

BAYLINER[®]

2858 Classic Cruiser

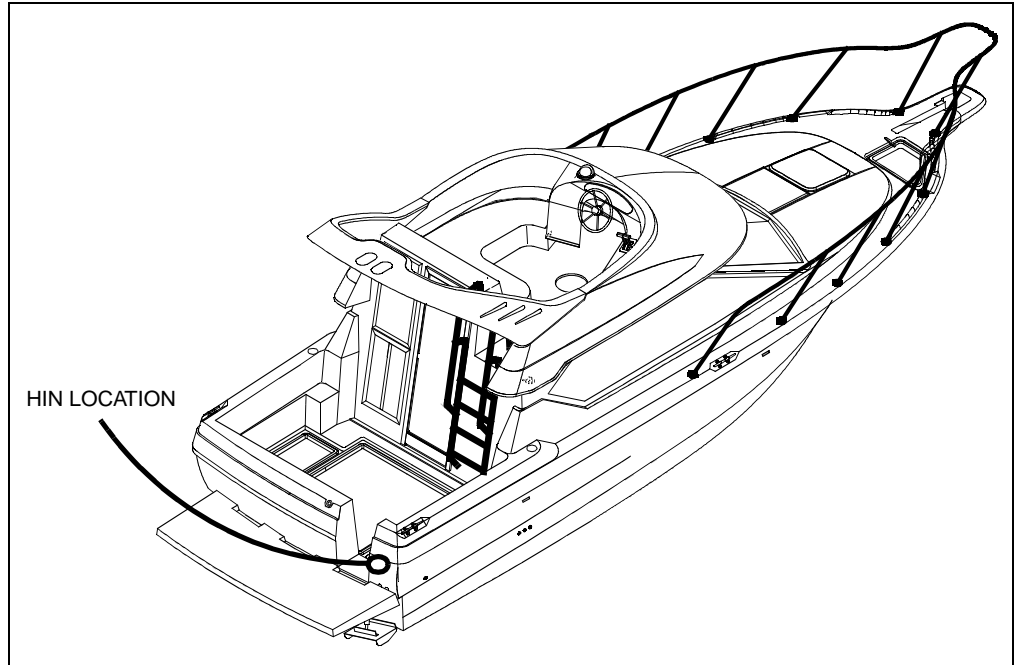
Owner's Manual *Supplement*

Engine Serial Number: _____

Hull Identification Number: _____

Hull Identification Number

- The Hull Identification Number (HIN) is located on the starboard side of the transom.
- Record the HIN (and the engine serial numbers) in the space provided above.
- Include the HIN with any correspondence or orders.



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All Bayliner products meet or exceed USCG (United States Coast Guard) and/or NMMA (National Marine Manufacturer's Association) construction standards. Manufactured with 1,1,1 Trichloroethane, a substance which harms public health and environment during the manufacturing process by destroying ozone in the upper atmosphere.

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Hazard Boxes & Symbols

The hazard boxes and symbols shown below are used throughout this Supplement to call attention to potentially dangerous situations which could lead to either personal injury or product damage. **Read ALL warnings carefully and follow all safety instructions.**

 **DANGER!**
This box alerts you to immediate hazards which *WILL* cause severe personal injury or death if the warning is ignored.

 **WARNING!**
This box alerts you to hazards or unsafe practices which *COULD* result in severe personal injury or death if the warning is ignored.

 **CAUTION!**
This box alerts you to hazards or unsafe practices which *COULD* result in minor personal injury or cause product or property damage if the warning is ignored.

NOTICE
This box calls attention to installation, operation or maintenance information, which is important to proper operation but is not hazard related.



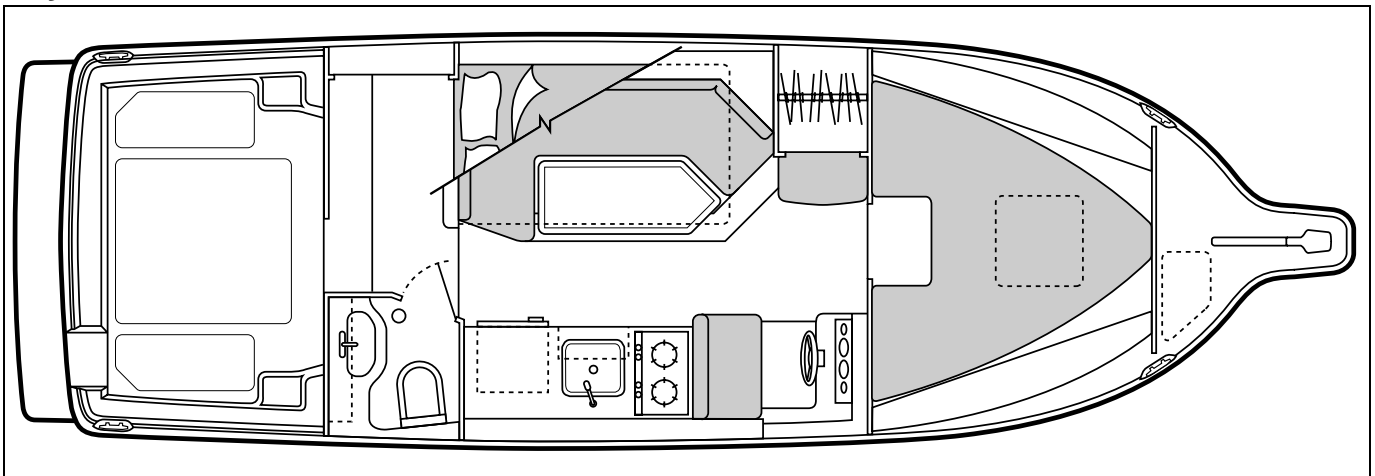
Chapter 1: Welcome Aboard!

This *Owner's Manual Supplement* provides specific information about your boat that is **not** covered in the owner's manual. Please study the *Cruiser & Yacht Owner's Manual* and this *Supplement* carefully. Keep the *Cruiser & Yacht Owner's Manual* and this *Supplement* on your boat in a secure, yet readily available place.

Dimensions and Tank Capacities

Overall Length	Bridge Clearance	Beam	Draft (Drive Up)	Draft (Drive Down)	Fuel Capacity (gal)	Freshwater Capacity (gal.)	Waste Holding Tank Capacity (gal.)
30' 6"	10' 3"	9' 10"	1' 8"		113	34	26

Layout View



Dealer Service

- Ask your dealer to explain **all** systems **before** taking delivery of your boat.
- Your dealer is your key to service.
- Contact your dealer if you have any problems with your new boat.
- If your dealer cannot help, call our customer service hotline: 360-435-8957 or send us a FAX: 360-403-4235.
- Buy replacement parts from any authorized Bayliner dealer.

Warranty Information

- Bayliner offers a Limited Warranty on each new Bayliner purchased through an authorized Bayliner dealer.
- A copy of the Limited Warranty was included in your owner's packet.
- If you did not receive a copy of the Limited Warranty, please contact your dealer or call 360-435-8957 for a copy.


Boating Experience

If this is your first boat or if you are changing to a type of boat you are *not* familiar with, for your own comfort and safety, obtain handling and operating experience before assuming command of the boat.

Take one of the boating safety classes offered by the U.S. Power Squadrons or the U.S. Coast Guard Auxiliary. For more course information, including dates and locations of upcoming classes, contact the organizations directly:

- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: <http://www.usps.org>
- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: <http://www.cgaux.org>

Outside the United States, your selling dealer, national sailing federation or local boat club can advise you of local sea schools or competent instructors.

 WARNING!
<p>CONTROL HAZARD!</p> <p>A qualified operator <i>must</i> be in control of the boat at <i>all</i> times. DO NOT operate your boat while under the influence of alcohol or drugs.</p>

Engine & Accessories Guidelines

NOTICE
<p>When storing your boat please refer to your engine's operation and maintenance manuals.</p>



- Your boat's engine and accessories were selected to provide optimum performance and service.
- Installing a different engine or other accessories may cause unwanted handling characteristics.
- Should you choose to install a different engine or to add accessories that *will* affect the boat's running trim, have an experienced marine technician perform a safety inspection and handling test *before* operating your boat again.




Certain modifications to your boat can result in cancellation of your warranty protection. *Always* check with your dealer *before* making any modifications to your boat.

Engine & Accessories Literature

- The engine and accessories installed on your boat come with their own operation and maintenance manuals.
- Read and understand these manuals *before* using the engine and accessories.
- Unless noted otherwise, *all* engine and accessory literature referred to in this supplement is included in your owner's packet.

Safety Standards

 DANGER!	
	<p><i>FALLING and ROTATING PROPELLER HAZARD!</i></p> <p>NEVER allow anyone to ride on parts of the boat <i>not</i> designed for such use.</p> <ul style="list-style-type: none"> • Sitting on seat backs, lounging on the forward deck, bow riding, gunwale riding or occupying the transom platform while underway is especially hazardous and will cause personal injury or death.


 DANGER!	
	<p><i>ROTATING PROPELLER and CARBON MONOXIDE POISONING HAZARD!</i></p> <p></p> <ul style="list-style-type: none"> • NEVER allow anyone to occupy, or hang from, the back deck or swim platform while the engine(s) are running. • Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal.

 DANGER!	
<p><i>PERSONAL SAFETY HAZARD!</i></p> <p>ALWAYS secure the anchor and other loose objects <i>before</i> getting underway. The anchor and other items that are <i>not</i> properly secured can come loose when the boat is moving and cause personal injury or death.</p>	

- Your boat's mechanical and electrical systems were designed to meet safety standards in effect at the time it was built.
- Some of these standards were mandated by law, all of them were designed to insure your safety, and the safety of other people, vessels and property.

In addition to this *owner's manual supplement*, please read the *Cruiser & Yachts Owner's Manual* and **all** accessory instructions for important safety standards and hazard information.

Qualified Maintenance

 WARNING!	
<p>To maintain the integrity and safety of your boat, allow <i>only</i> qualified personnel to perform maintenance on, or in any way modify: The steering system, propulsion system, engine control system, fuel system, environmental control system, electrical system or navigational system.</p>	

- Failure to maintain your boat's systems (listed in the warning above) as designed could violate the laws in your jurisdiction and could expose you and other people to the danger of bodily injury or accidental death.
- Follow the instructions provided in the *Cruiser & Yachts Owner's Manual*, this *Owner's Manual Supplement*, the engine owner's manual and **all** accessory instruction sheets and manuals.

Structural Limitations

The transom platform and bow platform are designed to be lightweight for proper boat balance. The load limit for these platforms is 30 pounds per square foot, evenly distributed.

Special Care For Moored Boats

NOTICE

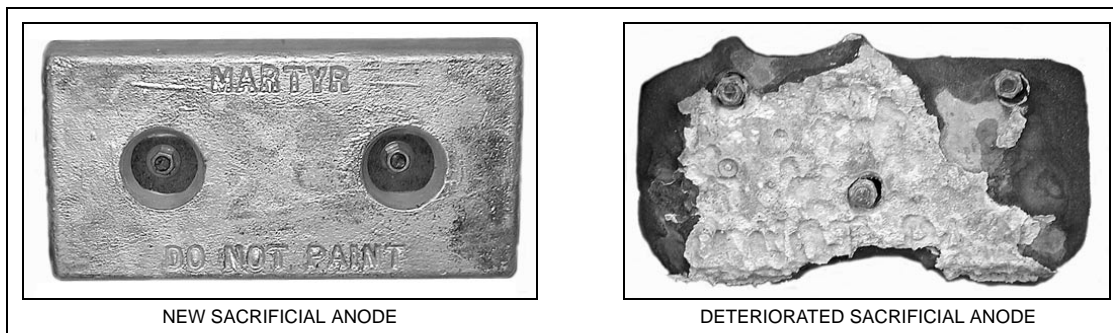
- To help seal the hull bottom and reduce the possibility of gelcoat blistering on moored boats, apply an epoxy barrier coating. The barrier coating should be covered with several coats of anti-fouling paint.
- Many states regulate the chemical content of bottom paints in order to meet environmental standards. Check with your local dealer about recommended bottom paints, and about the laws in effect in your area.

- Whether moored in saltwater or freshwater, your boat *will* collect marine growth on its hull bottom.
- This *will* detract from the boat's beauty, greatly affect its performance and may damage the gelcoat.
- Periodically haul the boat out of the water and scrub the hull bottom with a bristle brush and a solution of soap and water.
- Occasionally re-paint the hull below the waterline with a good grade of anti-fouling paint.

Sacrificial Anodes (Zincs)

NOTICE

Do not paint between the zinc and the metal surface it contacts and do not paint over the zincs.



NEW SACRIFICIAL ANODE

DETERIORATED SACRIFICIAL ANODE



Your boat is equipped with sacrificial anodes (zincs) to protect underwater metal parts from excessive deterioration. Check zincs regularly and replace them if they have deteriorated more than 70%.

There are many factors that determine the rate at which zincs deteriorate, including:

- Water temperature
- Salinity
- Water pollution

Stray current from the boat or dock may cause complete deterioration in just a few weeks. If there is rapid zinc deterioration, measure the electrolytic corrosion around your boat with a Corrosion Test Meter. If the zincs are *not* bonded correctly, they *will not* provide protection.

Carbon Monoxide (CO)

 DANGER!	
	<ul style="list-style-type: none">• Carbon monoxide gas (CO) is colorless, odorless, tasteless, and extremely dangerous.• All engines, generators, and fuel burning appliances produce CO as exhaust.• Prolonged exposure to low concentrations or very quick exposure to high concentrations will cause BRAIN DAMAGE or DEATH.• Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal.

Facts about CO

- CO poisoning causes a significant number of boating deaths each year.
- Called the "silent killer", CO is an extremely toxic, colorless, odorless and tasteless gas.
- CO can harm or even kill you inside or outside your boat.
- CO can affect you whether you're underway, moored, or anchored.
- CO symptoms are similar to seasickness or alcohol intoxication.
- CO can make you sick in seconds. In high enough concentrations, even a few breaths can be fatal.
- Breathing CO blocks the ability of your blood to carry oxygen.
- The effects are cumulative, even low levels of exposure can result in injury or death.

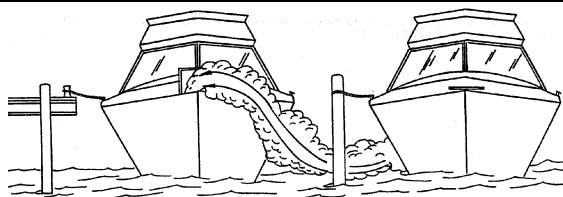
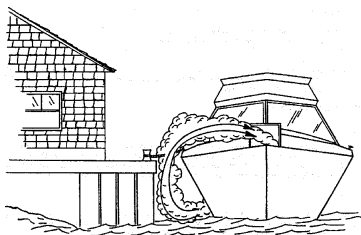
Factors That Increase the Effects of CO Poisoning

- Age
- Smokers or people exposed to high concentrations of cigarette smoke
- Consumption of alcohol
- Lung disorders
- Heart problems
- Pregnancy

Where and How CO Can Accumulate

Stationary Conditions That Increase CO Accumulations Include:

- A. Using engine, generator, or other fuel burning device when boat is moored in a confined space.

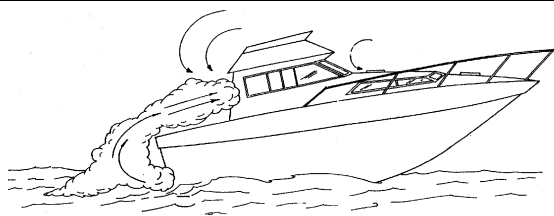


- B. Mooring too close to another boat that is using its engine, generator, or other fuel burning device.

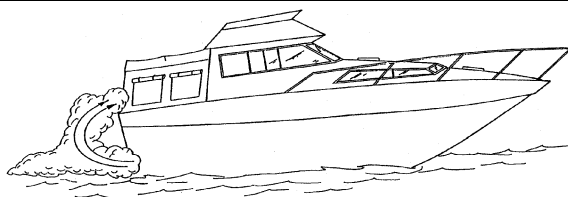
To correct stationary situations A and/or B:

- **Close all** windows, portlights and hatches.
- If possible, move your boat away from source of CO.

Running Conditions That Increase CO Accumulations Include:



- C. Running boat with trim angle of bow too high.



- D. Running boat without through ventilation (station wagon effect).

To correct running situations C and/or D:

- Trim bow down.
- **Open** windows and canvas.
- When possible, run boat so that prevailing winds help dissipate exhaust.

How to Protect Yourself and Others From CO

- Know where and how CO may accumulate in and around your boat (see above).
- Maintain fresh air circulation throughout the boat at **all** times.
- Know where your engine and generator exhaust outlets are located and keep everyone away from these areas.
- **Never** sit on, or hang onto, the back deck or swim platform while the engine(s) are running.
- **Never** enter the areas under swim platforms where exhaust outlets are located.
- Although CO can be present without the smell of exhaust fumes, if exhaust fumes are detected on the boat, take immediate action to dissipate these fumes.
- Treat symptoms of seasickness as possible CO poisoning. Get the person into fresh air immediately. Seek medical attention—unless you're sure it's **not** CO.
- Install and maintain CO alarms inside your boat. **Do not** ignore any alarm. Replace alarms as recommended by the alarm manufacturer.
- Follow the checklists provided on the next page.
- Get a Vessel Safety Check.

For information on how to get a free VESSEL SAFETY CHECK, visit www.vesselsafetycheck.org or contact your local U.S. Coast Guard Auxiliary or United States Power Squadrons®.

- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: <http://www.cgaux.org>
- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: <http://www.usps.org>

Trip Checklist

- Make sure you know where the exhaust outlets are located on your boat.
- Educate all passengers about the symptoms of CO poisoning and where CO may accumulate.
- When docked, or rafted with another boat, be aware of exhaust emissions from the other boat.
- Confirm that water flows from the exhaust outlet when the engines and generator are started.
- Listen for any change in exhaust sound, which could indicate an exhaust component failure.
- Test the operation of each CO alarm by pressing the test button.



Monthly Checklist

- Make sure all exhaust clamps are in place and secure.
- Look for exhaust leaking from exhaust system components. Signs include rust and/or black streaking, water leaks, or corroded or cracked fittings.
- Inspect rubber exhaust hoses for burned, cracked, or deteriorated sections. All rubber hoses should be pliable and free of kinks.

Annual Checklist**Have a Qualified Marine Technician:**

- Replace exhaust hoses if cracking, charring, or deterioration is found.
- Ensure that your engines and generators are properly tuned, and well maintained.
- Inspect each water pump impeller and the water pump housing. Replace if worn. Make sure cooling systems are in working condition.
- Inspect all metallic exhaust components for cracking, rusting, leaking, or loosening. Make sure they check the cylinder head gasket, exhaust manifold, water injection elbow, and the threaded adapter nipple between the manifold and the elbow.
- Clean, inspect, and confirm proper operation of the generator cooling water anti-siphon valve (if equipped).

Carbon Monoxide Alarm System

 DANGER!	
	<p>CARBON MONOXIDE POISONING HAZARD!</p> <ul style="list-style-type: none"> • The house battery switch must be in the "ON" position for the CO Monitors to work.

NOTICE
<p>The stereo memory and CO monitor(s) place a small, but constant drain on the battery. If your boat will be unattended for an extended amount of time, plug into shore power with the battery charger turned on, or disconnect the battery if shore power is not an option.</p>

- Your yacht features a carbon monoxide (CO) alarm system.
- **Do not disconnect the alarm system.**
- Read and understand the manufacturer's instructions for your CO alarm system. If you did not receive an instruction manual, call (800) 383-0269 and one will be mailed to you.

If your boat is not equipped with a carbon monoxide alarm, consider purchasing one from your dealer or marine supply store.

More Information

For more information about how you can prevent carbon monoxide poisoning on recreational boats and other ways to boat more safely, contact:

United States Coast Guard

Office of Boating Safety (G-OPB-3)
2100 Second Street SW
Washington, DC 20593
www.uscgboating.org
1-800-368-5647

National Marine Manufacturers Association (NMMA)

200 East Randolph Drive
Suite 5100
Chicago, IL 60601-9301
www.nmma.org
312-946-6200

American Boat & Yacht Council, Inc. (ABYC)

3069 Solomon's Island Road
Edgewater, MD 21037-1416
www.abycinc.org
410-956-1050

For information on how to get a free VESSEL SAFETY CHECK, visit www.vesselsafetycheck.org or contact your local U.S. Coast Guard Auxiliary or United States Power Squadrons®.

- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: <http://www.cgaux.org>
- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: <http://www.usps.org>

Boat Lifting



WARNING!

PERSONAL INJURY and /or PRODUCT OR PROPERTY DAMAGE HAZARD!

- Lifting slings may slip on the hull.
- Avoid serious injury or death by securing the lifting slings together *before* lifting.



WARNING!

PERSONAL INJURY and /or PRODUCT OR PROPERTY DAMAGE HAZARD!

- **NEVER** lift the boat using the bow and stern eyes.

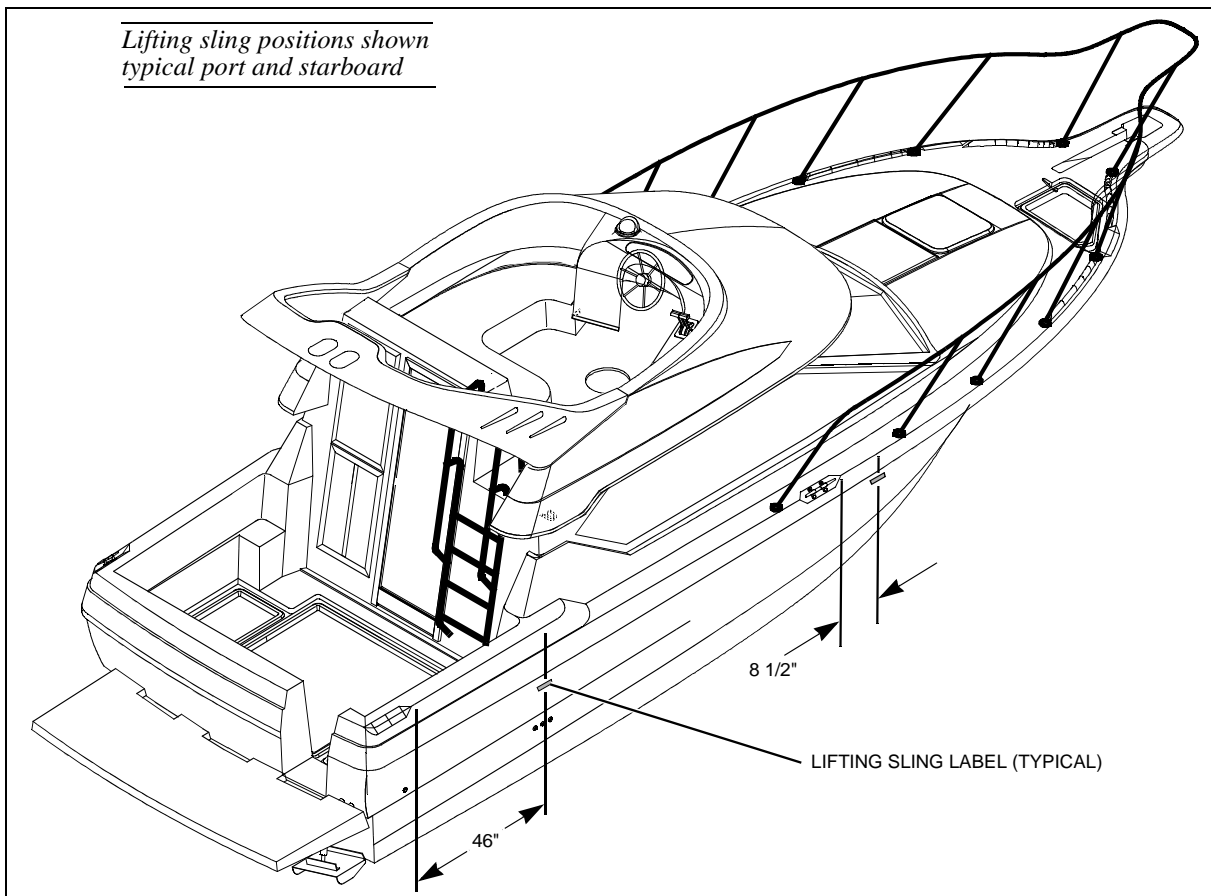


CAUTION

PRODUCT or PROPERTY DAMAGE HAZARD!

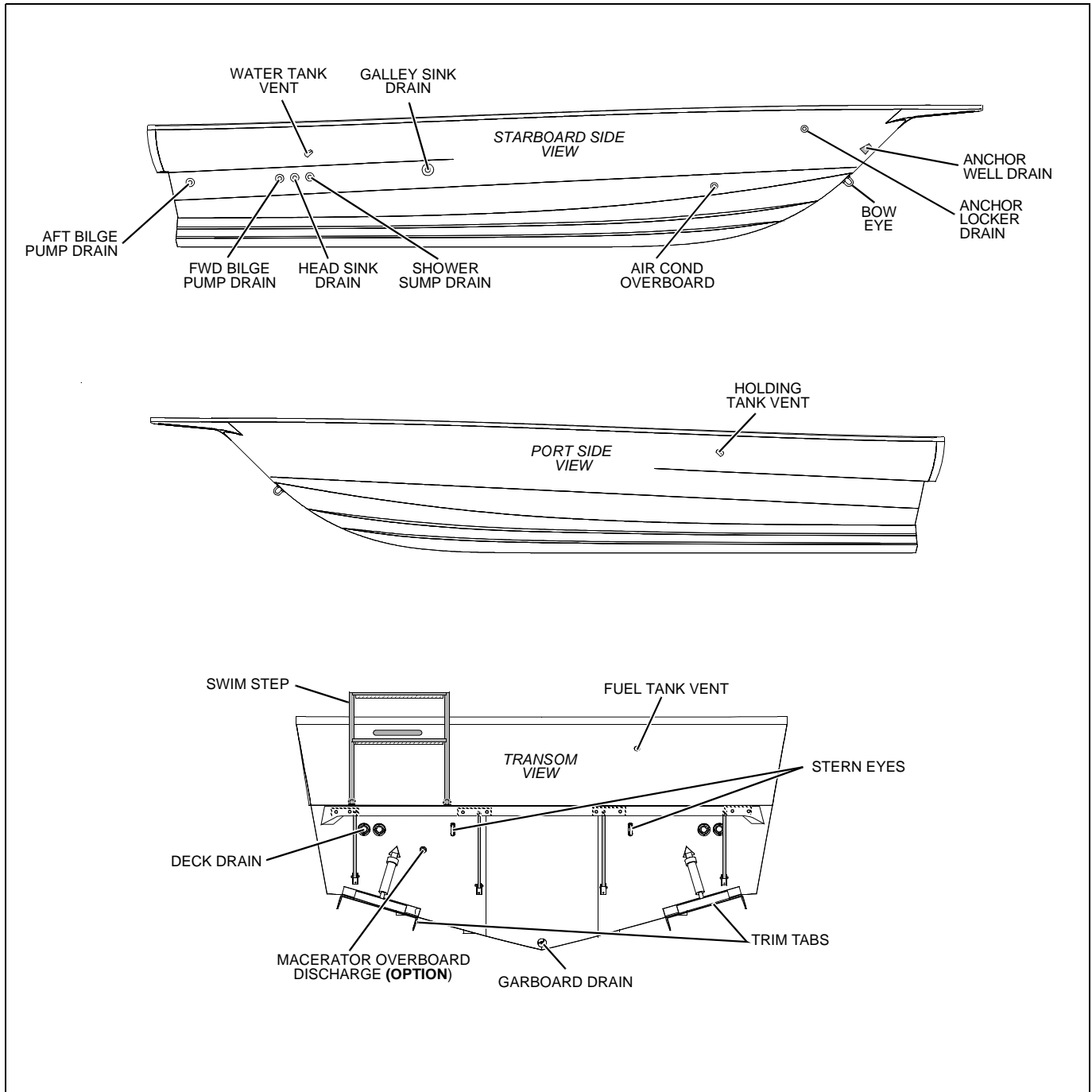
- When lifting any boat, *always* use a spreader bar. The spreader bar *must* be equal to the width of the boat at each lifting point.

- *Always* follow the lift equipment's instructions and requirements.
- If water is present in the bilge, pump or drain the water out of the bilge areas *before* lifting your boat. Water in the bilge can shift and change the balance of the load.
- When lifting your boat, *always* position the lifting slings at the port and starboard lifting sling label positions, as shown in the illustration below.

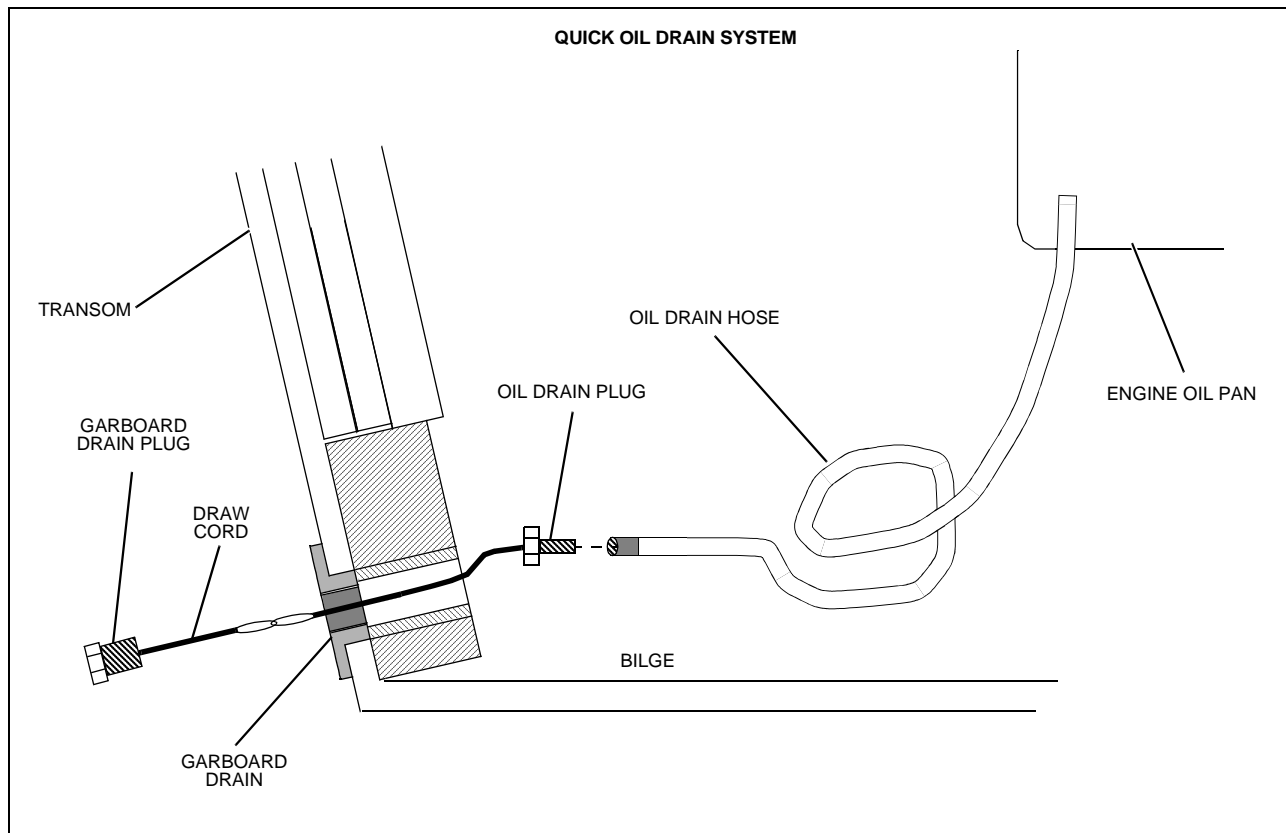


Chapter 2: Features & Systems

Hull Exterior Hardware & Drains



Quick Oil Drain System

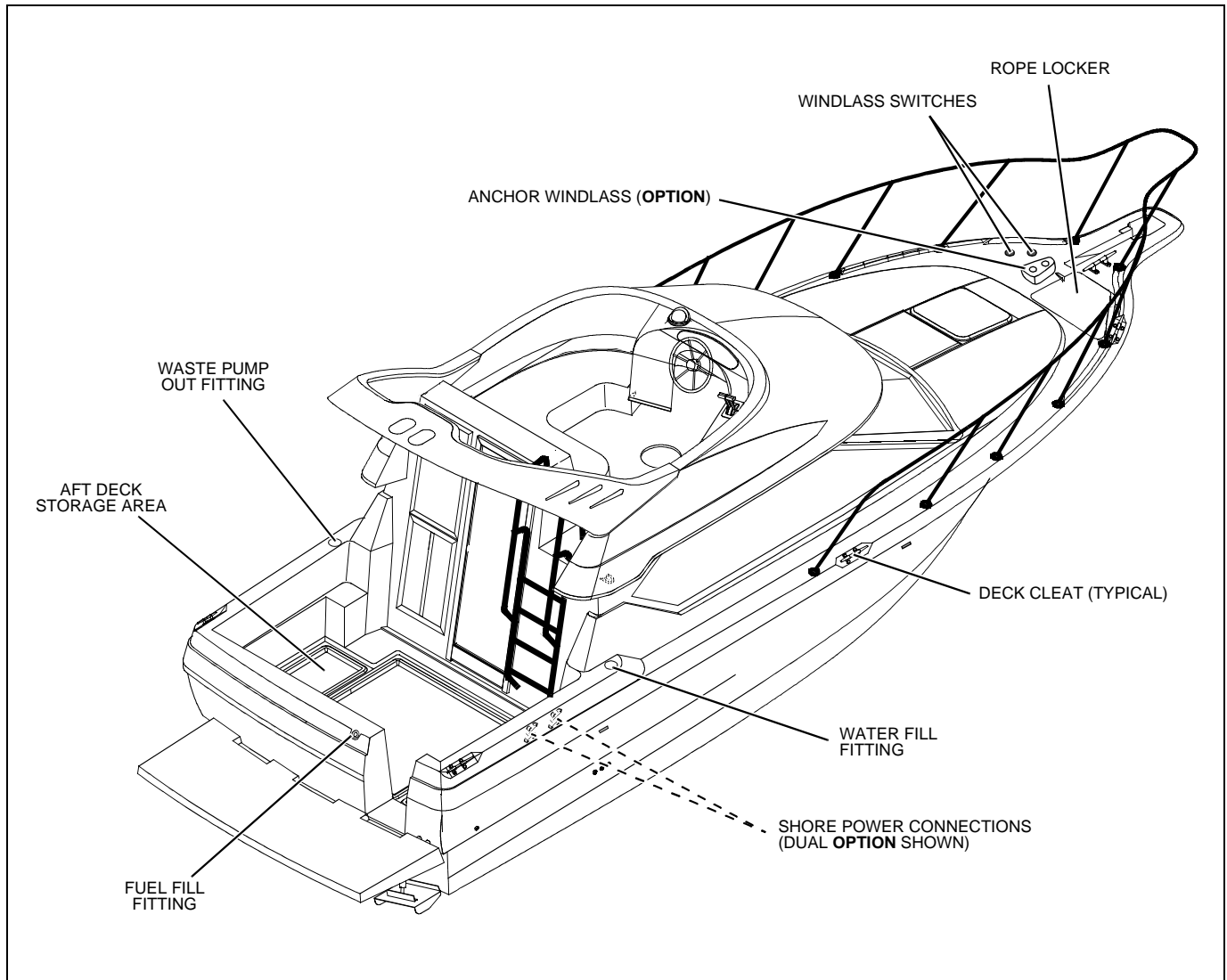


To drain the engine oil:

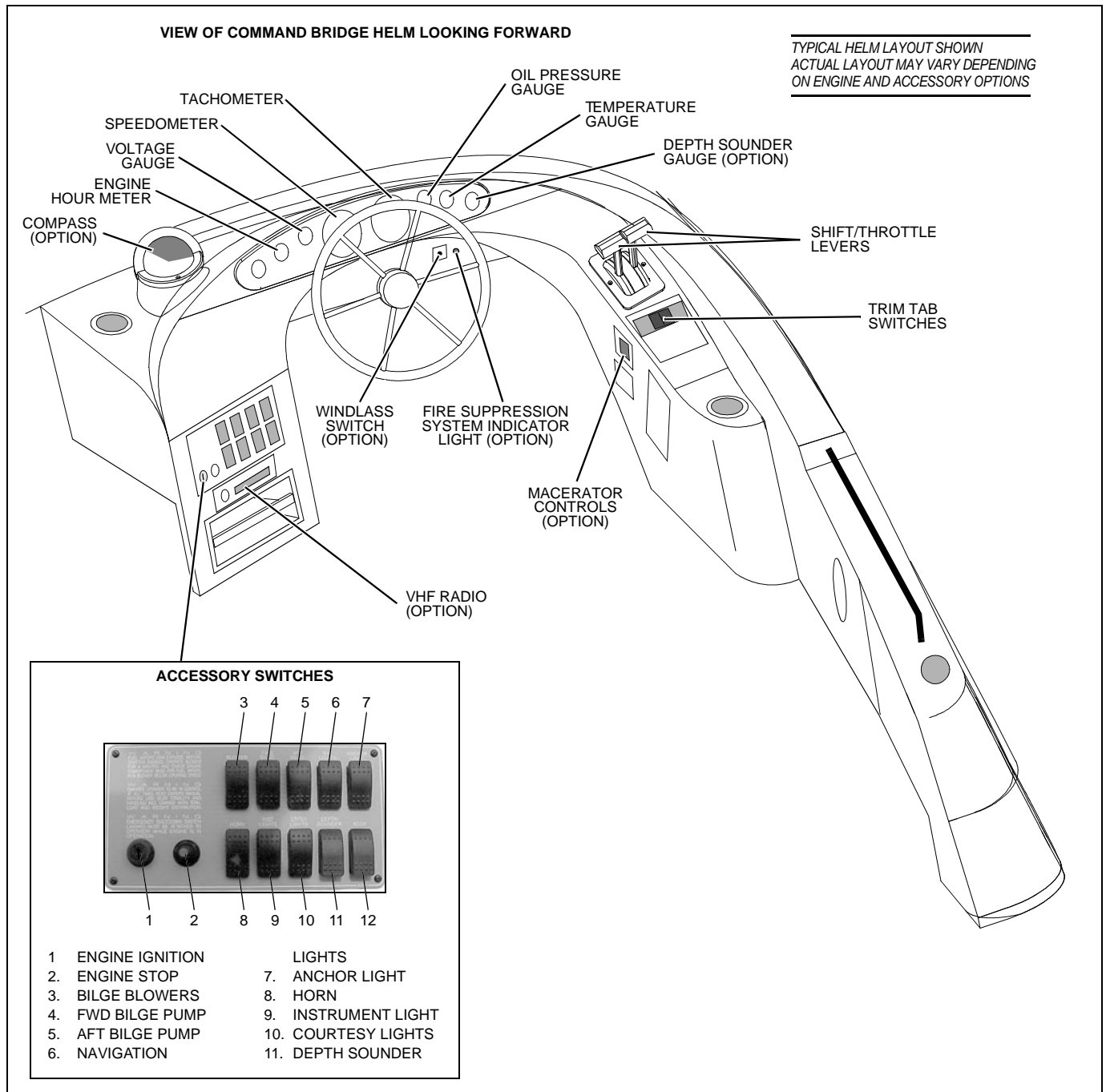
1. Remove the boat from the water.
2. Unscrew the garboard drain plug.
3. Pull the draw cord until the oil drain plug and the oil drain hose slide out of the garboard drain.
4. Place the end of the oil drain hose into a suitable container.
5. Unscrew the oil drain plug and drain the engine oil.
6. Replace the oil drain plug.
7. Push the drain hose back into the bilge.
8. Replace the garboard drain plug.

Always dispose of waste oil in accordance with local regulations.


Deck Hardware and Accessories






Helm Layout (Command Bridge)




Electrical Systems







DANGER!

EXTREME FIRE, SHOCK & EXPLOSION HAZARD!


- To minimize the risks of fire and explosion, **NEVER** install knife switches or other arcing devices in the fuel compartments.
- NEVER** substitute automotive parts for marine parts. Electrical, ignition and fuel system parts were designed and manufactured to comply with rules and regulations that minimize risks of fire and explosion.
- DO NOT** modify the electrical systems or relevant drawings.
- Have qualified personnel install batteries and/or perform electrical system maintenance.
- Make sure that *all* battery switches are turned *Off before* performing any work in the engine spaces.



WARNING!

FIRE & EXPLOSION HAZARD!

- Fuel fumes are heavier than air and *will* collect in the bilge areas where they can be accidentally ignited.
- Visually and by smell (sniff test), check the engine and fuel compartments for fumes or accumulation of fuel.
- ALWAYS** run the bilge blowers for at least four minutes prior to engine starting, electrical system maintenance or activation of electrical devices.
- Minimize the danger of fire and explosion by *not* exposing the batteries to open flame or sparks. **NEVER** smoke anywhere near the batteries.


CAUTION!



SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

NEVER disconnect the battery cables while the engine is running since it can cause damage to your yacht's electrical system components.

NOTICE

Electrical connections are prone to corrosion. To reduce corrosion caused electrical problems, keep *all* electrical connections clean and apply a spray-on protectant that is designed to protect connections from corrosion.

DC Electrical System

Your boat is equipped with a 12 volt DC (direct current) system. The DC breaker panel is located at the helm, just below the ignition panel.

Fuses and Circuit Breakers

- Fuses and circuit breakers for engines and main accessory power are on the DC main distribution panel and on the battery switch panel.
- Electronics power is provided at the helm station.
- Some equipment, such as depth finders, may have secondary fuse protection at the unit. Some equipment may have secondary fuse protection behind the battery switch.

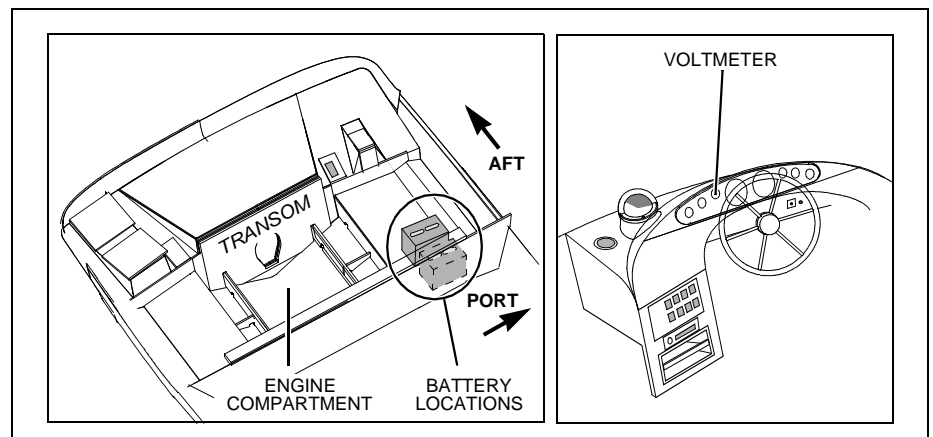
Batteries

The batteries supply electricity for lights, accessories and engine starting.

The Electrical section of Chapter 8, in the Owner's Manual, provides battery, care and maintenance instructions.

Alternators

The alternators on your engines maintain proper charge levels of your boat's batteries when the engines are running.



Battery Charger

Your boat is equipped with a battery charger. Thoroughly read and understand the battery charger manual (provided in your boat's owner's packet) *before* using the battery charger for the first time.

- The battery charger's circuit breaker is located on the AC panel and *must* be turned **On** for charging to occur.
- The battery charger *will* charge the batteries when the boat is plugged into shore power.
- The battery charger is located in the engine compartment.

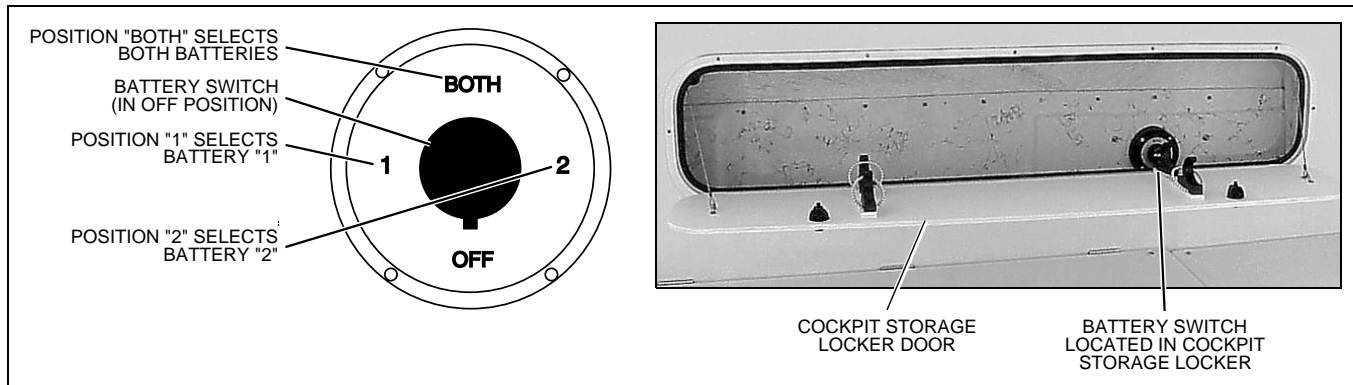


CAUTION!

The battery charging systems (alternator and battery charger) installed on your boat are designed to charge conventional lead-acid batteries. *Before* installing gel-cell or other new technology batteries, consult with the battery manufacturer about charging system requirements.

Battery Switch

The battery switch (located in the cockpit storage locker) has four (4) positions.






- Position 1 - Battery 1 provides power for engine starting and accessories. Battery 1 (*only*) *will* be charged by the engine alternator when the engine is running at high idle or faster.
- Position 2 - Battery 2 provides power for engine starting and accessories. Battery 2 (*only*) *will* be charged by the engine alternator when the engine is running at high idle or faster.
- Position "BOTH" - If batteries are low, provides power for engine starting from both batteries. The BOTH position also allows the charging of *both* batteries by the engine alternator when the engine is running at high idle or faster.
- Turn the battery switch to the *Off* position whenever the boat *will* be unoccupied for long periods of time.

Battery Switch Positions

Battery Switch Position	Engine Starting	Accessories and Lights	Engine Alternator	Battery Charger
POSITION <u>1</u>	Battery <u>1</u> Provides Starting Power	Battery <u>1</u> Provides Power for Accessories and Lights	Charges Battery <u>1</u>	Charges BOTH Batteries
POSITION <u>2</u>	Battery <u>2</u> Provides Starting Power	Battery <u>2</u> Provides Power for Accessories and Lights	Charges Battery <u>2</u>	Charges BOTH Batteries
BOTH POSITION	<u>BOTH</u> Batteries Provide Starting Power	<u>BOTH</u> Batteries Provide Power for Accessories and Lights (not advised unless engine is running)	Charges <u>BOTH</u> Batteries	Batteries will NOT Charge Properly

Shore Power/110 Volt AC System


⚠ DANGER!

FIRE, EXPLOSION & SHOCK HAZARD!

- **DO NOT** alter shore power connectors and use only compatible connectors.
- **Before** plugging in or unplugging the shore power cord to your boat, make sure all breakers and switches on the AC master panel are turned *Off*.
- To prevent shock or injury from an accidental dropping of the “hot” cord into the water, **ALWAYS** plug the shore power cord to the boat inlet first; then to the dockside outlet. When unplugging from shore power, unplug the shore power cord from the dockside outlet first.
- **NEVER** leave a shore power cord plugged in to the dockside outlet only.
- Only use shore power cords approved for marine use. **NEVER** use ordinary indoor or outdoor extension cords that are *not* rated for marine use.


⚠ WARNING!



SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

- Monitor the polarity indicator lights **EVERY TIME** you connect to shore power.
- If a reversed polarity light turns *On* when you are connecting to shore power, **DO NOT** turn *On* the main breaker switches.
- Instead, **IMMEDIATELY** unplug the shore power cord (**ALWAYS** from the dockside outlet first) and alert marina management.


⚠ WARNING!



SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

- **Before** each use, check the shore power cord(s) for defects or damage.
- **NEVER** use damaged or faulty cords since the danger of fire and electrical shock exists.
- **DO NOT** pinch shore power cords in doors or hatches, or coil the shore power cord too tightly since these situations can generate enough heat to result in a fire.
- If a shore power cord is dropped into the water, **THOROUGHLY** dry the blades and contact slots **before** using.

⚠ CAUTION



ELECTRICAL SYSTEM DAMAGE HAZARD!

- **NEVER** connect to dockside power outside of North America unless you have purchased the international electrical conversion option.
- Using several AC components at the same time can result in an overloaded circuit. You may have to turn *Off* one or more appliances in order to use another appliance.
- Use double insulated or three-wire protected electrical appliances whenever possible.

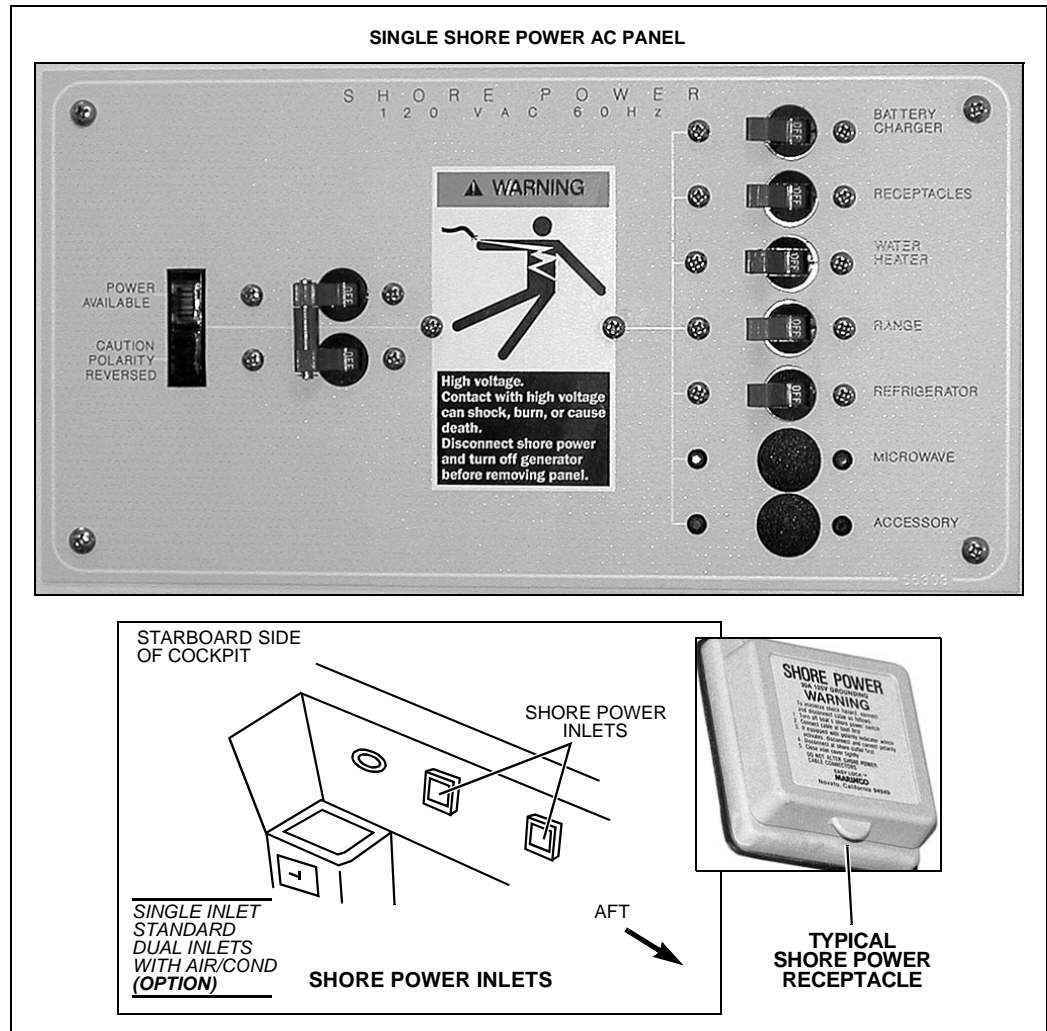
NOTICE

- Some dockside outlets may be rated less than 30 amps, therefore, you may need to purchase lower amp adapters.
- Whenever a lower amp adapter is used, however, there *will* be a corresponding drop in supplied power from the dockside system.

- Standard 110 volt AC systems feature one, 110V/30 amp, shore power receptacle.
- If your boat is equipped with an **optional** air conditioning system, a second (dual) 30 amp inlet has been installed. Dual shore power inlets are labeled line 1 and line 2, which corresponds to the line 1 and line 2 master breakers on the AC panel.
- The **optional** dual shore power system is designed so that each line is independent of the other.

Connecting To Shore Power

1. Turn **Off** all breakers and switches on the AC master panel.
2. Attach the shore power cord to the boat inlet **first** then to the dockside outlet.
3. Monitor the AC panel's polarity indicator lights, located below the line master breaker(s), as follows:
 - A **green** light illuminating after the power cord is plugged into the dockside outlet indicates acceptable electrical power. You may turn **On** the master breaker switch.
 - A **red** light, however, indicates reversed polarity, which could cause electrical system damage and possibly electrical shock injuries. In this case, **do not** turn **On** the master breaker switch (see previous warning).
4. Switch the "Line 1 Dockside Master" **On**.
5. Switch the "Line 2 Dockside Master" **On** (dual dockside option only).
6. Turn **On** the individual component breakers as required.



Navigation & Communication Equipment

The owner's packet contains operation manuals for *all* navigation & communication equipment installed on your boat. Thoroughly read and understand these manuals *before* using these systems. Additionally, read the warnings below carefully and follow all safety recommendations.

VHF Radio (Option)

Your boat may include an optional VHF (Very High Frequency) radio at the helm. The VHF radio can be used to access weather reports, summon assistance or contact other vessels as permitted by the FCC (Federal Communications Commission). Be sure to contact the FCC for licensing, rules and regulations concerning VHF radio usage.

Compass (Option)

NOTICE

Compass accuracy can be affected by many factors. Have a qualified technician calibrate your compass. Make sure the technician gives you a deviation card which shows the corrections to apply in navigational calculations. Keep a copy of the deviation card at the helm.

Depth Finder (Option)



WARNING!

- **DO NOT** use the depth finder as a navigational aid to prevent collision, grounding, boat damage or personal injury.
- When the boat is moving, submerged objects *will not* be seen until they are already under the boat. Bottom depths may change too quickly to allow time for the boat operator to react. If you suspect shallow water or submerged objects, operate the boat at very slow speeds.

Lighting

Navigation and Interior Lights

Read and understand the navigation light section of the *Cruiser & Yacht Owner's Manual*. The navigation and interior lights installed on your boat are of top quality, but they may fail occasionally for a variety of reasons:

1. There may be a blown fuse - *replace the fuse*.
2. The bulb may be burned out - *carry spare bulbs for replacement*.
3. A wire may be damaged or may have come loose - *repair as required*.
4. The bulb base may be corroded - *clean the base and coat it with non-conductive electrical lubricant*.



CAUTION!

- **Avoid the storage of gear where it would block navigation lights from view.**
- **Be conservative in the use of battery power. Prolonged use of cabin interior lights (overnight) will result in a drained battery.**

Audio Equipment

Instruction manuals for the audio equipment, installed on your boat, is included in your boat's owner's packet. Read and understand these manuals.

NOTICE

AM radio reception may be impaired in areas where reception is limited or anytime the engine is running.

Appliances

All appliances installed on your boat come with their own manuals that contain detailed operating instructions and important safeguards. Thoroughly read and understand these manuals *before* operating your boat's appliances.


- Make sure the AC breaker is activated for the appliance you wish to turn *On*.

NOTICE

Always keep an approved ABC-type fire extinguisher in galley area.

Alcohol/Electric Stove

⚠ DANGER!




CARBON MONOXIDE POISONING HAZARD!

- The alcohol stove is a source of dangerous carbon monoxide gas (CO).
- **BEFORE** using the alcohol stove, open doors and windows to make sure there is enough fresh air for ventilation.

⚠ WARNING!

- Open flame cooking appliances consume oxygen, this can cause asphyxiation or death.
- Maintain open ventilation.

⚠ WARNING!



BURN/SCALDING and/or FIRE HAZARD!

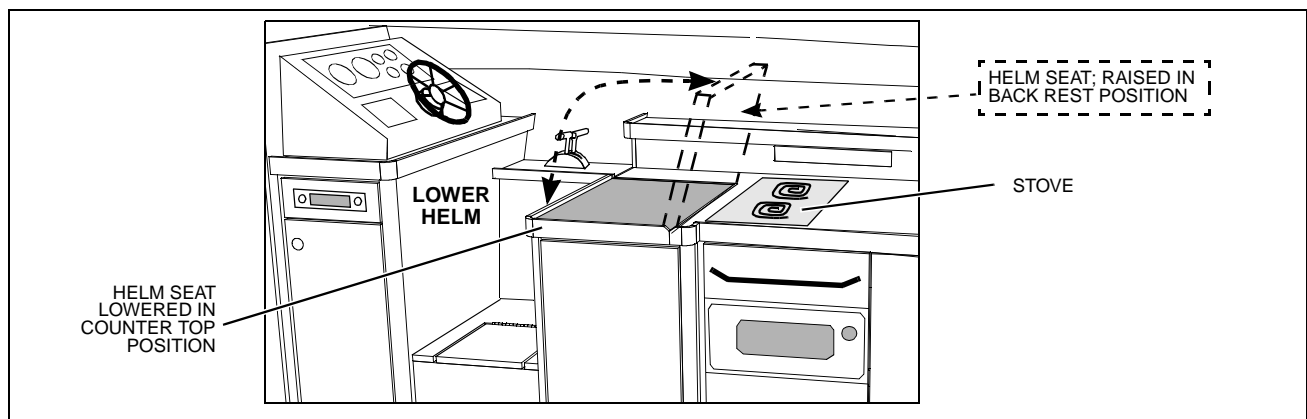
- Read the stove's instruction manual before using.
- Always keep an approved ABC-type fire extinguisher in galley area.
- Do not use the stove while underway.
- Any non-cooking devices on or near your stove during use are potential fire hazards!
- **DO NOT** touch burners, grates or nearby surfaces as they may be hot even when they are dark in color. Areas near burners and grates may become hot enough to cause burns.
- During and after use, do not touch or let clothing or other flammable material come in contact with heated units or areas near the units (burner tops, main frame sides and back, sea rails and pot holders) until they have had sufficient time to cool.

⚠ WARNING!



FIRE/PERSONAL INJURY HAZARD

- Before each use of the galley stove, the lower helm seat's back rest **MUST** be lowered into the counter top position to reduce the possibility of fire or injury (see drawing below).



Propulsion

Engine

The engine compartment can be accessed through the cockpit engine hatch. The owner's packet contains detailed engine operation and maintenance manuals. Read and understand these manuals *before* operating or performing maintenance to the engine.

Fuel System

WARNING!

FIRE/EXPLOSION HAZARD!

It is very important that the fuel system be inspected thoroughly the first time it is filled and at each subsequent filling. For your safety and the safety of your passengers, the fueling instructions in the Owner's Manual must be carefully followed.

CAUTION!

Avoid the storage or handling of gear near the fuel lines, fittings and tank.

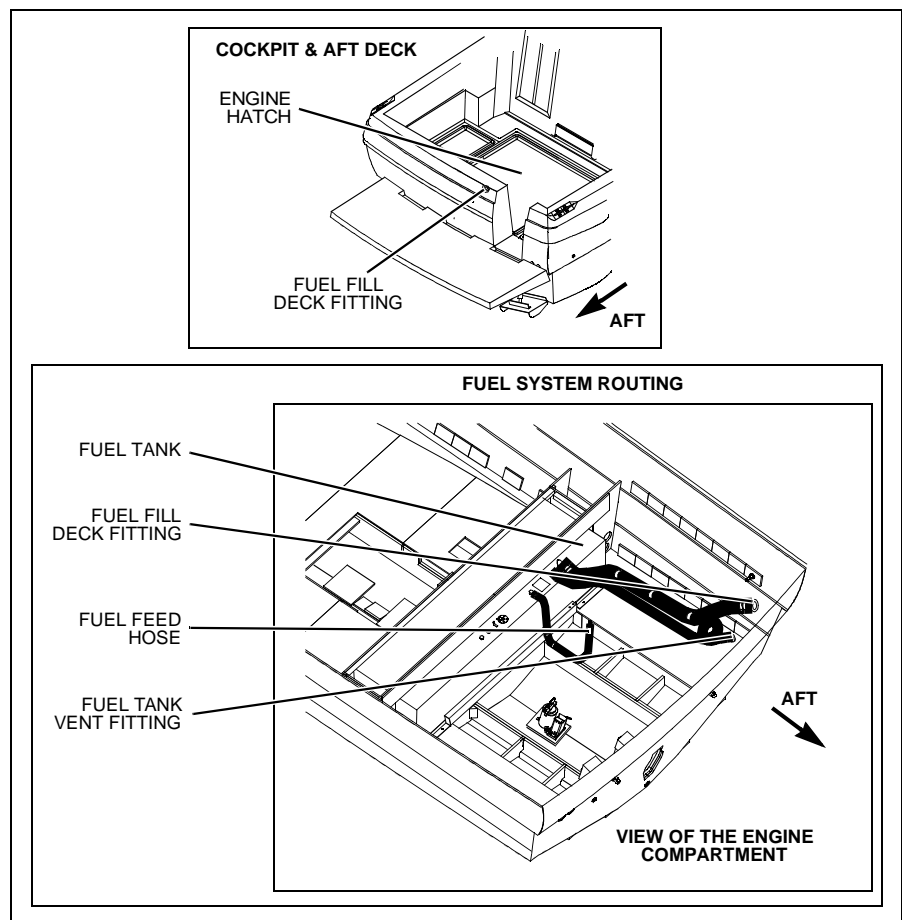
Fuel Fill and Vent:

- The fuel fill and vent fitting is marked "GAS".
- If you experience difficulty filling the fuel tank, check to see if the fuel fill hose or vent hose is kinked or collapsed.
- If there are no visible signs of a problem, contact your local dealer.

Fuel Filters:

All fuel tanks are equipped with a fine mesh screen filter on the fuel pickup tube (located inside the fuel tank). In addition, when supplied by the engine manufacturer, a filter is installed on the engine.

- Replace the fuel filter periodically to make sure it remains clean and free of debris.
- Consult your selling dealer or local marina concerning fuel additives that help to prevent fungus or buildup in your fuel tank.



Anti-siphon Valve:

Your boat is equipped with an anti-siphon valve, which is an integral part of the barb fitting on the fuel tank in which the neoprene fuel line attaches. The valve is spring loaded and is opened by fuel pump vacuum. These valves *will* prevent fuel from siphoning from the tank in the event of a fuel line rupture.

NOTICE

If an engine running problem is diagnosed as fuel starvation, check the anti-siphon valve. If the valve is stuck or clogged, it should be changed or replaced while the engine is *shut down*.

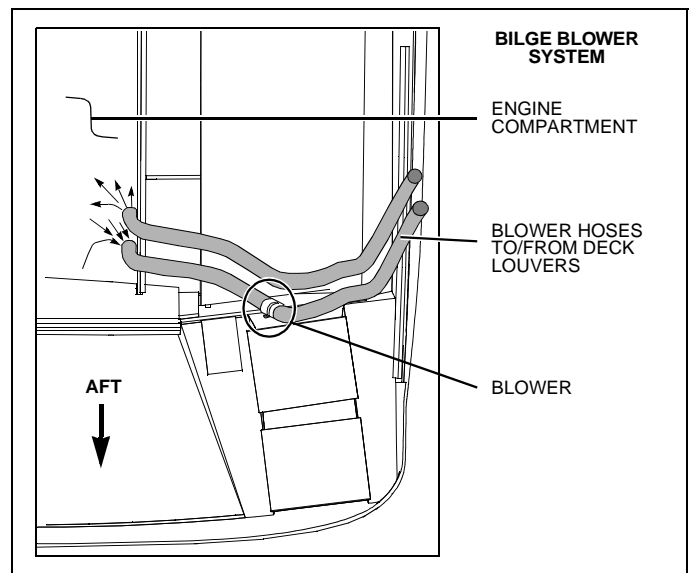
- Under *NO* circumstances should the anti-siphon valve be removed, except in an *emergency*.

Engine Room Ventilation System

The bilge blower removes fumes from the engine compartment and draws fresh air into the compartment through the deck vents. The bilge blower switch is located at the helm.

To ensure fresh air circulation, run the bilge blower:

- For at least four minutes *before* starting the engine.
- During starting.
- Anytime your boat is running below cruising speed.



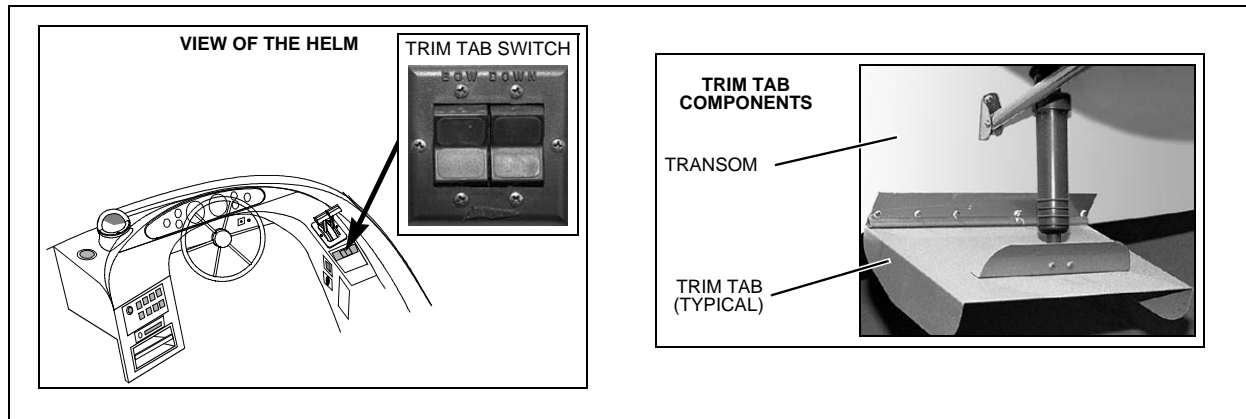
WARNING!



EXPLOSION HAZARD!

- Running the blower system is not a guarantee that explosive fumes have been removed. If you smell fuel, **DO NOT** start the engine. If the engine is already running, **IMMEDIATELY** shut Off the engine and all electrical accessories and investigate.
- **DO NOT** obstruct or modify the ventilation system.

Trim Tabs



WARNING!

LOSS OF CONTROL HAZARD!

Improper use of trim tabs *will* cause loss of control!

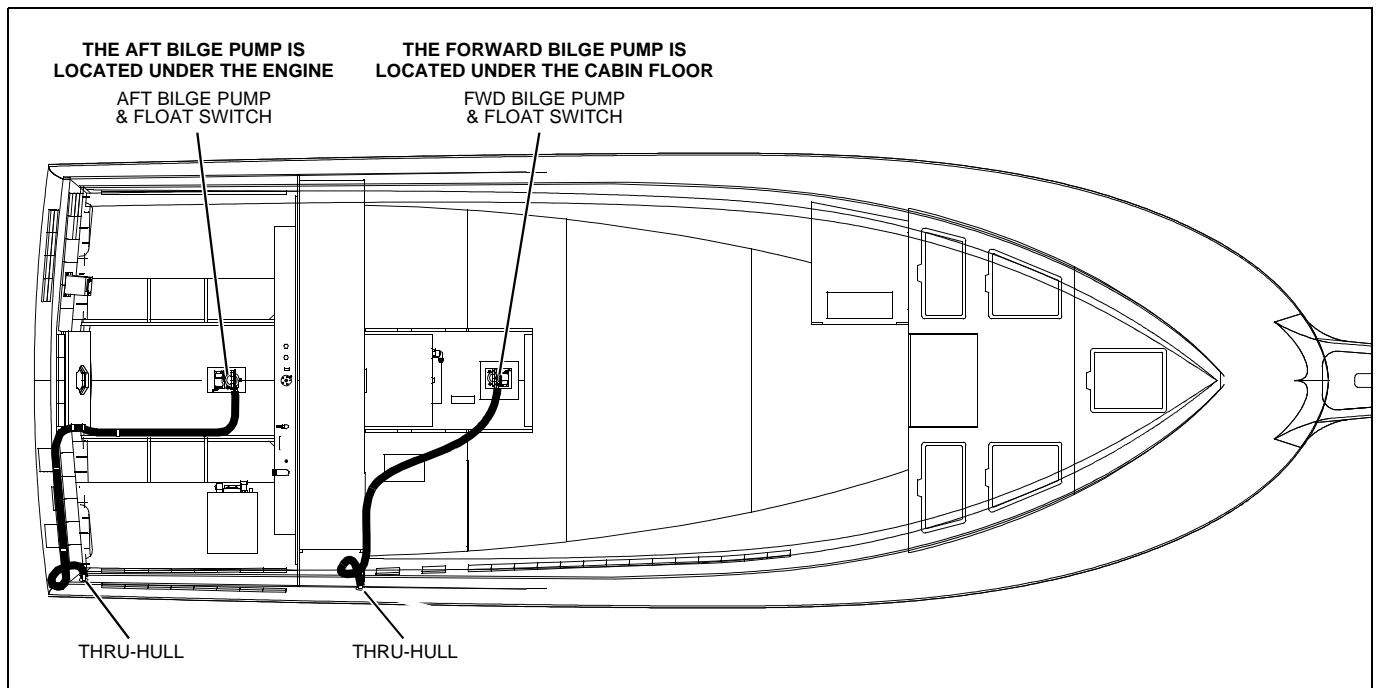
- **Do not allow anyone unfamiliar with trim tabs to operate them.**
- **Do not use trim tabs in a following sea as they *will* cause broaching or other unsafe handling characteristics.**
- **Do not use trim tabs to compensate for excessive unequal weight distribution.**

The trim tabs may be used to help keep your boat level at cruising speeds. The trim tabs are controlled by two rocker switches at the helm. **Before** using the trim tabs read and understand the trim tab operation manual included in your boat's owner's packet.

Observe the following:

- Once cruising speed is reached, the port or starboard trim switch may be used (one at a time) to level the boat.
- Perform trim tab adjustment with several short touches to the switch rather than one long one.
- After each short touch allow several seconds for the hull to react.
- The trim tab hydraulic fluid reservoir is located in the engine compartment. The fluid level **must** be checked periodically (at least once a year) and refilled as necessary.

Bilge Pumps



Your boat is equipped with two automatic impeller-type bilge pumps which are used to pump water out of the bilge. The bilge pumps are controlled by automatic bilge pump float switches (autofloat switches) and/or switches at the helm. The bilge pumps are wired directly to the battery so they *will* normally function even when the boat is completely shut down and left unattended.

NOTICE

Discharge of oil, oil waste or fuel into navigable waters is prohibited by law. Violators are subject to legal action by the local authorities.

Bilge Pump Testing

Bilge pumps are critical to the safety of your boat. Check the bilge pumps often to make sure they are working.

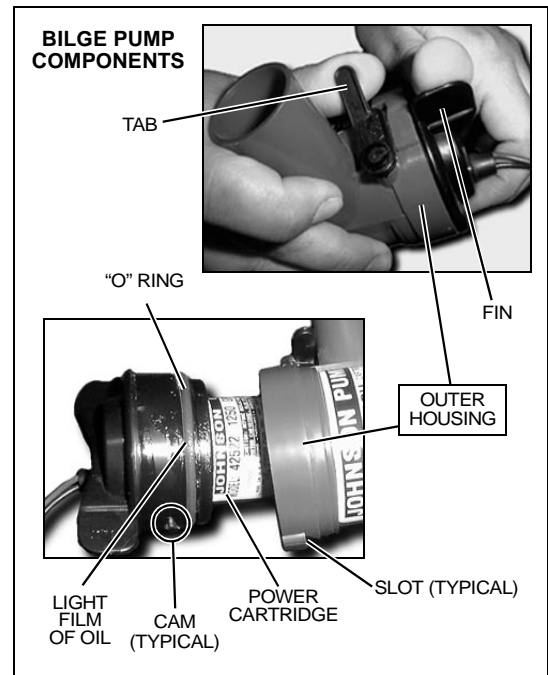
Individually test each pump as follows:

1. Turn **On** bilge pump switch at helm.
2. Make sure water in bilge is pumped overboard.

If there is water in the bilge and the pump motor is running but **not** pumping inspect the discharge hose for a kink or collapsed area.

If **no** problems are found, check the bilge pump housing for clogging debris as follows:

1. Remove power cartridge:
 - a. Lift tab while rotating fins counter-clockwise.
 - b. Lift out power cartridge.
 - c. Clear outer housing of debris.
2. Reinstall power cartridge:
 - a. Make sure "O" ring is properly seated.
 - b. Coat "O" ring with a light film of vegetable or mineral oil.
 - c. Align two cams on either side of power cartridge with two slots on outer housing and press power cartridge into housing while twisting clockwise.
3. Check reinstallation by trying to twist fins counter-clockwise without lifting tab; cartridge should stay in place.



Autofloat Switches

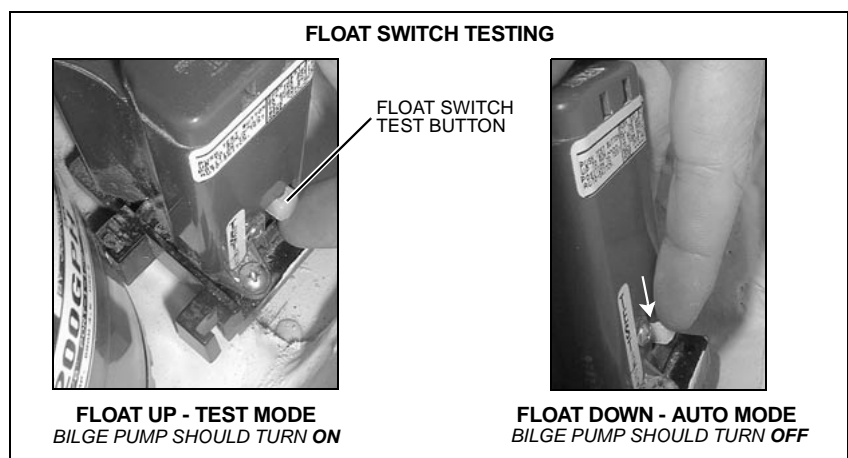
Automatic bilge pumps use electromagnetic float (autofloat) switches to turn **On** the pump whenever water rises above a preset level in the bilge. One autofloat switch is mounted next to each automatic bilge pump. Autofloat switches are wired directly to the battery and **will** normally function even when the boat is completely shut down and left unattended.

Test the autofloat switches often as follows:

1. Push the float switch test button **up** to turn **On** bilge pump.

If the pump does **not** turn **On**, check the inline fuse. If the fuse is good but the switch does **not** work, it may indicate a bad switch or possibly a low battery.

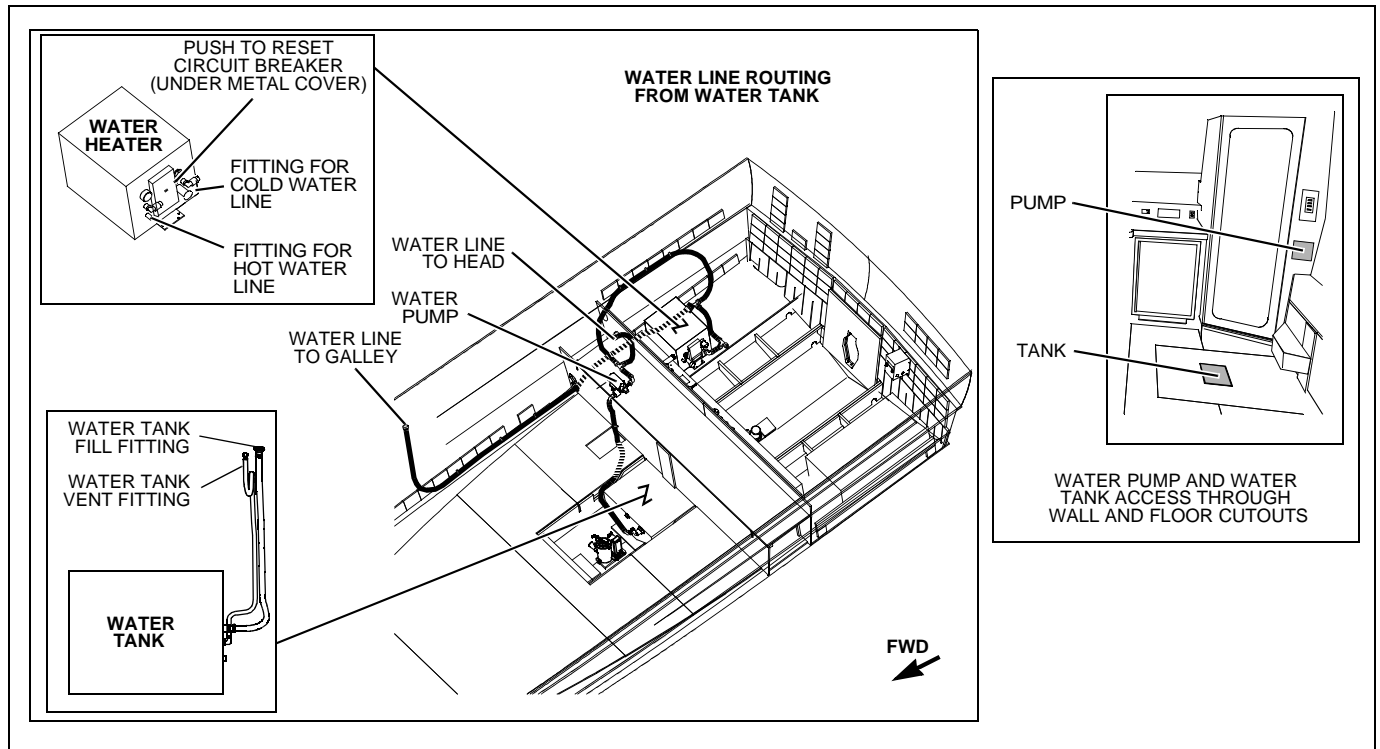
2. Push the test button **all** the way **down** to return the float switch to auto mode.



CAUTION!

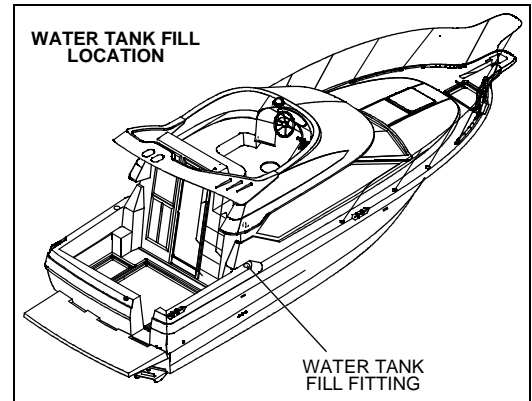
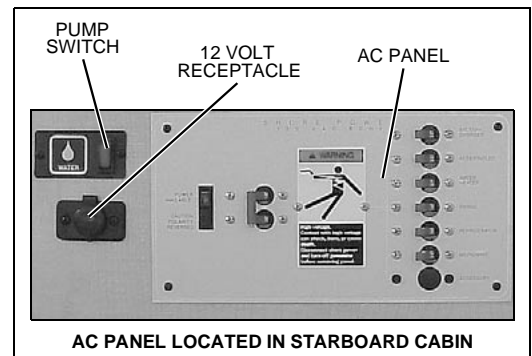
When test is completed on each float switch, you **MUST** push the test button **all the way down** to the auto position to return the switch to auto mode!

Freshwater System



Your boat is equipped with a pressure-type (demand) freshwater (potable) system. To use this system turn **On** the water pump switch, located next to the AC panel (see photo on right).

- The water pump's DC breaker must be turned **On** to use freshwater.
- The water pump's DC breaker should be turned **Off** when either of the following occurs:
 1. When the boat is not in use.
 2. Whenever the water tank is empty.
- The water tank fill fitting is located on the starboard deck, forward of the louver (see illustration on the right).
- When your boat is to be left unattended for long periods of time, pump the water tank dry to prevent stored water from becoming stagnant and distasteful. Should it become necessary to disinfect the freshwater system, ask your dealer about treatments available for your boat's system.
- Inspect and clean the water filter, located on the water pump, often.
- The water tank is located below the salon floor.



Freshwater System Winterization



CAUTION!

WATER SYSTEM DAMAGE HAZARD!

*Never blow compressed air through the water system when **all** of the faucets are **Closed**.*

1. Turn **On** the water system switch.
2. **Open all** of the faucets and showers and let the water system drain completely.
3. Turn **Off** the water system switch.

Any remaining water **must** be removed from the water lines. There are two ways to remove the remaining water from the lines:

- Compressed Air
- Gravity Draining

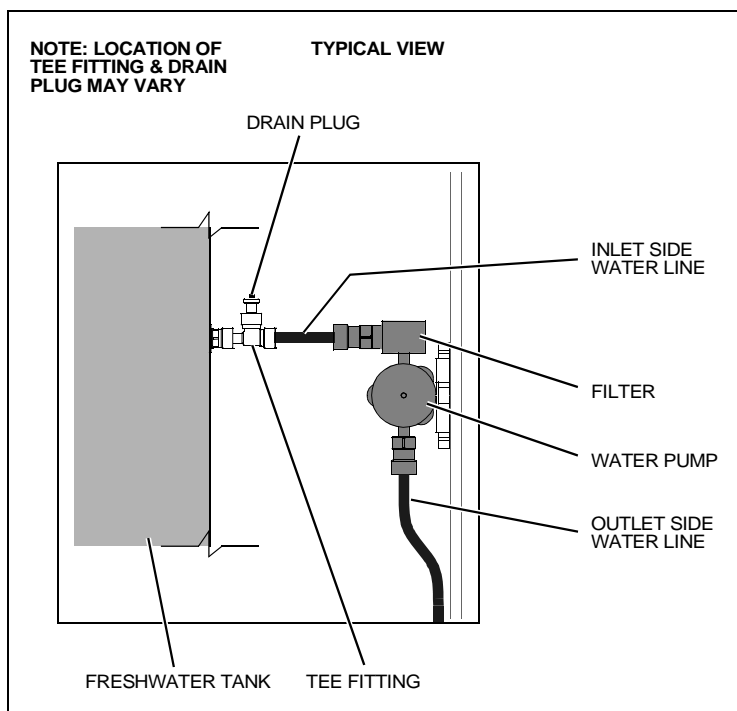
Compressed Air

You **must** have an air compressor with an air hose and an air nozzle.

1. Remove the water line from the outlet side of the water pump (opposite side from filter).
2. **Open** the faucet that is furthest away from the water pump.
3. Place the air nozzle against the end of the just removed water line and blow air through the system.
4. When water stops coming out of the **Open** faucet, stop the air and **Close** the faucet.
5. One at a time, repeat this process on **all** faucets and showers.

Gravity Draining

1. **Open all** faucets and showers.
2. Remove the drain plug from the tee fitting on the freshwater tank.
3. When the water has stopped draining from the freshwater tank, replace the drain plug.



Water Heater

⚠ WARNING!

⚠ HOT HAZARD!
Water heated by the water heater can reach temperatures hot enough to scald the skin.

⚠ CAUTION

WATER HEATER DAMAGE HAZARD!

- **DO NOT** turn *On* the water heater electrical circuit on the AC panel until the water heater tank is **COMPLETELY** filled with water.
- Even momentary operation in a dry tank *will* damage the heating elements.
- Warranty replacements **WILL NOT** be made on elements damaged in this manner.
- The tank is full if water flows from the tap when the hot water is turned *On* in the galley.
- The water heater should be drained and the power turned *Off* when the possibility of freezing exists.

NOTICE

If your boat is connected to shore power or generator power, but the water heater is *not* working:

- Make sure the water heater circuit breaker on the AC panel is switched *On*.

If the circuit breaker on the AC panel is *On*, but the water heater is still *not* working:

- Consult with your dealer about checking the "push to reset" circuit breaker located on the water heater.

- The water heater is located on the starboard side of the engine compartment (see illustration on page 27).
- Read the water heater instruction manual and heed the warnings above.
- The water heater is connected to the 120-volt, AC power system.
- Turn *On* the water heater breaker on the AC panel to heat the water.

Winterizing the Water Heater

1. Turn *Off* the water heater breaker.
 2. Disconnect the hose (A) attached to the pressure relief valve (B).
 3. If there is any water in this hose, drain it into the bilge or into a bucket.
 4. *Open* the pressure relief valve (B).
 5. *Open* the drain valve (C).
- Leave the pressure relief and drain valves *Open* until you fit out the boat after storage.



Sink & Shower Drain Systems

Gray water (water from sinks and showers) above the waterline is gravity drained overboard, while gray water below the waterline is pumped overboard using a sump pump.

The sump box (A), containing the sump pump, float switch, and filter is located under the salon floor (see the illustration on the right).

Sump Box Cleaning

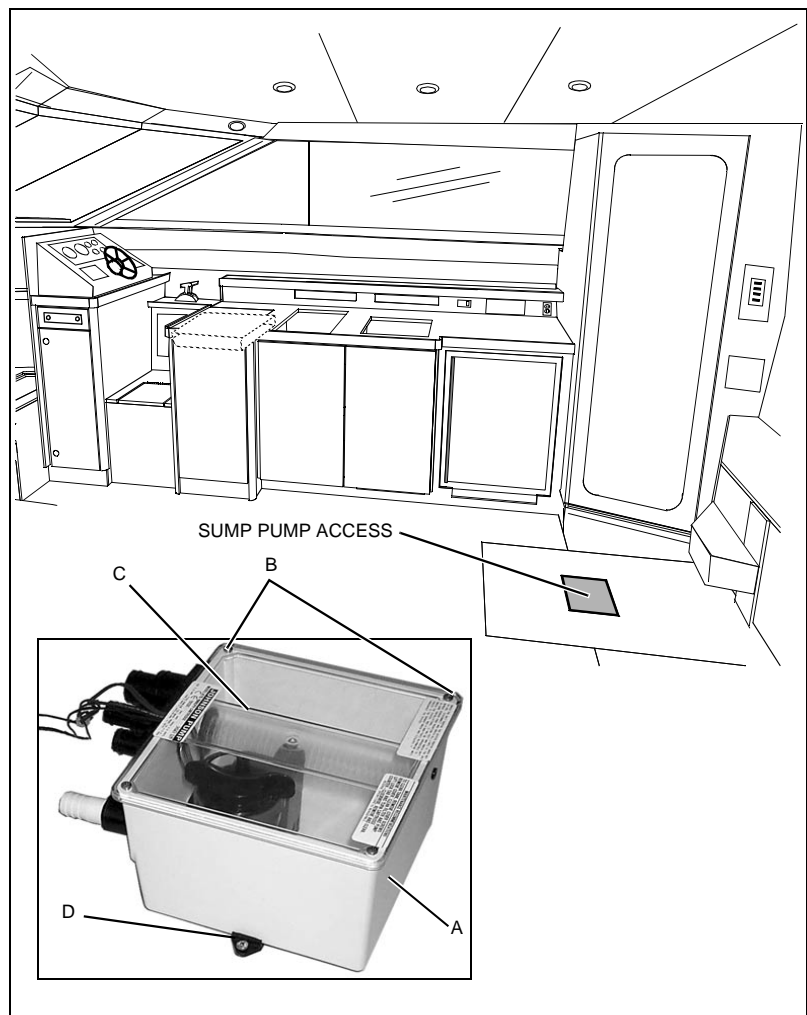
The sump box, filter, and pump should be periodically cleaned of debris as follows:

1. Remove cover screws (B) and cover (C).
2. Remove any debris from box and filter.
3. Clean sump pump as outlined in Bilge Pump section of this *Supplement*.

Sump System Winterization

Drain the sump pump system in the winter months when not in use.

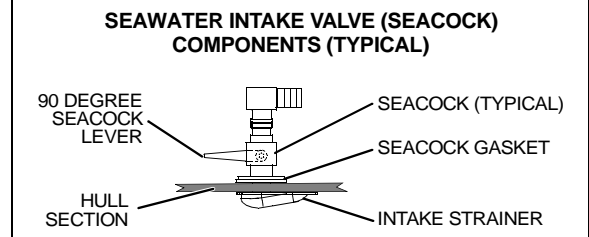
1. Disconnect and drain *all* lines to unit.
2. Remove screws from mounting feet (D) and drain system.
3. Reinstall screws in mounting feet and reconnect system.



Seawater Systems

Seacocks

- A seacock is a valve that is used to manage the intake of seawater through the hull and below the water line.
- Seacocks are controlled by a 90° lever and are used on the seawater intake systems for the air conditioning system (if equipped) and marine head (toilet) system.
- **Before** using any of these systems, make sure that the system's seacock is **Open** and remains in the **Open** position until the system is shut **Off**.



CAUTION!

SYSTEM DAMAGE HAZARD!

- **Before** using a seawater intake system, make sure that the system's seacock is in the **Open** position **before** the system is started and keep the seacock **Open** until the system is shut **Off**.
- **Close** seacocks whenever the systems **will not** be used for long periods of time

Seawater Strainers



CAUTION!

FLOODING HAZARD!

- **The intake seacock that sends seawater to the strainer *must* be *Closed* before disassembling the seawater strainer to prevent the boat from taking on water through the seawater strainer assembly. Keep the intake seacock *Closed* until the seawater strainer is completely reassembled.**

SYSTEM DAMAGE HAZARD!

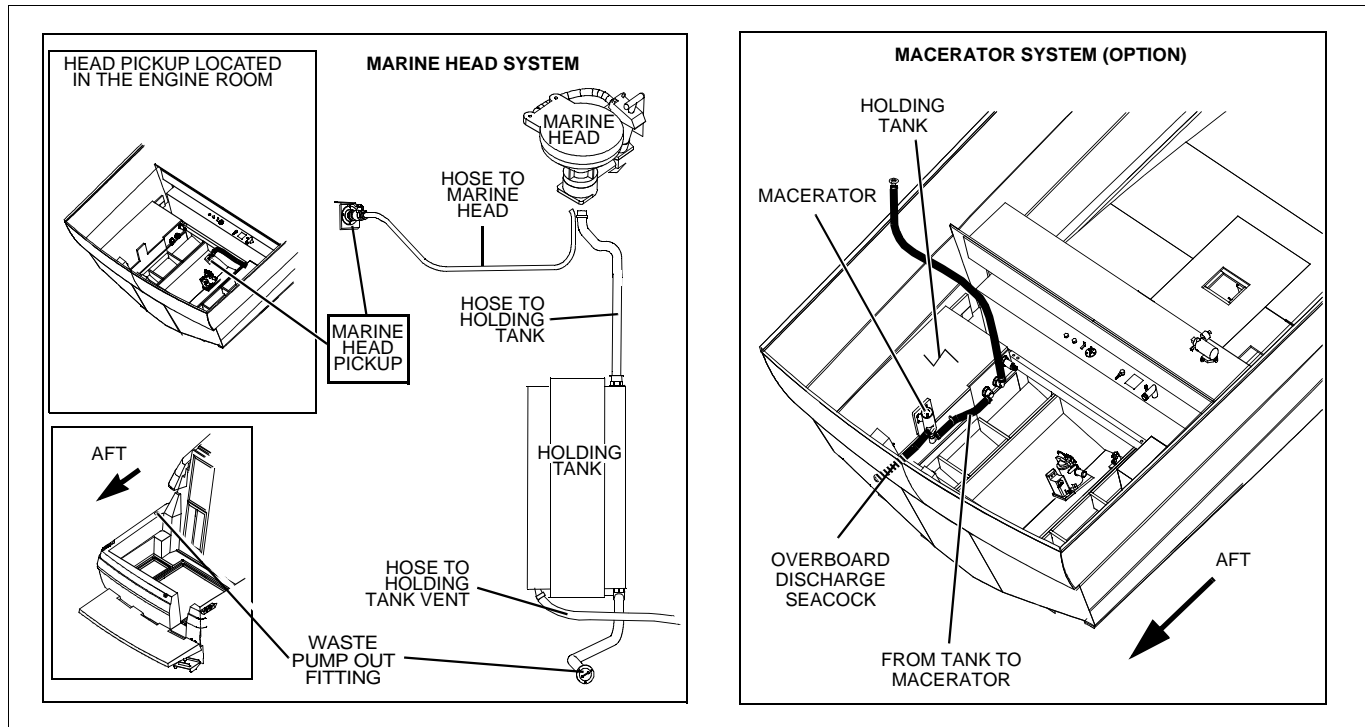
- **After reassembling the seawater strainer, make sure that the intake seacock is *Open* before using the component/system.**

- Seawater strainers are used in water pickup systems to filter incoming seawater.
 - A seawater strainer is located near each system's seacock.
 - Check the strainers for leaks and/or debris ***every time*** you use your boat.
1. If debris is found, clean the seawater strainer as follows: Make sure the component/system (generator, air conditioning system, etc.) that the strainer is connected to is turned ***Off***.
 2. ***Close*** the seacock that sends seawater to the strainer you are about to clean. The seacock ***must*** remain ***Closed*** until the strainer is completely reassembled.
 3. Take apart the seawater strainer.
 4. Remove the debris.
 5. Flush the strainer with water.
 6. Reassemble the seawater strainer.
 7. ***Open*** the seacock and check for leaks around the strainer. If no leaks are found, you may use the component or system.

Marine Head with Holding Tank

NOTICE

Check with local authorities for regulations regarding the legal use of marine head systems.



Your boat comes equipped with a marine head (toilet) and waste holding tank system. Be sure to read the manufacturer's operation and maintenance manual (included in your boat's owner's packet).

- The marine head installed on your boat uses seawater to flush waste from the toilet. The seawater intake valve (seacock) is located in the engine compartment.
- Waste is routed directly from the head to the holding tank.
- The holding tank is plumbed to a fitting on the deck for dockside pump-out.
- You can determine the content level of the holding tank by looking at the tank located under the forward floor hatch in the main cabin. We advise emptying the holding tank at every opportunity.
- If you are unable to pump water into the bowl, the probable cause is debris in the pump diaphragm. To remedy this, shut *Off* the seawater intake valve (seacock) and dismantle the pump. The pump is generally held together with six screws (the design is simple and the problem will be obvious when the pump body is split *Open*).

Operating the manual flush marine head:

1. **Open** the head's seawater intake valve (seacock).
2. **Before** using the head, pump enough water into the bowl to wet the sides.

After use, pump until the bowl is thoroughly cleaned. Continue pumping a few more times to clean the lines.

If excess waste causes the water to rise in the bowl, stop pumping until the water recedes.

Winterizing The Marine Head

1. Shut **Off** the intake seacock, and pump the head until the bowl is dry.
2. Remove the drain plug in the base and pump again to remove **all** of the water.
 - **Do not** fill the bowl with anti-freeze.
 - **Close** the intake seacock while the boat is underway or whenever the boat is left moored in the water.
 - The VacuFlush head system uses a vacuum pump and freshwater from the water tank to flush waste from the toilet into the holding tank.
 - The holding tank is plumbed to a waste fitting on the deck for dockside pump-out.

Macerator (If Equipped)**NOTICE**


Check with local authorities for regulations regarding the legal use of marine head systems.

To use the macerator to pump waste directly into the water (where regulations permit):

1. **Open** the underwater discharge seacock.
2. Press both macerator switches at the same time to run the pump. **Do not** continue running the macerator if the waste holding tank is empty.
3. **Close** the underwater discharge seacock when you are done pumping.

Air Conditioning System (Option)

⚠ **DANGER!**



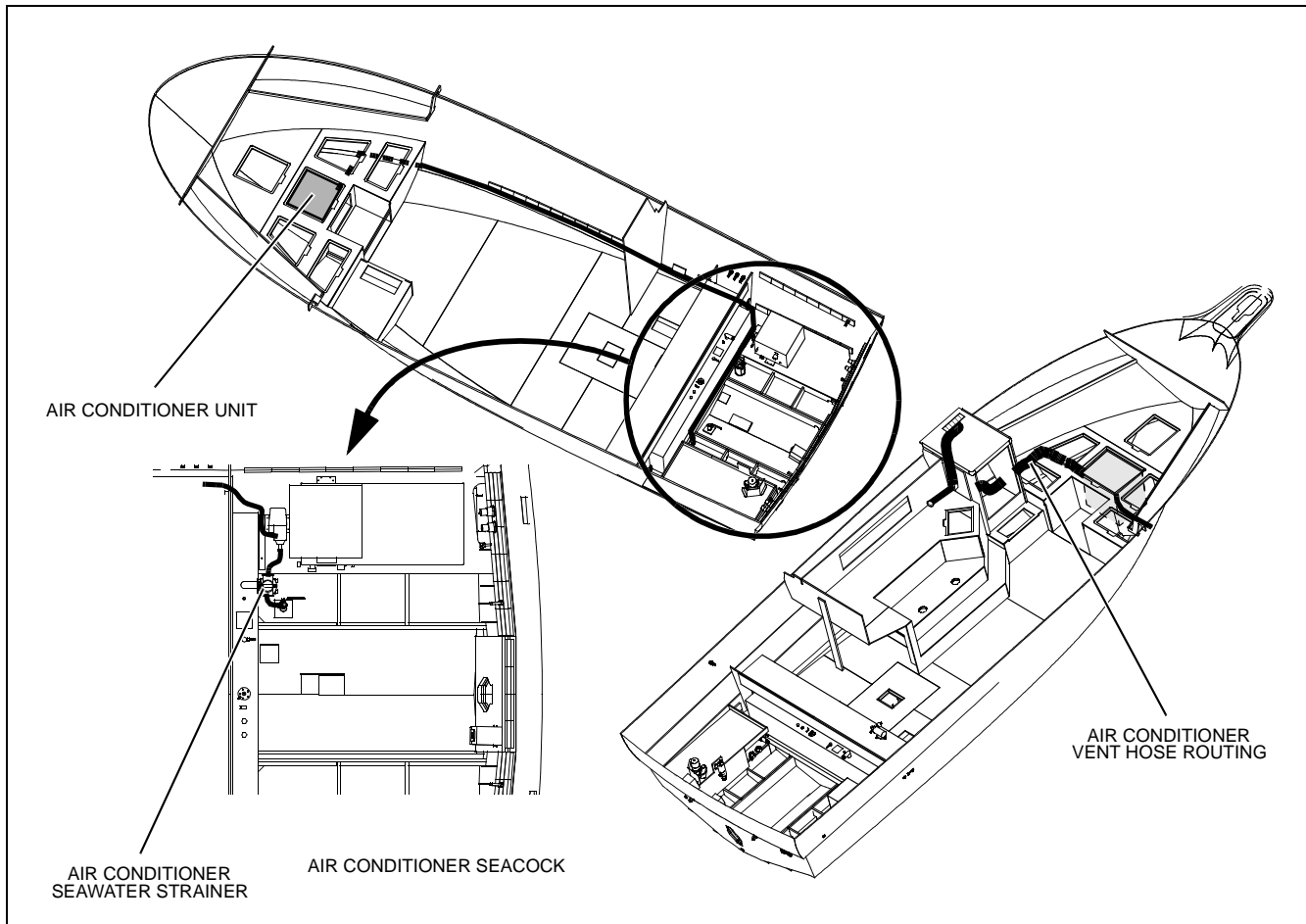
CARBON MONOXIDE POISONING HAZARD!

Dangerous carbon monoxide gas (CO) can be brought into the boat through the air conditioning system.

⚠ **CAUTION**

SYSTEM DAMAGE HAZARD!

The air conditioning system's seacock *must* be *Opened* before turning *On* the air conditioner and *must* remain *Open* during use.

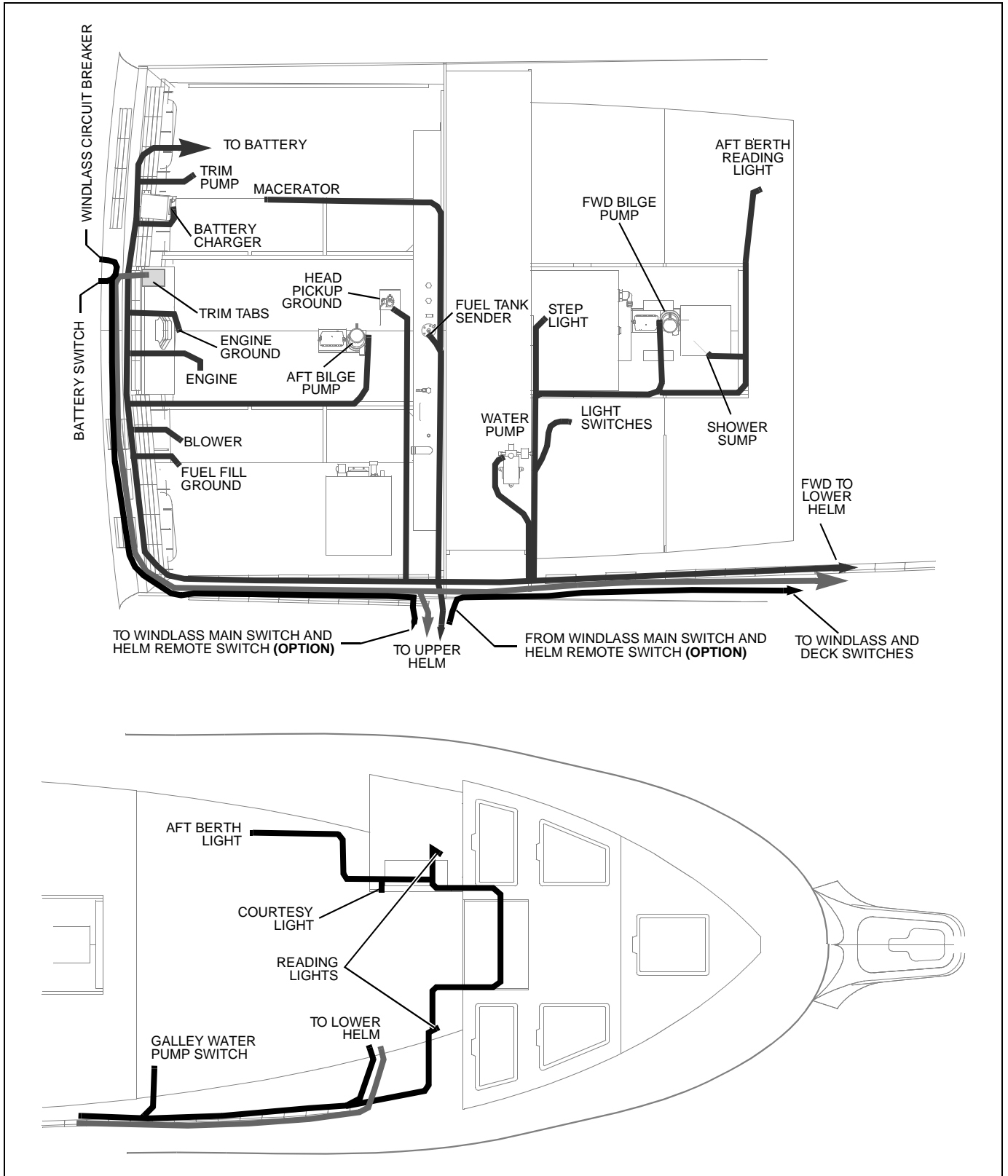


Read the air conditioner manual *before* using the air conditioning system.

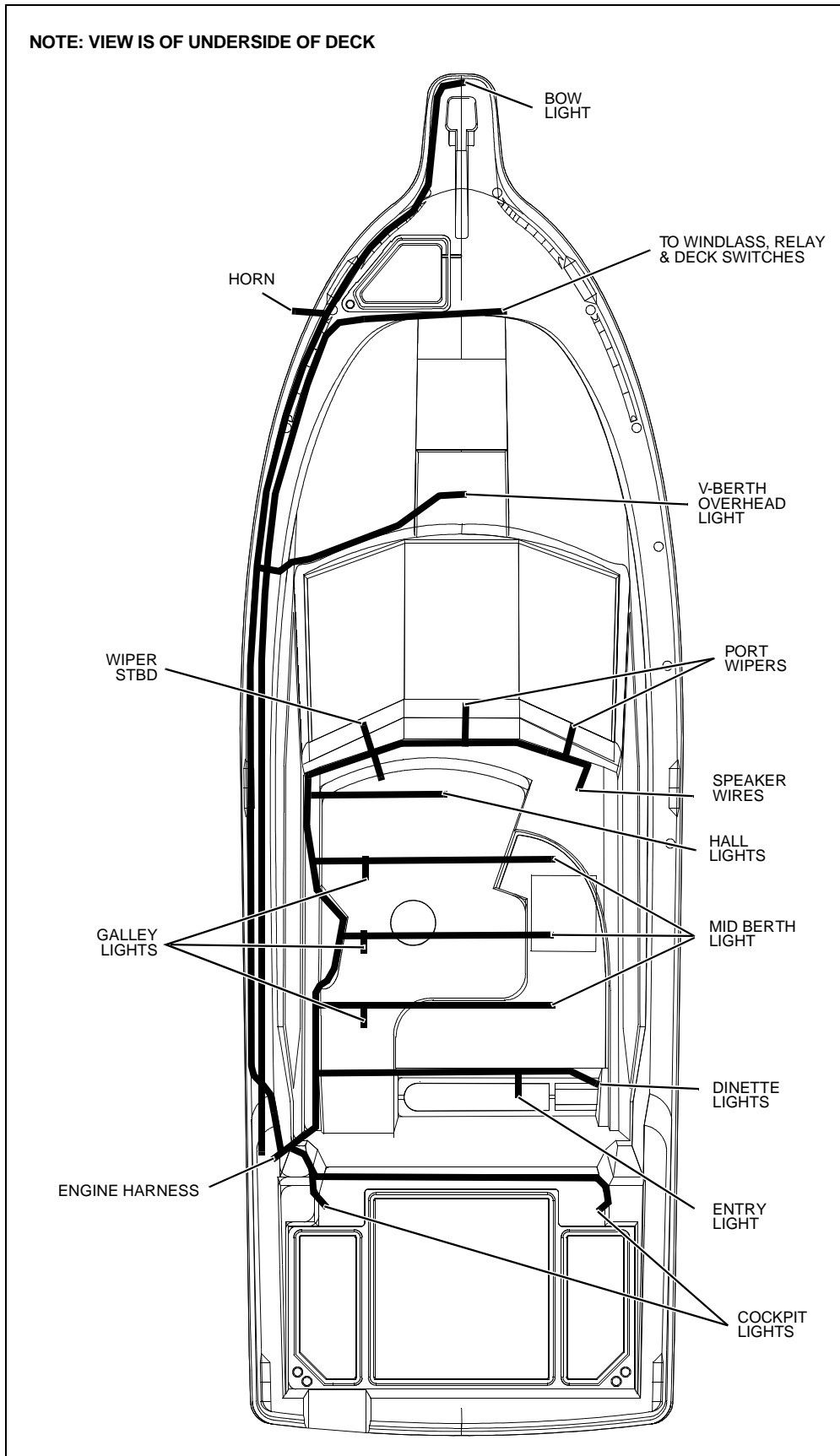
- **Before** using the air conditioning system, make sure the breakers on the AC main distribution panel are turned **On** and make sure the system's seawater pickup seacock is **Open**. The seacock **must** remain **Open** anytime the air conditioner is in use.
- The seawater pickup strainer should be checked for debris according to the directions given in the *Seawater Strainer* section of this manual

Chapter 3: Electrical Routings

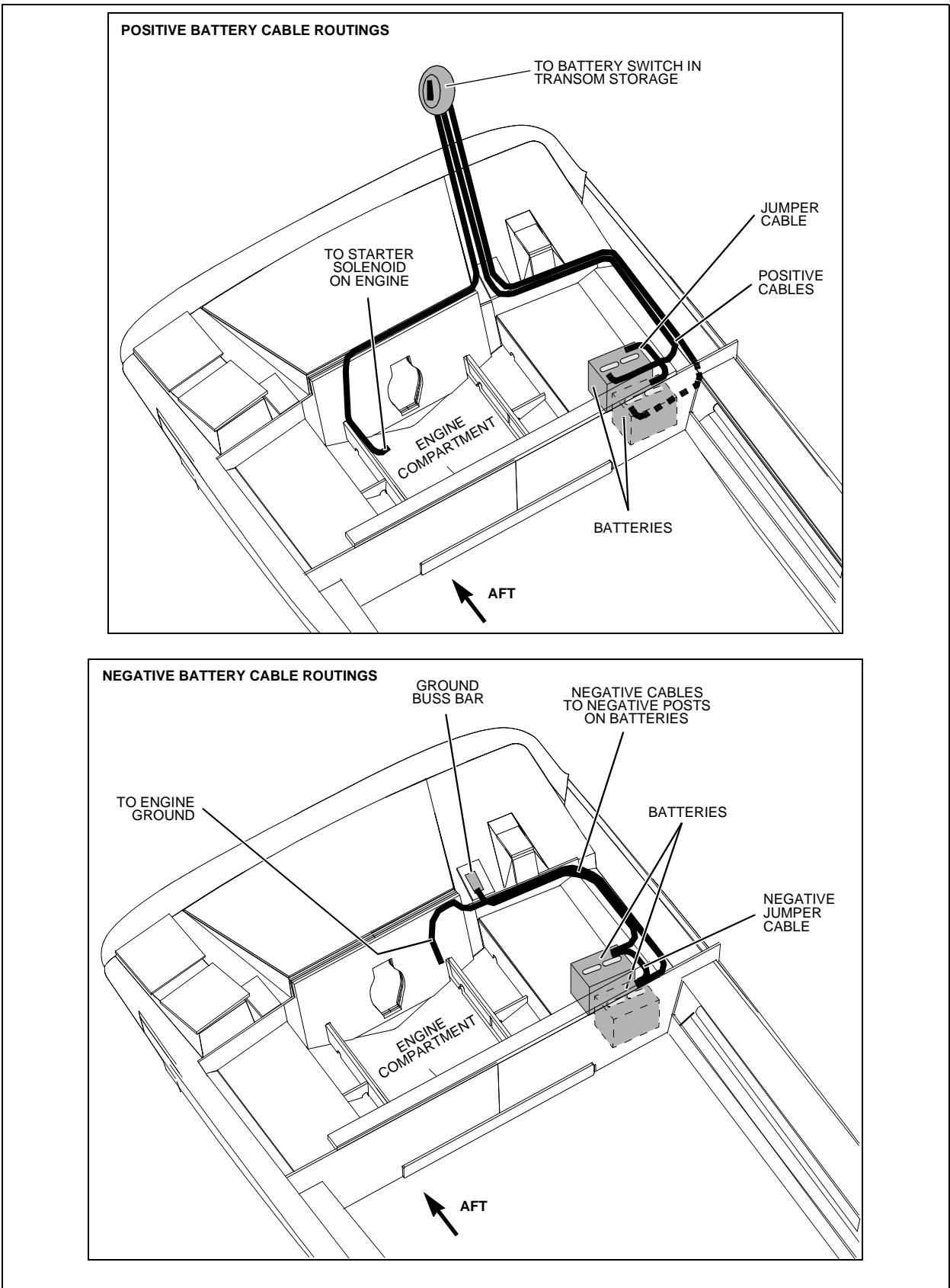
Hull Wire Harness Routings



Deck Wire Harness Routings

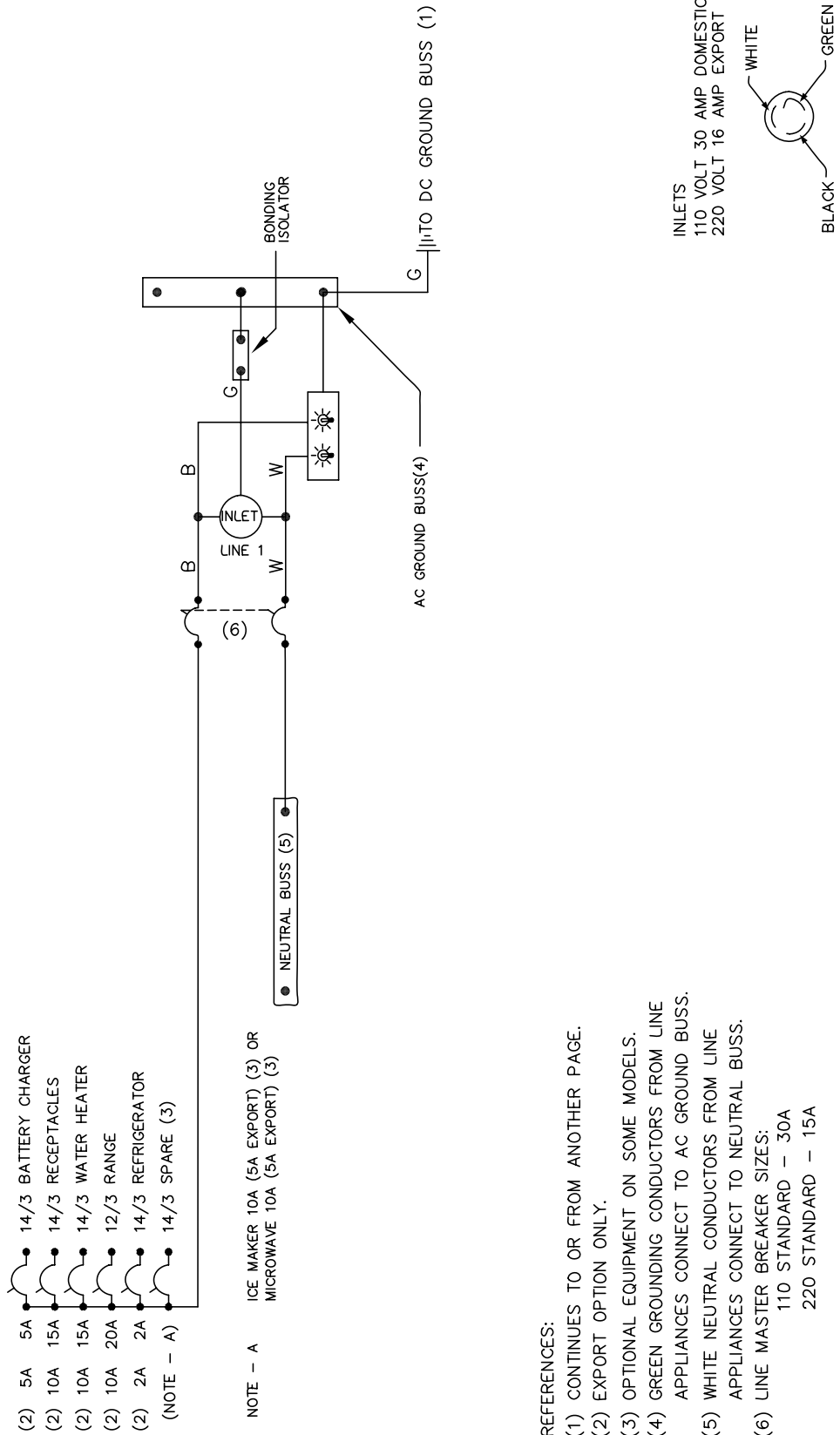


Battery Cable Routings

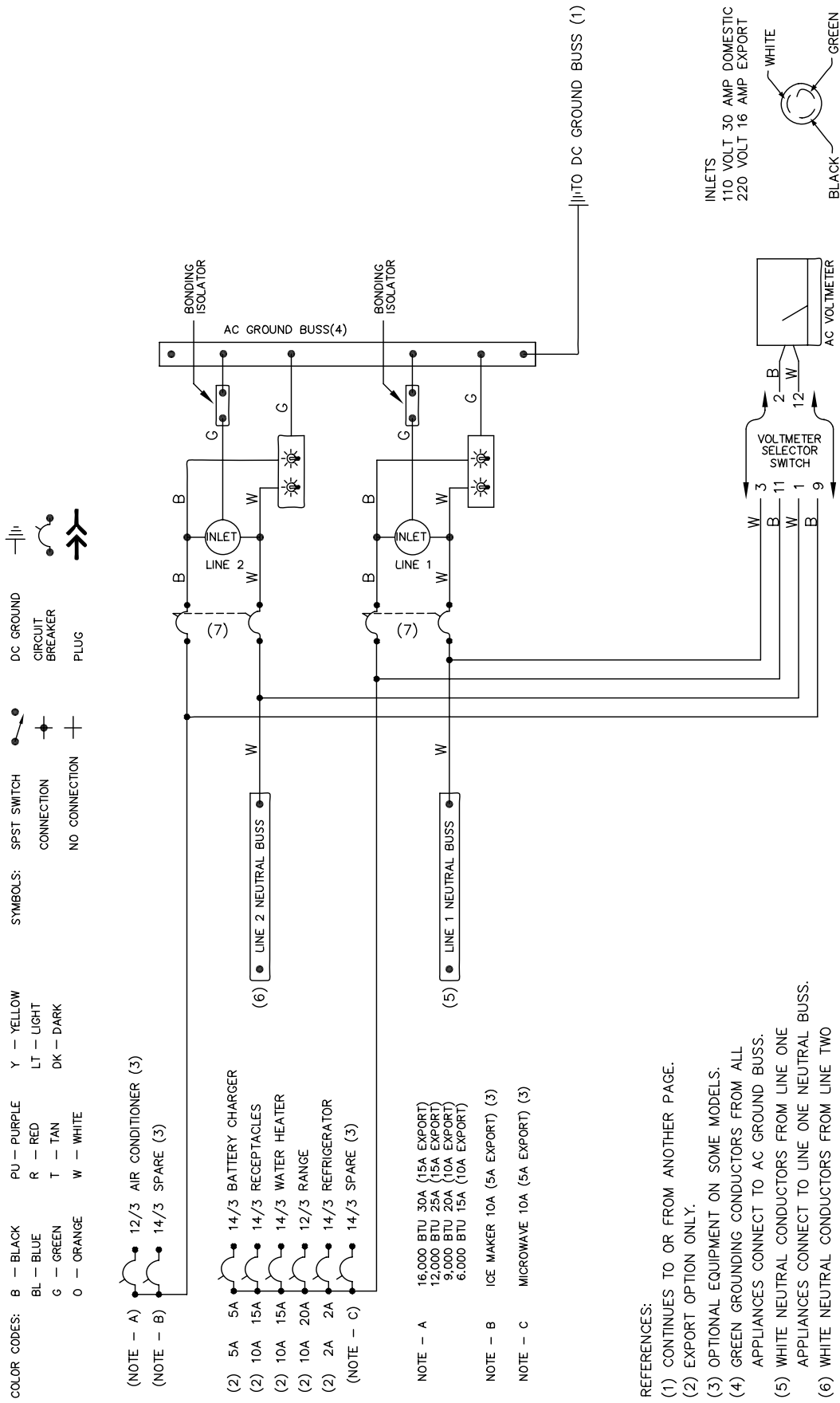


Chapter 4: Wiring Diagrams

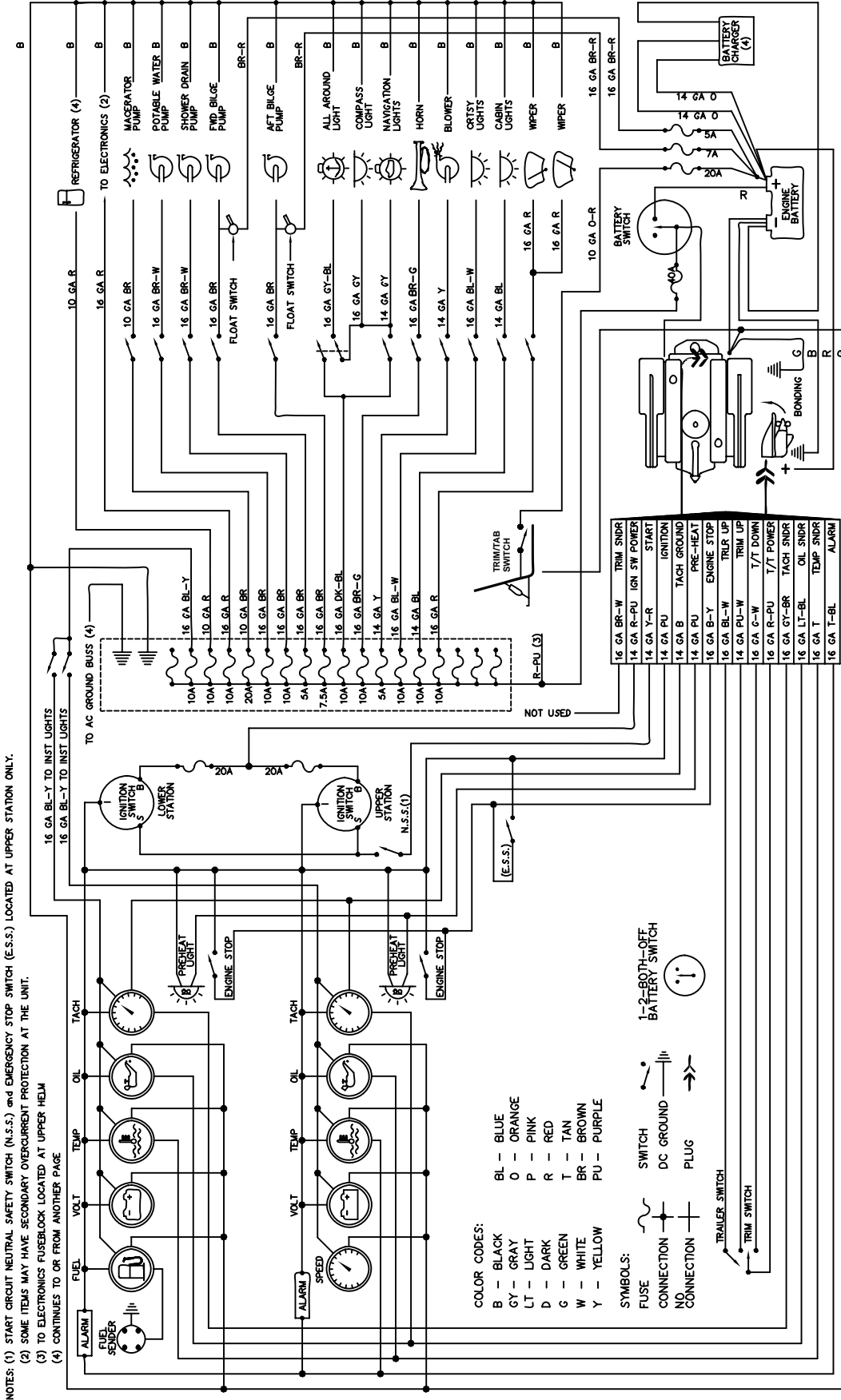
AC Electrical System Single Dockside



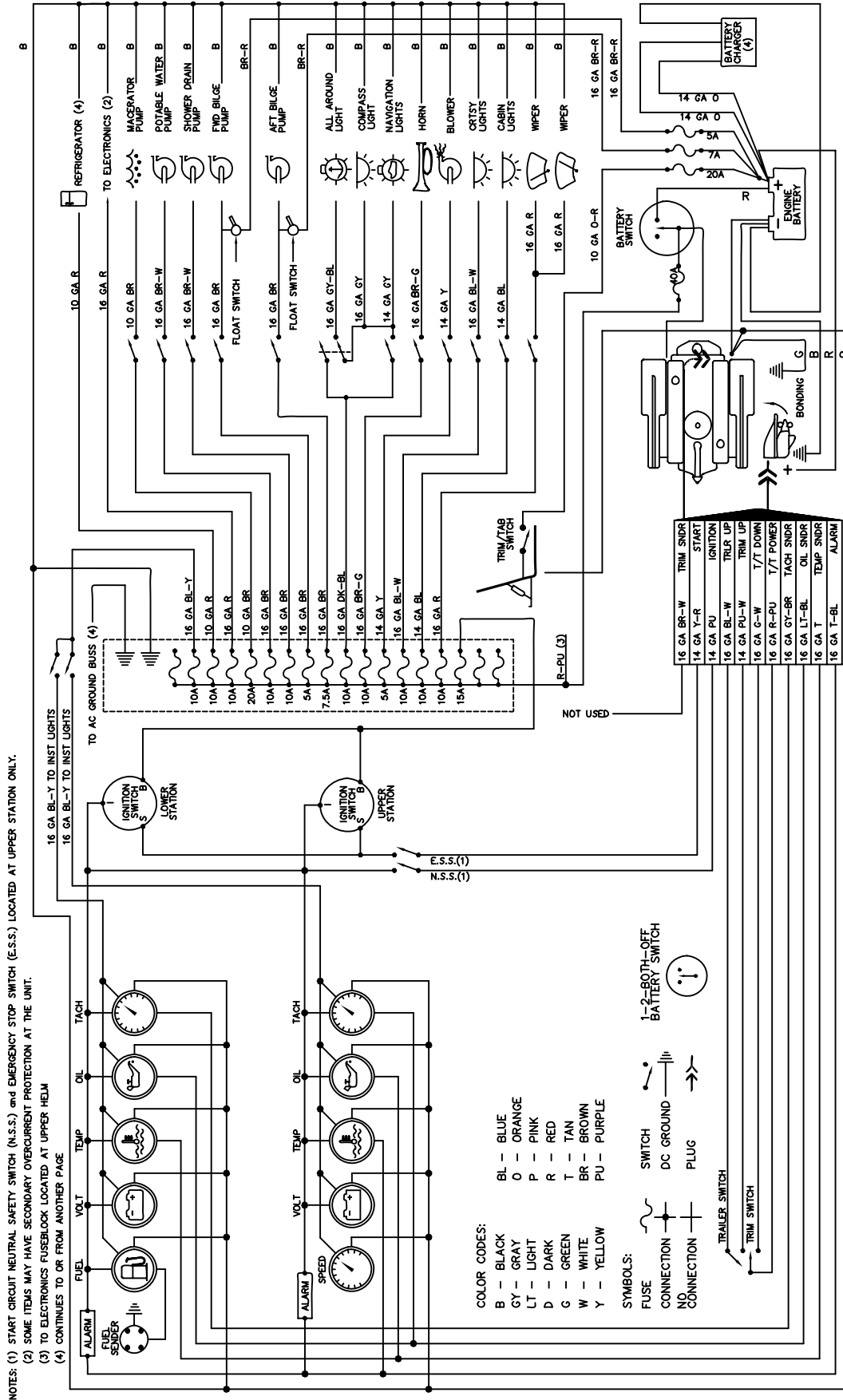
AC Electrical System Dual Dockside



Gas Engine Electrical System



Diesel Engine Electrical System



Important Records

Selling Dealer

Name Of Dealership

Address

Phone/FAX/E-mail

Sales Manager

Service Manager

Engine

Manufacturer

Model Name/Number

Engine Serial Number

Oil Type/SAE

Quarts per Engine

Filter Type

Propeller

Manufacturer

Pitch

Model Number

Key Numbers

Ignition

Other

Electronics

Manufacturer

Model Name/Number

Serial Number

Manufacturer

Model Name/Number

Serial Number

Manufacturer

Model Name/Number

Serial Number

Manufacturer

Model Name/Number

Serial Number

Float Plan

Before going boating, fill out a copy of this float plan (or similar) and leave it with a **reliable** person whom you can depend on to contact the Coast Guard or other rescue organization, if you do not return as scheduled.

Description of Boat

Registration/Documentation Number		
Length	Make	Type
Hull Color		Trim Color
Fuel Capacity	Engine Type	Number of Engines
Distinguishing Features		
Distinguishing Features		

Operator of Boat

Full Name		
Male or Female	Age	Health
Address		
Address		
Phone/FAX/E-mail		
Operator's Experience		

Persons on Board

Full Name		
Age	Health	Phone Number
Full Name		
Age	Health	Phone Number
Full Name		
Age	Health	Phone Number
Full Name		
Age	Health	Phone Number
Full Name		
Age	Health	Phone Number
Full Name		
Age	Health	Phone Number

Survival Equipment

Marine Radio (Yes/No)	Type	Frequencies
Number of PFDs	Flares (Yes/No)	Mirror (yes or no)
Smoke Signals (Yes/No)	Flashlight (Yes/No)	Food (Yes/No)
Water (Yes/No)	Anchor (Yes/No)	Raft/Dinghy (Yes/No)
Paddles (Yes/No)	EPIRB (Yes/No)	Other
Other	Other	Other

Vehicle Description

Make	Model
Color	License Number
Where is the Vehicle Parked?	

Trip Expectations

Departing From	
Departure Date	Departure Time
Stopover 1	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 2	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 3	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 4	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 5	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 6	
Arrive No Later Than: Date	Arrive No Later Than: Time
Final Destination Port (If Different Than Home Port)	
Arrive No Later Than: Date	Arrive No Later Than: Time

If not returned by the date and time listed above, call the Coast Guard or other local authority.

Coast Guard Phone Number
Local Authority Phone Number

Part Number 1700666

Bayliner • P.O. Box 9029 • Everett, WA98206 • 360-435-5571