (the actual outside finish of the boat), which is applied to the inside of the mold by a power sprayer. Next come alternating layers of chopped fiberglass strand and roving with the number of layers dependent on what size the boat is to be. The chopped strand and roving material are fully saturated with resin to bond the fibers into a solid resilient mass. All models have additional layers of the fiberglass material to insure maximum strength where necessary. Douglas fir, balsa core, and quality plywood are used for reinforcement, and all structural wood components are covered with fiberglass resin or treated with preservative. Only quality-rated marine hardware, which has been selected for strength and durability, is used.

Every Bayliner conforms to U.S. Coast Guard standards and has undergone rigid testing for stability and seaworthiness.

At Bayliner we build a better boat because we have to. Bayliners are designed for Northwest salt waters—the weather is bad and the wind blows hard. So to take this punishment we put more into our boats. The precision process of building a Bayliner boat, while highly mechanized and efficient, is still time consuming. Bayliner takes pride in its boats and wishes you season after season of carefree enjoyment.

The diagram shown below is typical of Bayliner construction but does not represent every model.



Section II

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

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." This fitting is located so any fuel spilled will not enter the boat. 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 three minutes. Do not turn blower off until you are under way and at cruising speed.
- 4) 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's 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.

CAUTION: Check engine and fuel compartments, and operate blower for at least three 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 ammeter or volt meter, if your boat is so equipped. The ammeter should show a charge and the volt meter should be in the green at 12 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's warm.

CAUTION: Idling at the dock for long periods of time, or running your boat with the slant back cover or camper back cover in position, may result in dangerous accumulations of carbon monoxide inside the boat. Avoid either of these practices if possible. Remove the cover or otherwise ventilate the boat if conditions are such that this may occur.

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 stern drive models, have someone watch the lower unit while you turn the steering wheel to port and to starboard. When you turn to port, the outdrive should swing to port. The same is true for outboard powered boats; on inboard models, the rudders react to the steering controls.

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 hammer	nuts and washers
ratchet, sockets and extension	waterproof matches

- j. spare parts:
 - spark plugs
 - alternator belt and/or
 - water pump belt
 - distributor caps
 - breaker points
 - condensers
 - 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. Don't run your pump dry. 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.

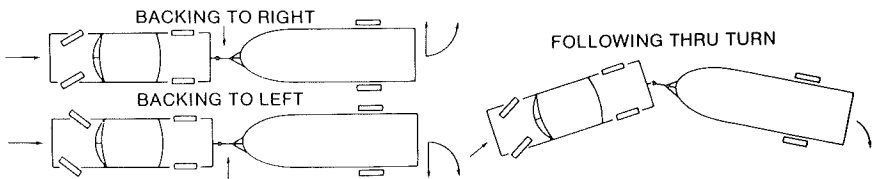
- 4) Wheel bearings should be checked at least every 90 days and before putting your boat away for the season.
- 5) Your boat should be fastened to the trailer by a line from the bow eye to the winch line PLUS a safety chain or cable to the winch stand or trailer tongue. The stern of your boat should 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.

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.

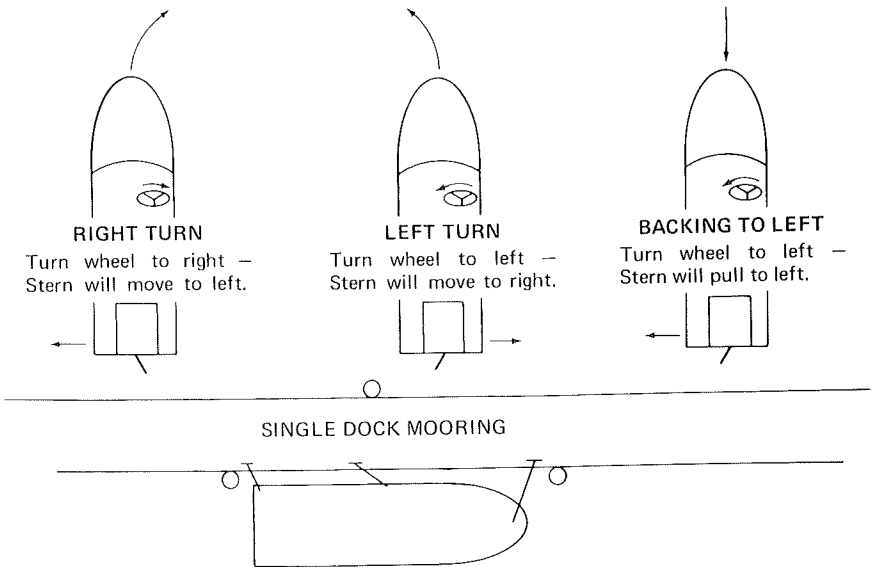
NOTE: When backing, be sure to have a lookout—your visibility may be severely impaired. Also make certain the drive unit is in an up position and will clear obstacles.

- 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 following diagram will help you understand how your new Bayliner steers. After leaving 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. You will learn more quickly and enjoy it more.

Section III

Parts and Systems—Operation and Maintenance

A. Electrical systems

Although Bayliner manufactures many different models, the electrical systems on all models operate on the same basic theory. The key to a good marine electrical system is the battery. The batteries on Bayliner power boat models 1750 through 2750 are a dealer-installed item. Bayliner makes the following recommendations on battery rating:

Models 1750 through 2250 (4 and 6 cylinder) - minimum 60 amp/hour capacity

Models 1950 through 2750 (8 cylinder) - minimum 80 amp/hour capacity

On all models 2250 through 2850, Bayliner recommends dual batteries with a vapor proof switch. Consult your dealer about this option.

- 1) 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. Do not store on a cement floor.

2) Fuses

The fuse blocks on all models 1500 through 2850 are located on the back side of the dash panel. The fuse block is marked with the names of the accessories. 10 amp fuses are used on all accessories.

On those models 2250 through 2850 equipped (standard or optional) with the electric refrigerator, an in-line fuse is located in the motor compartment at the battery.

On the 2750 and 2850 models the pressure water system pump and the shower sump pump also have an in-line fuse at the battery.

On 3050 and 3350 models, fuses for all the accessories are located on the converter panel with the exception of the automatic bilge pump, which has an in-line fuse at the batteries. On those models equipped with trim tabs, the trim tab pump motor is protected by a self-resetting 20 amp circuit breaker. The circuit breaker is found in-line on the hot lead on the back side of the trim tab switch panel.

3) Dockside power

On those models 2250 through 2850 equipped (standard or optional) with dockside power, the dockside circuit breaker box is generally located in the head compartment. The circuit breakers are marked as to what accessories they protect.

CAUTION!! When plugging into shore power you should always check the phase of the shore power. A phase tester can be purchased at any electrical supply store and should be plugged in to one of the 110 volt outlets on your boat. When you plug in your dock side, check the phase tester. If your boat outlet is not in phase with the shore power, disconnect your dockside plug, turn it over and replug it. Failure to make this check can result in damage to your 110v accessories.

When using shore power, first check to see the shore power is in phase with the boat power. All circuit breakers should be in the "on" position. The transfer switch should be in the "shore power" position. The 110 volt accessories and wall outlets can now be used. The refrigerator automatically switches over to 110 volt. The 12 volt accessories automatically draw from the converter instead of the batteries. The main battery switches can be in either the "off" or "on" position while on shore power. In the "off", "1", or "2" battery switch positions, the converter will automatically charge the number "1" battery in each bank of batteries. When the battery switches are in the "both" positions the converter will charge all four batteries.

4) 110v/12v refrigerator

On those models equipped with the Norcold 110v/12v refrigerator, when the dock side is plugged in this accessory automatically switches over to 110 volts. When the dockside power is unplugged, it automatically switches back to 12 volts. On 12 volts, it is advisable to turn the refrigerator off at night. If you're mooring in one place for more than one day and have your refrigerator running constantly, you should start and run your engine(s) every day for 15 minutes or so at 1500 rpm or higher. This will help to keep your battery(s) up. When running on 12v DO NOT set cold setting above #2.

5) Hot water heater

On 2750 models the hot water heater is hooked up to dockside power only. On models 2850 through 3350 the hot water heater is hooked up to dock side plus hot water from the boat engines' cooling system. Hot water circulating from the boat engines will maintain the water in the hot water tank at a lukewarm temperature only. The hot water tank, which holds approximately 5 gallons of water, is equipped with a thermostat and a reset button. These are located under the square removable plate on the tank itself.

CAUTION: When the water system has been run dry, the hot water must be shut off immediately or the 110v heating element will be damaged. On the 2750 and 2850 this is done at the dockside power circuit breaker box and on the 3050 and the 3350 this is done at the converter panel.

6) 12v Converter (3050, 3350)

The 3050 and 3350 models are supplied with a 12 volt converter system. The main power panel is located in the salon. The panel contains the main 110v circuit breakers, individual circuit breakers for the large 110 volt accessories and outlets, the shore power/generator transfer switch (if the boat is equipped with a generator), and the fuses for all 12 volt accessories and lights. The converter panel also has a built-in battery charger.

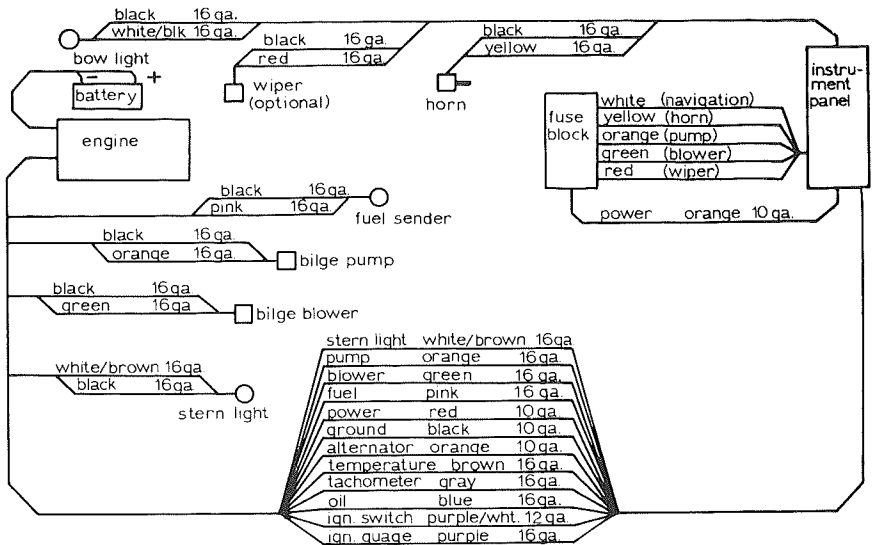
7) Generator (Standard on 3350 model, Optional on models 2750, 2850 and 3050)

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

- (a) open motor hatch.
 - (b) check oil level in generator.
 - (c) open seawater intake to generator.
- (continued next page)

Diagram of Electrical System

1750 Cascade 2050 Admiralty
 1750 Mutiny 2050 Admiralty
 1850 Mystic fisherman
 1950 Quartermaster 2050 Calypso
 1950 Jamaica



- (d) turn on fuel valve.
- (e) toggle switch on generator should be in "off" position.
- (f) at the converter panel, turn transfer switch to "Kohler." (3050-3350)
- (g) switch generator switch to "on" and the generator will start.

When the generator starts there will be power to all 110 volt accessories and outlets. The refrigerator automatically switches to 110 volts. The converter (3050-3350), automatically supplies power to all the 12 volt accessories and charges the batteries as it would on shore power. The standard 3kw generator will handle the load of the standard equipment with the exception of the stove, where you cannot use all three burners and the oven at the same time. You can use two burners while operating the oven. On those boats equipped with the optional heater/air conditioner unit, the stove and air conditioner cannot be run at the same time. It is recommended the optional 7.5kw generator be ordered on boats which have heater/air conditioners.

Diagram of Electrical System

- | | |
|----------------------|-------------------------|
| 1950 Jamaica Express | 2350 Nisqually Express |
| 2150 Liberty | 2350 Nisqually Sedan |
| 2250 Skagit Cuddy | 2550 Saratoga Express |
| 2250 Skagit Sedan | 2550 Saratoga Offshore |
| 2250 Skagit Offshore | 2550 Saratoga Fisherman |

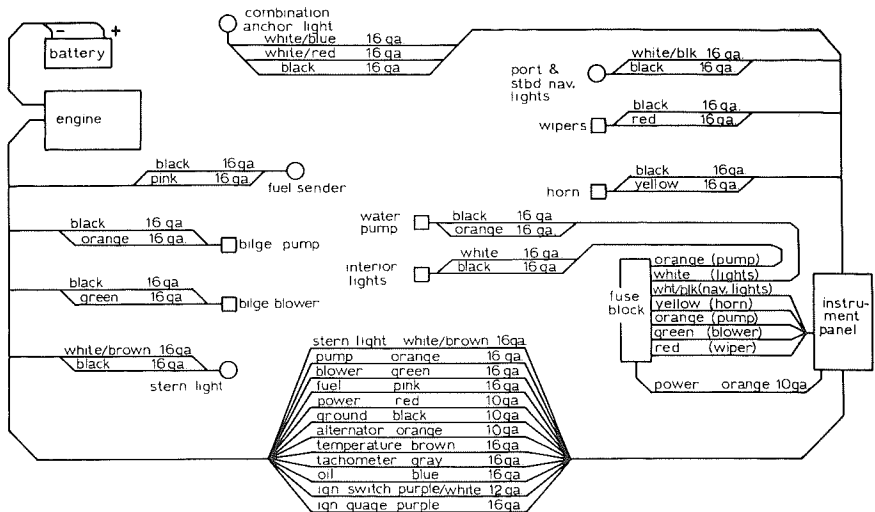


Diagram of Electrical System

2350 Nisqually Command Bridge 2850 Bounty Command Bridge
2750 Victoria Command Bridge

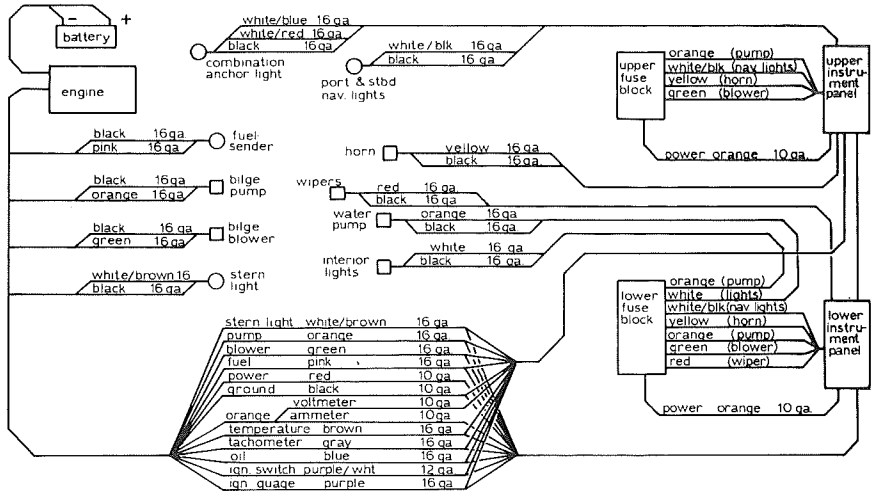
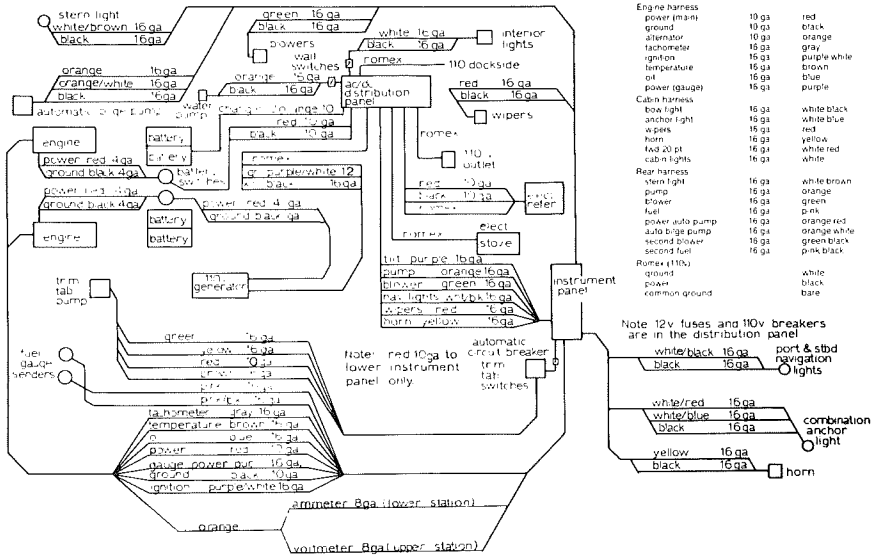


Diagram of Electrical System

3050 Encounter Command Bridge 3350 Montego Command Bridge



B. Fuel Tanks

Bayliner power boats 1750 through 2750 (dual or single engine) are equipped with a single fuel tank. In all cases the fuel tank is mounted amidships under the cockpit sole. The tank is equipped with an automatic antisiphon valve. Fuel pump pressure opens the valve and when the engine is shut off the valve closes. On models 1750 through 2750 the antisiphon is used in place of a manual shutoff valve and meets Coast Guard requirements.

The Bayliner 2850 (dual or single engine) is equipped with a single fuel tank. The tank is located under the salon floor. The tank is equipped with an antisiphon valve and a manual shutoff valve (two of each in the case of dual engines). The manual shutoff valve(s) are located in the engine compartment. Access to the fuel tank can be gained by rolling back the carpet on the salon floor and removing the center section of floorboard.

The Bayliner 3050 is equipped with two fuel tanks. The tanks are equipped with automatic antisiphon valves and manual shutoff valves. The manual shutoff valves are located in the engine compartment. Access to the fuel tanks can be gained by removing the carpeting on the salon floor and removing the center floorboard.

The antisiphon valve on all models is the first fitting coming out of the fuel tank on the fuel feed line to the engine. These valves may occasionally malfunction due to a faulty valve or contaminated fuel. In an emergency the valve can be removed and the ball check system driven from the center of the valve using a punch and a hammer. To do this, insert punch at the end opposite the retaining ring for the ball. Do not attempt repair of the valve—replace it with a new one. A fuel starving situation usually indicates a plugged fuel filter or a faulty antisiphon valve.

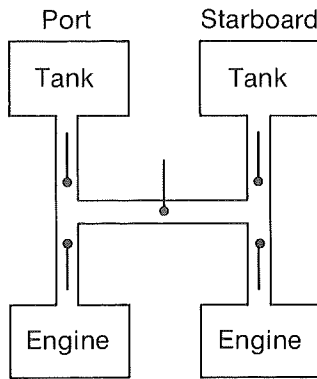
In all cases the usable amount on fuel in each tank is approximately 90% of rated tank capacity. Fuel planning for longer voyages should take this factor into account.

Several of the Bayliner models, particularly runabouts, have long flat tanks. The boat must be in a fairly level attitude to fill the tank to capacity or to get a correct reading from the fuel gauge.

Bayliner 2350 and 2750 dual station models are equipped with one fuel gauge. This is located on the bridge (primary station).

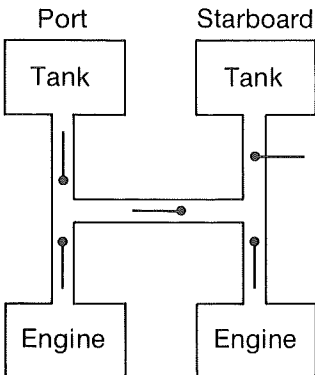
1. Dual Tank Fuel Crossover System

On models 3050 and 3350 a fuel crossover system is standard equipment. This system allows either, or both, engines to be run off either, or both, fuel tanks. The following diagrams show how this is done:

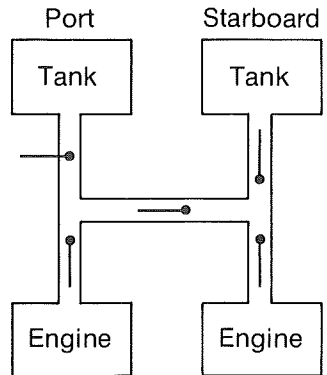


Port tank to
port engine

Starboard tank to
starboard engine



Port tank to port
and starboard engines



Starboard tank to port
and Starboard engines

Under normal conditions the crossover valve should be closed. If left open, the engines will **not** draw equally from each tank. Do not attempt to run two engines on one fuel tank at more than half throttle. The single tank will not feed enough gas to run two engines at full throttle and a starving condition will develop.

2. Fuel Capacity Table

Model	Tank Part Number	Rated Capacity
1750 Mutiny	40532	40
1750 Cascade	40728	18
1850 Mystic	40723	36
1950 Quartermaster	40532	40
1950 Jamaica/Jamaica Express	40723	36
2050 Admiralty/Fisherman	40532	40
2050 Calypso	40532	40
2150 Liberty/Fisherman	40532	40
2250 Skagit Cuddy/Sedan/Offshore	40039	68
2350 Nisqually Sedan/Command Bridge	40487	70
2550 Saratoga Offshore/Fisherman/ Sun Bridge	40726	95
2550 Saratoga Express	40488	101
2750 Victoria Command Bridge	41242	115
2850 Bounty Command Bridge	40790	140
3050 Encounter Command Bridge	40487 (2)	70 (2) total 140
3350 Montego Command Bridge	40488 (2)	101 (2) total 202

C. Freshwater System

The freshwater systems in Bayliner cruiser models vary in tank size and location.

Manual pumps work on a push-pull basis.

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.

1. Freshwater Capacity, Location Table

<u>Tank Model</u>	<u>Size</u>	<u>Tank Location</u>	<u>Pump Type</u>	<u>Fill Location</u>
1950 Jamaica Express	19 gal.	under bow cushions	manual	under starboard bunk cushion
2150 Liberty, Liberty Fisherman	19 gal.	under forward dinette seat	manual	under starboard
2250 Skagit Cuddy	11 gal.	under forward dinette cushions	manual	under forward dinette cushions
2250 Skagit Sedan				
2250 Skagit Offshore	19 gal.	under bow cushions	manual	under port bunk cushion
2350 Nisqually Sedan, Express and Command Bridge	19 gal.	under bow cushions	pressure demand system	under starboard bunk cushion
2550 Saratoga Offshore, Fisherman, Sun Bridge	19 gal.	under bow cushions	manual	under port bow cushion
2550 Saratoga Express	19 gal.	under bow cushions	pressure demand system	under starboard bunk cushion
2750 Victoria Command Bridge	2-20 gal.	adjacent to engine(s) on port & starboard sides	pressure demand system	port at tank
2850 Bounty Command Bridge	50 gal.	under salon floor	pressure demand system	port deck forward
3050 Encounter Command Bridge	45 gal.	under salon floor	pressure demand system	port deck aft
3350 Montego Command Bridge	90 gal.	under salon floor	pressure demand system	starboard deck forward

D. Starter Motor

The engine starter motor is electronically different from most motors. 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 3 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. If the blower does not operate, check fuse and check lead wires.

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

The night lights or navigation lights supplied with your Bayliner are of top quality. However, failure may occur for several reasons.

- 1) You may have blown a fuse. (Replace fuse behind 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) will result in a dead battery. Be conservative in the use of battery power.

H. Windshield Wiper

The wiper motor supplied with your Bayliner is the finest obtainable. However, 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) Marine heads:

To operate toilet, inlet sea cock should be in open position. Before using, pump to wet inside of 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 pump diaphragm. To remedy, shut inlet sea cock, and dismantle pump. Pump is generally held together with six screws. The design is simple and the 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 while the boat is under way or when the boat is left moored in the water.

2) Portable heads:

POTPOURRI To use:

1. Mix 1½ 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.
2. Pump the liquid into the basin, and push on the flush handle. Repeat the operation to assure perfect mixing.
3. Before using, it is always necessary to pump liquid into the basin.
4. 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:

1. To empty the portable model into another toilet, remove the pour-spout 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.
2. Gradually tilt the unit to drain out.
3. After emptying, flush a half pail of clear water into the holding tank and swirl contents to rinse out. Repeat if necessary.
4. To use toilet again, recharge with ¼ bottle of Liquid Gold as done originally.

TOTA II

To Use:

1. Open filler cap. Fill with water to 3" from top of opening. Do not pour toilet chemical in upper pour spout.
2. Unscrew red nut. Open valve. Pull handle all the way forward.
3. Add contents of one packet of Portable Toilet Chemical Monochem T-5 through open valve into lower holding tank. Flush once or twice by operating pump up and down. Close valve.
4. During use, valve may be placed in open position or left closed to provide "wet bowl" like a household toilet. After each use operate pump up and down to cleanse and rinse bowl.

To Empty:

1. Be sure slide valve is closed and/or red nut is tightened. Release side latches and lift upper unit off.
2. Lower unit may now be carried like a suitcase.
3. To empty through valve openings, place holding tank upside down over toilet bowl. Slowly pull trap handle all the way forward. Important: Pour spout can be utilized as an alternate method of discharge only when tank is less than ¾ full.
4. Place upper tank over lower tank. Align both tanks and

engage latches. Note: No need to refill upper tank after each servicing; it has enough capacity for two complete use cycles.

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:

1. 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 Aquat Kem Concentrate to control odor and prevent gaseous buildup within the holding tank. Replace and tighten cap.
2. 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:

1. 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.
2. Should the holding tank become overfilled, tilt the toilet back slightly and open the valve.

To Empty:

1. 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.
2. 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.

J. Alcohol Stoves

The alcohol stove supplied with your Bayliner cruiser is the finest

available. 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.

CAUTION: All alcohol spilled while filling tank or as a result of priming cup being filled to overflowing should 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.

Bayliner's 2750, 2850 and 3050 models are equipped with remote alcohol tanks. On the 2750 model the tank is in the motor compartment; on the 2850 and 3050 it is in the galley cabinet. Each of these models is equipped with a small tire pump for pressurizing the tank. A pressure gauge and pump valve are on the tank itself. To pressurize, make certain stove control knobs are in the "off" position, then pump the tank pressure to 15 psi. As the stove is used, check and maintain this pressure.

K. Hardtops and cabin tops

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 600 pounds.

L. Transom platforms

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

While under way, check instruments frequently. They are the advance warning system that will enable you to avoid troublesome malfunctions.

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.
- 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.
- 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. Antifouling 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 your lower the bow:

- a. Move weight forward in the boat.
- b. Install trim tabs (optional equipment).

NOTE: Do not use trim tabs when running with a following sea as they could cause broaching.

- c. Adjust thrust angle of engine.

1. OMC: adjust forward motor mount. Extending screw will bring bow down.
2. Volvo or outboard motors: move tilt pin in transom plate to the closest hole to the boat.
3. 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 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 trim tabs.

- c. Adjusting engine thrust angle.

1. OMC: adjust forward motor mount. Lowering the front of the engine (by screwing down the forward mount) will lift the bow of the boat.
2. Volvo or outboard motors: move tilt pin out away from the transom, one hole at a time.
3. MerCruiser: run power trim in “extended” or “out” position with small adjustments.

D. Trim Tabs (Optional)

Trim tabs are intended to trim the boat on the port and starboard axis with very minor changes in pitch or fore-and-aft attitude.

- 1) If tab position is unknown, when idling away from the dock, put your tab on the full bow-up position.
- 2) When power is applied and brought to 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.

E. 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.

F. 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.

On rare occasions when a list is severe, a water tank may have to be relocated.

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.

G. 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 $\frac{3}{8}$ " nylon line should be aboard on models 1750 through 2050; three 30' lengths of $\frac{3}{8}$ " nylon on 2150 through 2350; and four 50' lengths of $\frac{1}{2}$ " line on 2550 through 3350.

4) Be courteous to other boats. Slow down in congested areas and watch that your wake does not damage other boats.

H. 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, Fantastic 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 wood 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 railings 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 Fantastic 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 to 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. Saltwater Special Care

If permanently moored in salt water your boat will collect barnacles and grass on its bottom. This will detract from the boat's beauty and greatly affect its performance. There are two methods of preventing this:

- 1) Periodic haulout and cleaning. (About every 30 to 45 days use soap and water and plenty of elbow grease.)
- 2) Coating with antifouling paint. A chemical toxic base—which does not contain copper or mercury—works best on fiberglass hulls. All paints require special preparation of the fiberglass finish. For best results, contact your Bayliner dealer or your marine paint dealer.

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 trailering 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 instruction 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).

- 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.

Your dealer will be happy to help you in any way possible.

Section VII

Propeller Recommendations

Your Bayliner was built to meet every test of excellence. In design. In engineering. In construction. Each model has been carefully tested. All this was done to make certain your boat would perform optimally in normal usage.

However, variances 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 size 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.

BAYLINER Propeller Estimator

1750 Mutiny		2050 Calypso	
130 Volvo	14 x 15	200 Volvo	15 x 19
120 OMC	14 x 16	188 MerCruiser	17 A4
120 MerCruiser	19 A4	225 Volvo	15 x 21
140 MerCruiser	21 A4	240 Volvo	15 x 21
		250 Chris Craft	15 x 21
1750 Cascade		233 MerCruiser	17 A4
130 Volvo	14 x 15	300 Chris Craft	15 x 21 PS
120 OMC	14 x 18		
120 MerCruiser	21 A4	2050 Admiralty	
140 MerCruiser	23 A4	130 Volvo	14 x 75
		120 OMC	14 x 14
1850 Mystic		120 MerCruiser	17 A4
1950 Quartermaster		140 MerCruiser	19 A4
Bowrider		170 Volvo	15 x 17
1950 Quartermaster		165 MerCruiser	19 A4
130 Volvo	14 x 15	175 OMC	14 x 18
120 OMC	14 x 16	200 Volvo	15 x 19
120 MerCruiser	19 A4	188 MerCruiser	17 A4
140 MerCruiser	21 A4	225 Volvo	15 x 21
170 Volvo	14 x 19	190 OMC	14 x 20
165 MerCruiser	21 A4		
200 Volvo	15 x 21	2050 Admiralty	
188 MerCruiser	19 A4	Fisherman	
225 Volvo	15 x 21	130 Volvo	14 x 15
		120 OMC	14 x 14
1950 Jamaica		120 MerCruiser	17 A4
130 Volvo	14 x 15	140 MerCruiser	19 A4
120 OMC	14 x 16	170 Volvo	15 x 17
120 MerCruiser	17 A4		
140 MerCruiser	19 A4	2150 Liberty & Liberty	
170 Volvo	15 x 17	Fisherman	
165 MerCruiser	19 A4	130 Volvo	14 x 15
200 Volvo	15 x 21	120 OMC	14 x 14
188 MerCruiser	19 A4	120 MerCruiser	17 A4
225 Volvo	15 x 21	140 MerCruiser	19 A4
		170 Volvo	15 x 17
1950 Jamaica Express		165 MerCruiser	19 A4
130 Volvo	14 x 15	175 OMC	14 x 18
120 OMC	14 x 14	200 Volvo	15 x 19
120 MerCruiser	15 A4	188 MerCruiser	17 A4
140 MerCruiser	17 A4	225 Volvo	15 x 19
200 Volvo	15 x 19	190 OMC	14 x 20

2250 Skagit Cuddy

170 Volvo	15 x 15
165 MerCruiser	17 A4
175 OMC	14 x 16
200 Volvo	15 x 17
190 OMC	14 x 18
188 MerCruiser	15 A4
225 Volvo	15 x 19
240 Volvo	15 x 21
250 Chris Craft	15 x 21
233 MerCruiser	15 A4
255 MerCruiser	21 A1

2350 Nisqually Sedan

170 Volvo	15 x 15
165 MerCruiser	15 A4
170 OMC	14 x 18
200 Volvo	15 x 17
190 OMC	14 x 18
188 MerCruiser	13 A4
225 Volvo	15 x 19
240 Volvo	15 x 19
250 Chris Craft	15 x 21
233 MerCruiser	15 A4
255 MerCruiser	21 A1
2-130 Volvos	15 x 15

2250 Skagit Offshore

170 Volvo	15 x 15
165 MerCruiser	17 A4
175 OMC	14 x 16
200 Volvo	15 x 17
190 OMC	14 x 18
188 MerCruiser	15 A4
225 Volvo	15 x 19
240 Volvo	15 x 21
250 Chris Craft	15 x 21
233 MerCruiser	15 A4
255 MerCruiser	21 A1

2350 Nisqually Express

2350 Nisqually Command

Bridge	
170 Volvo	14 x 15
165 MerCruiser	13 A4
175 OMC	14 x 14
200 Volvo	15 x 17
190 OMC	14 x 16
188 MerCruiser	13 A4
225 Volvo	15 x 19
240 Volvo	15 x 19
250 Chris Craft	15 x 21
233 MerCruiser	15 A4
255 MerCruiser	21 A1
2-130 Volvos	15 x 15

2250 Skagit Sedan

170 Volvo	15 x 15
165 MerCruiser	17 A4
175 OMC	14 x 16
188 MerCruiser	15 A4
200 Volvo	15 x 17
190 OMC	14 x 10
225 Volvo	15 x 19
240 Volvo	15 x 21
250 Chris Craft	15 x 21
233 MerCruiser	15 A4
233 MerCruiser	21 A1

2550 Saratoga Fisherman

170 Volvo	14 x 15
175 OMC	14 x 14
200 Volvo	15 x 17
190 OMC	14 x 16
188 MerCruiser	15 A4
225 Volvo	15 x 19
240 Volvo	15 x 19
250 Chris Craft	15 x 21
233 MerCruiser	15 A4
255 MerCruiser	21 A1
2-130 Volvos	15 x 15

2550 Saratoga Sun Bridge
2550 Saratoga Offshore

170 Volvo	14 x 15
165 MerCruiser	15 A4
175 OMC	14 x 14
200 Volvo	15 x 17
190 OMC	14 x 16
188 MerCruiser	13 A4
255 Volvo	15 x 19
240 Volvo	15 x 19
250 Chris Craft	16 x 21
233 MerCruiser	13 A4
255 MerCruiser	21 A1
2-130 Volvos	14 x 17
2-120 MerCruiser/ power steering	15 A4
2-170 Volvos	14 x 19
2-140 MerCruiser/ power steering	19 A4

2550 Saratoga Express

170 Volvo	14 x 15
165 MerCruiser	13 A4
175 OMC	14 x 14
200 Volvo	15 x 17
190 OMC	14 x 14
188 MerCruiser	13 A4
225 Volvo	15 x 19
240 Volvo	15 x 17
250 Chris Craft	15 x 21
233 MerCruiser	13 A4
255 MerCruiser	19 A1
2-130 Volvos	14 x 17
2-120 MerCruiser/ power steering	15 A4
2-170 Volvos	14 x 19
2-149 MerCruiser/ power steering	17 A4
2-200 Volvos	15 x 21
2-165 MerCruiser/ power steering	19 A4

2750 Victoria Command Bridge

200 Volvo	15 x 15
190 OMC	14 x 14
188 MerCruiser	13 A4
225 Volvo	15 x 17
240 Volvo	15 x 19
250 Chris Craft	15 x 19
233 MerCruiser	13 A4
255 MerCruiser	19 A1
2-130 Volvos	14 x 15
2-120 MerCruiser/ power steering	15 A4
2-170 Volvos	14 x 17
2-140 MerCruiser/ power steering	15 A4
2-200 Volvos	15 x 19
2-165 MerCruiser/ power steering	17 A4

2850 Bounty Command Bridge

250 Chris Craft	15 x 19
255 MerCruiser I/O	17 A1
2-200 Volvo I/O	15 x 17
2-188 MerCruiser/ power steering	17 A4

3050 Encounter Sedan

2-225 Volvo I/O	15 x 19
2-255 MerCruiser I/O	21 A1
2-250 Chrysler	17 x 17 SC

3050 Encounter Command Bridge

2-225 Volvo I/O	15 x 19
2-255 MerCruiser I/O	21 A1
2-250 Chrysler	17 x 17 SC

3350 Montego Command Bridge

2-225 Volvo I/O	15 x 17
2-255 MerCruiser I/O	19 A1
2-250 Chryslers	17 x 15 SC

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, row-boats, 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 (16) 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 having 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 inwater 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 ever 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.

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 skin diving 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.
DRAT:	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:	Side 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.



Limited Warranty For Bayliner Boats

Bayliner Marine Corporation

1977 Model Year

P. O. Box 24467

Seattle, Washington 98134

Bayliner Marine Corporation warrants to the original purchaser each new boat to be free from defects in material and workmanship under normal use and service for a period of one year (12 months) from date of delivery. The obligation of Bayliner under this warranty is limited to replacement or repair of a defective part free of charge by an authorized Bayliner dealer or at a Bayliner factory; this is Bayliner's option. Return transportation of any boat to the dealer or to the Bayliner factory is to be paid by the claimant. All repairs are subject to the authorization of factory trained personnel whose decisions will be final.

This warranty does not apply to (1) engines, outdrives, controls, props, batteries or other equipment or accessories carrying their own individual warranties; (2) installation of engines or accessories installed by others; (3) windshield breakage or leakage; Gelcoat finish, cracks or crazing; (4) all canvas, vinyl, upholstery, plastics, fabric, and trim; (5) any Bayliner boat which has been altered, subjected to misuse, negligence or accident, or used for racing purposes; (6) any Bayliner boat which has been over-powered according to our maximum recommended engine horsepower specifications on the capacity plate provided for each Bayliner boat model; (7) any Bayliner used for commercial purposes.

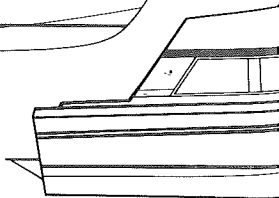
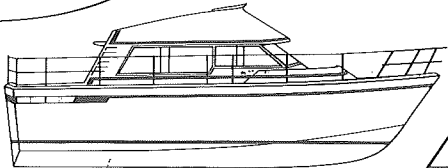
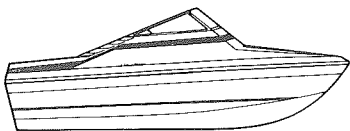
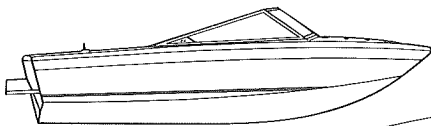
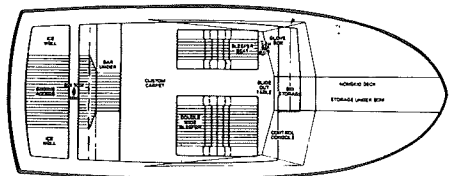
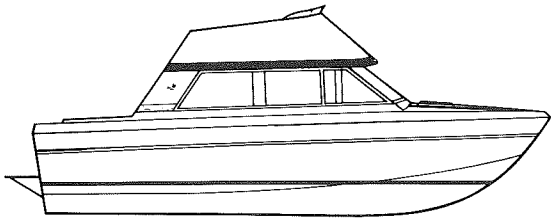
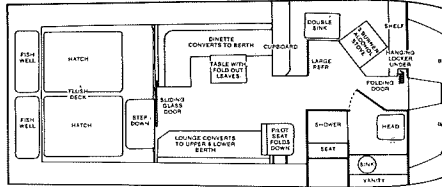
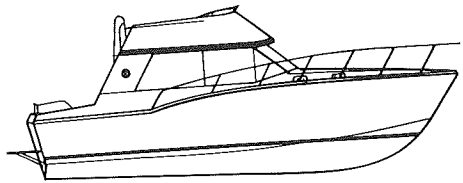
The implied warranties of merchantability or fitness for a particular purpose, if any, shall not extend beyond the period of one year (12 months) from date of delivery to the original purchaser. Bayliner Marine Corporation shall not be liable for special or consequential damages to person or property. Some states do not allow limitations on how long an implied warranty lasts, or the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

Consumer's claim under this warranty must be made to the dealer from which the boat was purchased. In the event the consumer is not satisfied with dealer's performance, he should contact Bayliner Marine Corporation. If all else fails the consumer has the privilege of action at law to claim damages for breach of warranty. This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

Bayliner Marine Corporation and its dealers will perform the obligations under this warranty promptly upon notice of claim and decision that the warranty claim is valid. Obligations of the warranty will be complete within sixty (60) days after notice of a defect within the warranty.



Pride In Excellence



Bayliner