



GRADY-WHITE BOATS

Owner's
Manual

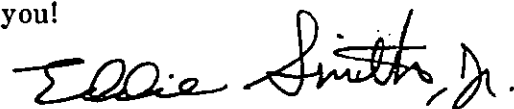
WELCOME ABOARD

Congratulations on becoming the proud owner of a "well made" Grady-White Boat. The skilled craftsmen at the Grady-White Plant who build these boats and the many existing Grady-White boat owners say with much pride "Welcome to the Grady-White Family".

Your boat has been designed and constructed in one of the most modern boat manufacturing facilities in the United States. The rigid quality control standards that are constantly maintained make it possible for us to consistently build strong, safe boats that provide you, the owner, with many fun filled years of boating pleasure.

As quality boat builders, we pledge to you that your Grady-White Boat meets or exceeds the rigid safety standards set forth by both the U.S. Coast Guard and the Boating Industry Association. Your safety, however, is not only dependent on the product, but on your maintenance and operation as well. It is for this reason that we encourage you to read the Owner's Manual very thoroughly. In writing this manual, we have attempted to offer you facts, tips, and precautions that will make your boating carefree and enjoyable!

Thank you for buying a Grady-White Boat and happy boating to you!



Eddie Smith, Jr.
President

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Operation & Performance

Launching & Retrieving Your Boat

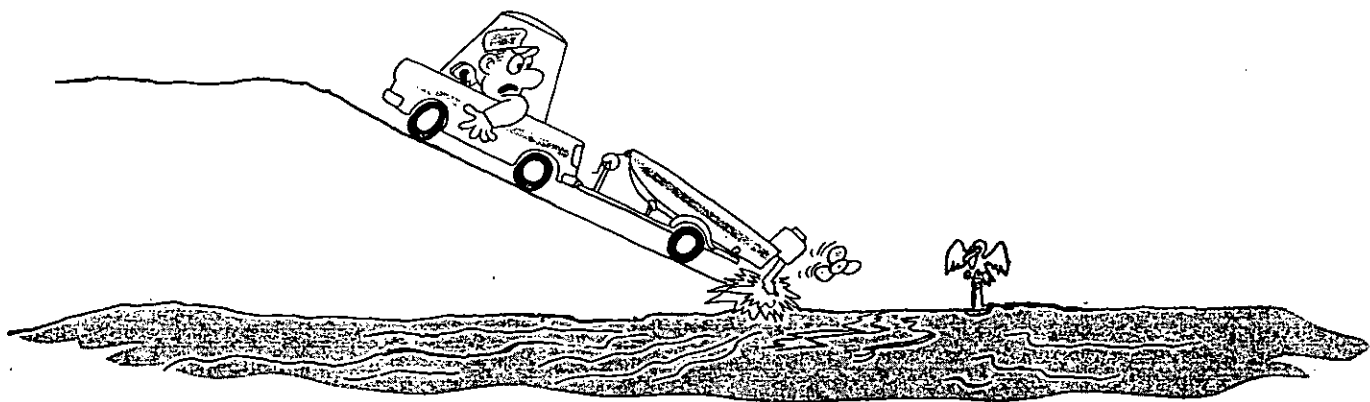
When you arrive at the launch ramp of your choice, you should go through a pre-launch check list just as a pilot would do prior to taking off in his airplane. Your check list will be personalized to fit your needs, however, the following basic items should definitely be included:

- (a) Be sure the drain plug is secured in position
- (b) All required safety gear is on board
- (c) Battery is adequately charged
- (d) Ignition keys on board
- (e) All required lights in working order in the event that you should be boating after dark.

After going through the above check list, back your trailer to the water's edge, stop and set car hand brake. Be sure that the lower unit of your motor is in the Up position, remove your tie downs, and disconnect the trailer lights from the connector on your car. Climb into the boat, turn on the blower and open the motor box if it is a stern drive boat. **Regardless of whether or not it's an IO or an outboard, if you should detect any gasoline fumes at all, stop everything and check all fuel lines and connectors.** When you are positive everything checks out okay, you are ready to launch.

Back the trailer down into the water preferably keeping the trailer axle hubs out of the water, unless you have one of the newer type submersible trailers. Set the hand brake on your car and, if available, place wheel chocks under the rear wheels of your car. Attach a bow line securely to the boat, release the winch cable and give the boat a firm push to roll it

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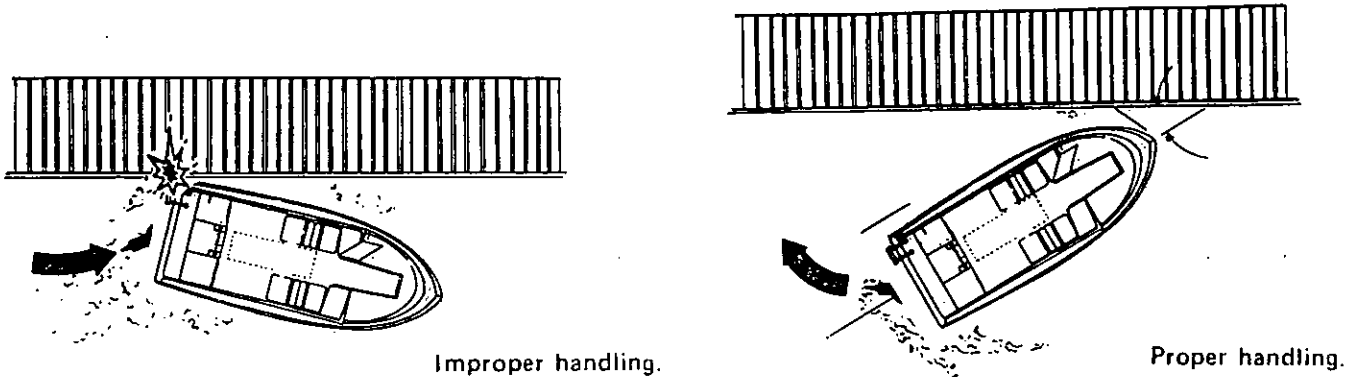
off the trailer. After the boat is clear of the trailer and secured to the dock, pull the trailer out of the water and park it in the designated boat trailer parking area. At this point, if you have a removable winch handle on your trailer, it's a good idea to remove it and place it in your locked automobile. **Upon your return to the boat, immediately check the bilge area for any sign of excessive water.** After checking to be sure that there is enough water depth lower the engine drive unit into the water. With the motor cover still open, (in the case of an I/O) start your engine. Observe the engine operating; check for leaks (gasoline and water) as well as loose wires and belts.

To retrieve your boat back onto the trailer, reverse the entire procedure, making sure that your lower unit is raised before actually pulling the boat out of the water. After securing the boat to the bow stop, pull the rig out of the water and away from the ramp so as not to tie up the area and hold up other boaters. Now is the time to secure all the loose gear in the boat, remove your drain plug, and reinstall your tie down straps. If your boat is an outboard model, check your outboard owner's manual for special instructions on the proper position for the motor trailering lock device. At this point, whether you have just come out of salt water or fresh water, it's a good idea to hose down both the boat and the trailer.

Steering, Docking, Stopping

The response to the turn of your boat's steering wheel is entirely different than that of your automobile. As you know, the front wheels of your automobile turn in the direction that the steering wheel is turned and the rear wheels follow in the tracks of the front wheels. This is not true with your boat. The stern of your boat reacts first when you turn the steering wheel. If you turn the wheel to the right, the stern will swing to the left and vice versa. So, always remember in turning your boat away from an object such as a dock, the stern will swing into the object or dock. This is probably the most important single principal of boat handling.

Bringing your boat into the dock is a relatively simple matter. Approach the dock at a slow speed, somewhere between a 30 to 45 degree angle. Just before the bow touches the dock, shift into neutral



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and turn the steering wheel over towards the dock, then immediately shift into reverse and with a short quick move of the throttle, the stern of the boat will be pulled into the dock by the reverse action of the propeller. When you pull away from the dock be sure to push the stern clear and give yourself room to maneuver. You can then ease the boat gently away from the dock and eliminate the possibility of bumping the stern against the dock.

Stopping your boat is easy, however, it does require some practice. As you retard the throttle, your boat will start to slow down. The length of time that it takes for your boat to stop is variable, depending on how fast you were going to start with, the direction of the wind, and the water conditions. The judgment of distance and momentum on the water may be a rather new and deceptive experience for you, however, your skill in this area will constantly improve with practice.



Night Operation

In your pre-launch check list, you have already made sure that your lights are in good operating order. Common sense and good judgment always apply to any boating situation, however extreme caution should be exercised during nighttime boating activities. Certain daytime boating pleasures, such as water skiing and skin diving, should not be indulged in at night.

If your passengers do want to swim at night, be sure that your boat is securely anchored and that the swimmers are instructed to stay close to the boat. It is also a good idea for one person to stay aboard the boat at all times when others are swimming. If your boat has a stern swim ladder be sure the engine is completely shut off before the swimmers use this ladder.

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Instrumentation & Switches

On your stern drive boat, all the instruments are electrical and tied in to the ignition key. This key must be in the "On" position before these gauges are operational. On your outboard Grady-White boat, the fuel gauge is also electric but it is not tied into your ignition key. On the outboard you have a switch labeled "Fuel" that must be pulled to get a fuel reading on the gauge. The following is a brief description of the standard instruments on your stern drive boat. The electric fuel gauge is offered on both the stern drive and the outboard models.

1. Tachometer

This gauge indicates the engine revolutions per minute (rpm) in 100's. Consult your engine owner's manual for recommended operating rpm's.

2. Oil Pressure Gauge

This instrument measures the oil pressure at the engine. Consult your engine owner's manual for the proper operating range.

3. Water Temperature Gauge

This important instrument indicates the temperature of the cooling water as it circulates throughout your engine. Anytime that this instrument registers higher than the recommended range set forth in your engine owner's manual, you should immediately shut off your engine to prevent any damage.

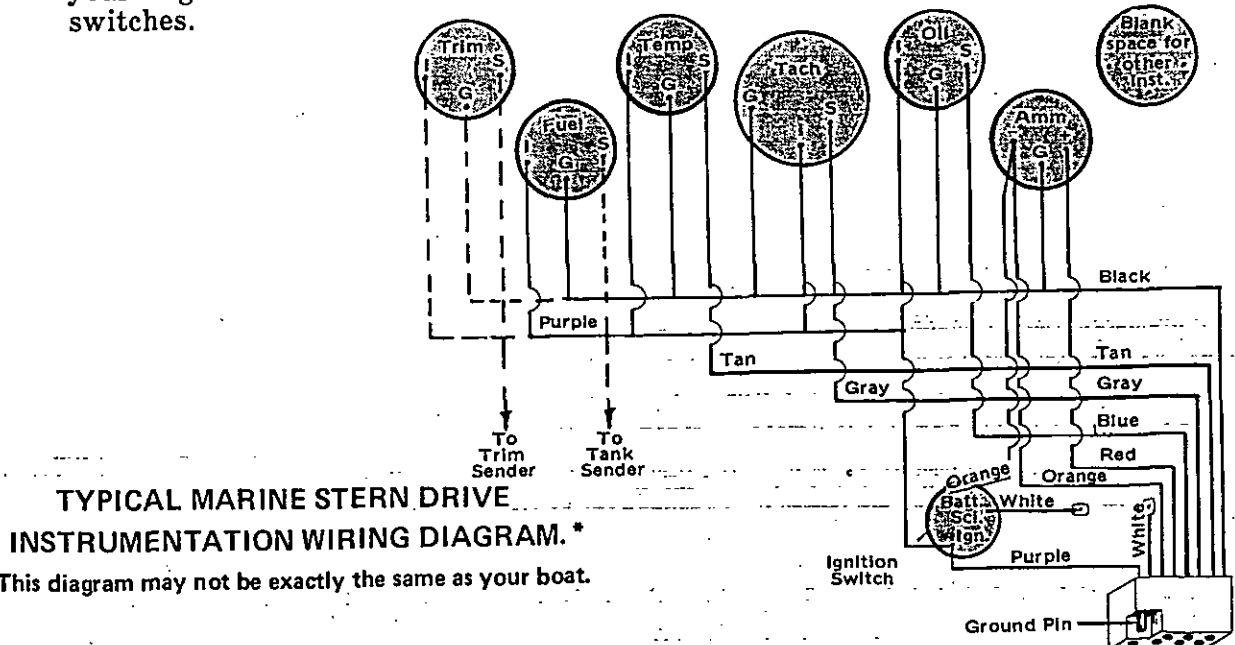
4. Ammeter

This instrument is sometimes referred to as a volt meter and its function is to indicate the charging condition of your battery.

5. Electric Gas Gauge

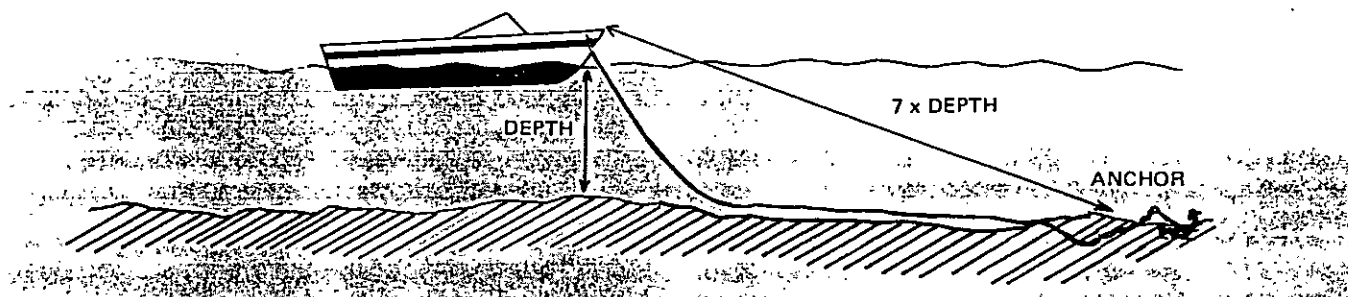
This gauge indicates the fuel level in the gas tank installed on your boat. The gauge is electrically connected to the fuel tank sending unit which senses the level of fuel within the tank. There are two precautionary statements that should be made at this time regarding your fuel system. They are as follows:

- (a) The degree of measurement accuracy at the fuel gauge varies with the attitude of your boat (trim or list).
 - (b) The fuel pick up tube inside your gas tank is not capable of withdrawing all the fuel from your tank. This fact should be taken into consideration and you should never operate your boat at extreme low fuel levels.
6. The other switches on your instrument panel are labeled and self-explanatory. Consult your engine owner's manual for information pertaining to the engine trim and tilt switches.



Anchoring

The anchor you use should be suitable for the type of bottom in your boating area and also suitable to the size of your boat. The recommended anchor line length is 4 to 7 times the depth of the water. In stronger winds and currents, it is advisable that you increase this length. A 3 to 4 foot length of chain between the anchor and the anchor line will reduce the chance of your anchor line breaking due to rubbing obstacles on the bottom; also, the extra weight of the chain will help hold the flukes of the anchor embedded in the bottom. To anchor your boat, head into the wind or current, stop forward motion, and lower the anchor into the water. Be sure your anchor line is under your bow rail and is secured to your boat cleat. As you are paying out the anchor line, drift backwards slowly or if



necessary reverse your engine moving the boat back at a very slow pace. Before you cut the engine off, be sure your anchor is firmly "set." To retrieve the anchor, reverse the procedure driving slowly up to a point where you are directly over the anchor, then draw it back up into your boat. One word of caution; remember that your boat will swing at anchor, do not anchor too close to any other object such as another boat or marker.

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Performance

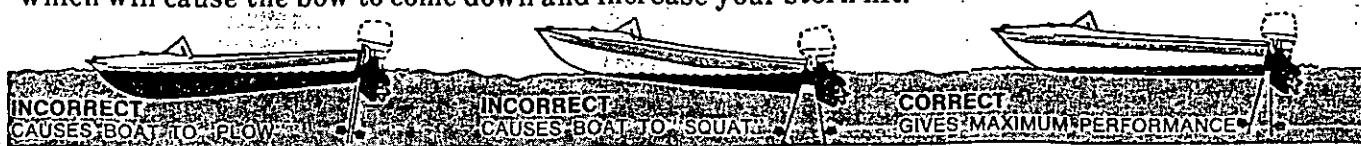
Always keep your hull planing surface as clean as possible. Detailed recommendations for the maintenance of your hull are covered in Section III, the Service and Maintenance Section.

Inboard/Outboard drive units, as well as many of your outboard drive units, are equipped with power tilt and trim mechanisms. The purpose of the tilt is to raise the lower unit out of the water when off loading or retrieving on your trailer and also to give safe road clearance when trailering on the highway. The trim controls the angle of the drive unit enabling you to maintain a good "boat attitude" when under way.

Actually, the trim controls the relation of the propeller thrust direction to the planing surface of the hull's bottom. For example, when you swing the drive unit outwards away from the transom of the boat, the propeller thrust will be more in a downward direction thereby forcing the bow to lift. If the drive unit is kept in the innermost position, closest to the transom, the propeller is exerting an upward thrust tending to push the boat's bow downward.

The proper distribution of passengers and gear is important. A shift in weight can affect the performance of your boat in the same manner as moving the drive unit in or out. The more you use your boat, the more familiar you will become with the best weight distribution and trim setting for the type of performance you want to achieve.

If your drive unit is angled all the way out and you have a full load, the boat will come on plane very sluggishly and once it finally does plane, tend to "porpoise" (Bow continuously bobbing up and down). If you experience this situation, you should trim the lower unit back in towards the transom of your boat. To put this another way, the drive angle setting that offers you the highest speed certainly would not be an adequate setting for heavy load conditions such as pulling water skiers. In fact, if you have difficulty in pulling a skier onto the surface, you should angle the lower unit inward which will cause the bow to come down and increase your stern lift.



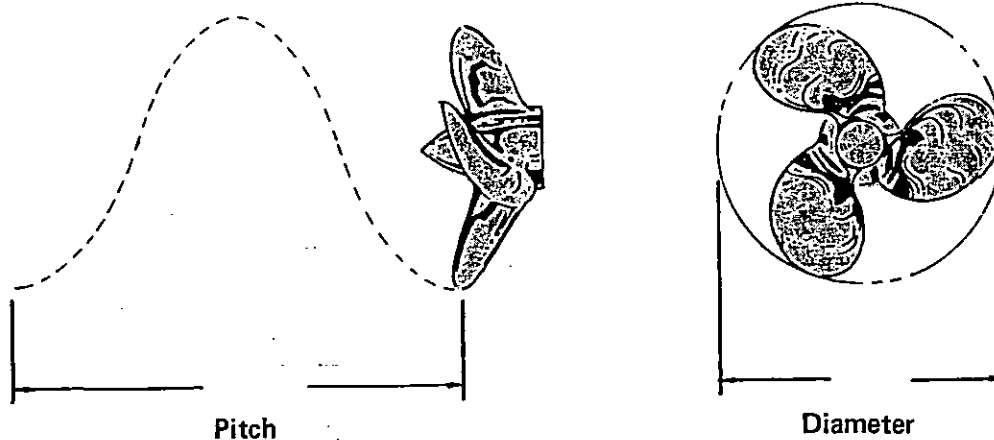
Propeller

Nothing is more important to the proper performance of your boat than the condition of the propeller. Your inboard/outboard boat is equipped with the best size propeller for normal operating conditions. This same statement applies for the propeller on your outboard motor. In many cases, your boat may have multiple use activity and, as a result, require two different propellers depending on the application. It is advisable to have a spare prop on board at all times anyway.

A damaged propeller will definitely affect the performance of your boat. The most common symptoms of a damaged prop are a reduction in top speed, excessive vibrations, a sudden drop in rpms, and a definite increase in fuel consumption. **CAUTION** — Whenever you change the propeller on your boat, be sure that you stay within the manufacturer's recommended minimum and maximum rpm range. This information will be in your engine manual. If your boat doesn't have a tachometer then you should seek the assistance of your dealer.

The two basic characteristics of your propeller are diameter and pitch. The diameter is determined by measuring the distance from the center of the wheel to the tip of one blade and multiplying that figure by two. The pitch is the angle of the blades from a flat plane, expressed in inches in terms of the propeller's theoretical advance through the water in one complete rotation. For example, a propeller with a 17 inch pitch, when rotated 360 degrees, would theoretically advance 17 inches through the water. Actually, there isn't a propeller installed on any boat that is 100 percent efficient. Therefore, you may expect a variance in the distance traveled in one 360 degree turn which is commonly referred to as "propeller slippage".

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Cavitation is a phenomenon that occurs in all propeller driven boats under certain conditions. Cavitation is most easily recognized when you suddenly experience an increase in engine rpms (what some people call revving) and an immediate decrease in forward speed. Basically, what is happening is that there is a formation of cavities, voids or vacuum pockets in the water surrounding the propeller blades. Cavitation is influenced by propeller design, speed, placement, and even water temperature. It is also directly related to the trim angle of your lower unit. If you are troubled by cavitation, a change in the drive angle may correct the situation; however, if it doesn't, then you must experiment with different size propellers.

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Trailer

The adjustment and balance of your trailer is important. If you experience a swaying condition, this is usually caused by a tail heavy load. A rule of thumb is that the tongue weight on the hitch ball (boat, motor, trailer) should be approximately 3% of the total weight of your complete rig. The rollers and/or bunkers of your trailer should be adjusted in such a way that the weight is evenly distributed at the stern of the boat directly under the transom and down the entire keel section. The trailer set up and adjustment should be the responsibility of your dealer prior to your taking delivery of your boat.

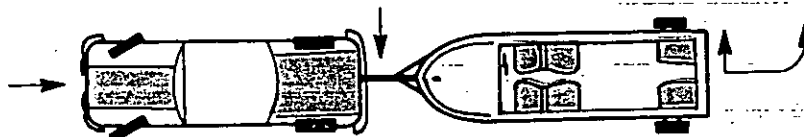
The following is a short check list that you should go over prior to towing your Grady-White Boat out on the highway:

1. Be sure the hitch is on tight and secure
2. All nuts and bolts should be tightened securely and the trailer safety chain properly secured
3. Check your winch locks and tilt mechanism, if any, to be sure they are in the correct position
4. Check your tires to be sure that they are properly inflated and in good condition, including the spare
5. Check all signal, stop, and other lights to make sure they're operating properly
6. Make sure that all loose gear on board the boat is secured properly
7. Be sure your tie downs are secure

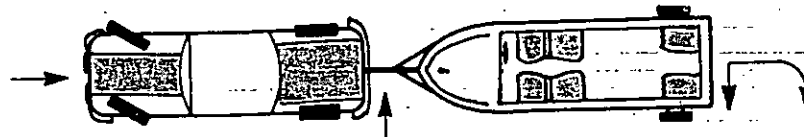
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8. Be sure all lines are properly secured
9. Check wheel bearings to be sure they have been greased recently
10. Close and secure all cabin windows and doors
11. Take down and secure all vinyl tops, curtains and canvas to prevent wind damage and/or loss in transit
12. Do not trailer your boat with a mooring cover in place
(Damage to tops, curtains, and mooring covers sustained while trailering your boat is not covered under warranty)

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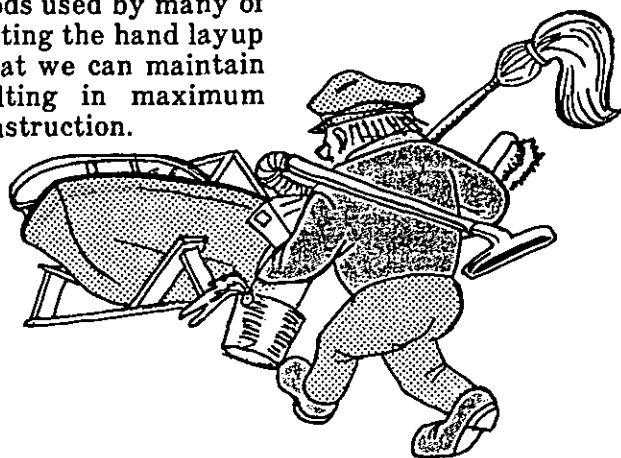
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Service & Maintenance

Properly maintaining your Grady-White boat is a matter of owner pride as well as the key to the future value of your boat. Remember, when a prospective buyer looks at a used boat he will not only be looking at the condition of the hull itself; he will also be concerned with the overall appearance of the boat both inside and out.

Your Grady-White hull and deck are constructed by the hand layup method using the finest quality fiberglass mat and woven roving material. This hand lay up process takes much more labor time than other methods used by many of our competitors; however, by incorporating the hand layup method into the construction of the boat we can maintain uniform thickness and weight resulting in maximum strength and the very best in quality construction.



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Hull Finish

The outer skin of your Grady-White Boat, called gelcoat, has the finished color pigments in it and in fact is an integral part of the hull laminate itself. Because of this type of construction, routine maintenance is relatively simple and that is one of the major advantages of owning a fiberglass boat.

The gelcoat on your Grady-White boat is the best obtainable through the very latest advancement in marine resources and technology. Routine upkeep of the gelcoat finish, with a few minor exceptions, is very similar to that of maintaining the painted finish of your automobile. The object is to have a clean, glossy outside surface that will keep the boat looking new and also protect the underlying structure materials. The best way to clean your boat is to use a mild household detergent and plenty of fresh water. A good coat of quality wax several times a year will not only enhance the beauty of your boat, but it will help maintain the long life and value of your boat.

Although gelcoat is very tough and abrasive resistant it can still be subject to small spider web like cracks (crazing), scratches, and blistering. It is still elastic enough, however, to withstand hard blows and at the same time flex with the movement of the hull. PLEASE REMEMBER, IF YOU INTEND TO KEEP YOUR GRADY WHITE BOAT IN THE WATER FOR EVEN A SHORT PERIOD OF TIME YOU SHOULD APPLY ANTI-FOULING PAINT TO THE HULL BOTTOM.

Interior Maintenance

Your interior vinyl upholstery can best be cleaned by using a mild household detergent in warm water; also there are many approved vinyl upholstery and carpet cleaners on the market that can be used, keeping in mind that the instructions on the container must be followed. If your boat has the "indoór-outdoor" type carpeting it can also be cleaned in the same manner as the vinyl upholstery. In many cases a simple freshwater hosing will effectively clean your carpet.

Canvas

The following steps should be carried out to properly maintain your boat's top and other canvas components:

1. Keep your top, side, and aft curtain (if you have one) up during rainstorms to protect the interior of your boat.
2. All canvas is mildew prone. To avoid this situation be sure to dry all canvas components before rolling up for storage.
3. Your canvas should be washed periodically with a mild soap and warm water.
4. Lubricate the snap buttons on your canvas with vaseline and they will be much easier to snap on and off.
5. As mentioned previously, never trailer your boat with any of your canvas up. All top and side vinyls should be taken down, rolled or folded for storage and securely tied down before trailering your boat.

You should be reminded at this time that your Grady-White boat is basically an "open" type of vehicle. This fact makes it virtually impossible to waterproof it like your automobile or your home.

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Despite all of the very latest manufacturing and sewing techniques your boat canvas is still not completely leak proof. The seam holes in your canvas may stretch and tend to admit water, however a light application of parafin wax over these seams will help to eliminate that situation. It should be clearly understood that Grady-White does not warranty the fit and design of the canvas to be water tight.

Teak

On several models of Grady-White boats we use teakwood. If no maintenance at all is performed on this teakwood it will eventually turn gray and the surface will become very rough. Your teakwood trim and appointments should be washed from time to time with soap and water and then treated with an application of teak oil.

Hardware

Your boat hardware should be washed frequently with soap and water and cleaned with a quality chrome polish. When operating in salt water it is advisable to coat the hardware with paste wax to protect it from the salt water corrosive action. Also, it is important to periodically clean all hinges on board (such as bait well hinges); after they have thoroughly dried, apply thin penetrating oil so that they will continue to swing freely.

Engine

If your Grady-White boat is powered by a stern drive unit, refer to the engine owner's manual for proper engine maintenance procedures. If your boat is powered by an outboard motor, your dealer should furnish you with an outboard owner's manual to help you perform proper engine maintenance.

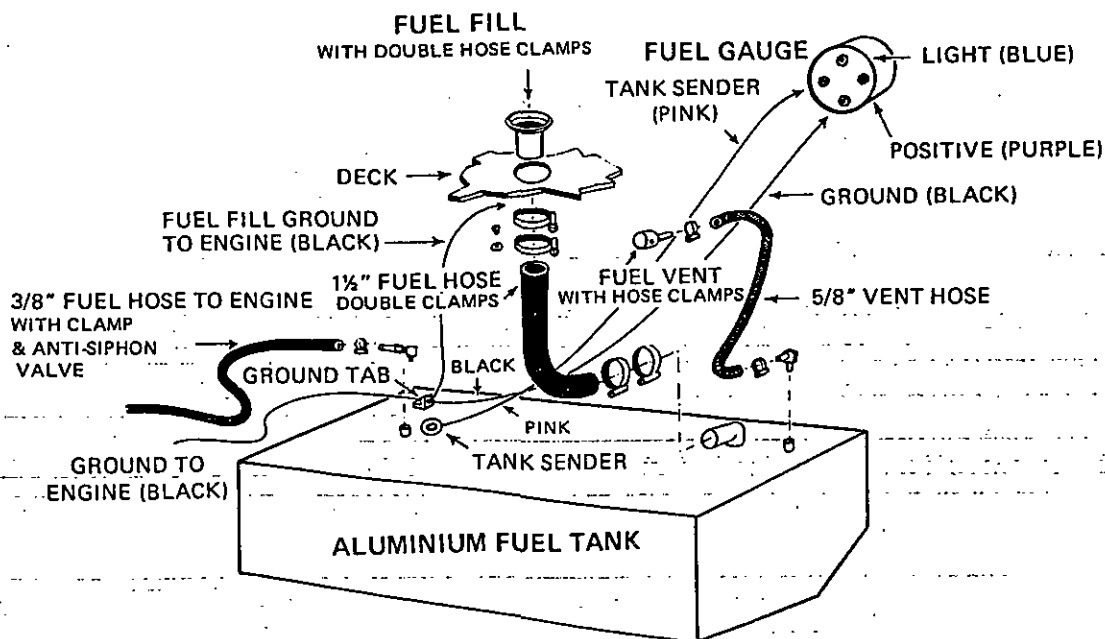
Fueling

From a safety and commonsense standpoint there is nothing more important or that requires more caution on your part than that of fueling your boat. Please study the following procedures thoroughly and if there is any doubt in your mind about any one of them consult your dealer at once:

1. Refer to your engine owner's manual to make sure that you take on only the type of fuel that is recommended by the engine manufacturer. If your Grady-White boat is powered by an outboard motor be sure that the type of oil and the oil to gas ratio is in accordance with the manufacturer's recommendation.
2. Before fueling, close all ports, windows, hatches, engine compartments, etc. to prevent the accumulation of fumes inside the boat.
3. Stop all engines, motors, and fans, including your bilge pump, and turn off all lights.
4. Do not smoke.
5. Constantly observe your fuel flow so that you do not have spillage or overflow.
6. At the completion of the fueling process wash down and clean off any spilled fuel.
7. Try to avoid ever having an empty tank in your boat. Condensation can develop in an empty tank and result in water in your fuel system.
8. After you have secured the fill cap and before starting any engines, open all ports, windows, hatches, and engine compartments, and ventilate all other closed areas.

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9. Visually check the bilge to see if any gasoline spilled into the bilge during the fueling process.
10. Turn the bilge blower on and let it run at least 4 minutes before starting your engine.
11. Each time you refuel your Grady-White boat take the time to inspect fuel connections and hoses for possible leaks - also, look for loose fittings and any crimps or deterioration in your fuel lines. At least once a year have your dealer inspect the entire fuel system for you.



Storage

If your geographic location dictates a winter layup of your boat then you must pay particular attention to all areas of your boat that can be damaged by freezing temperatures. If you are in a warmer climate where your boat can be used all year it is still important to give it a thorough annual inspection to insure that your boat is in first class operating condition.

Use the following check list to prepare your Grady-White boat for winter storage:

1. There are detailed instructions in your Engine owner's manual regarding the procedures to be followed in winterizing the engine. Follow these important instructions carefully and your engine will survive the most severe cold weather conditions.
2. Before storage the boat should be cleaned and waxed. The bottom should be given special attention. If your Grady-White boat has been kept in the water, the bottom will have collected a certain amount of scum and marine growth even though it may have anti-fouling paint on it. This debris will harden on the boat bottom as it dries so you should scrub the bottom immediately after you remove the boat from the water.
3. If your boat is to be stored on a trailer or cradle, extra care should be taken to provide support fully and equally along the keel, chines, and under the transom.
4. To prevent tire deterioration, the trailer axle should be raised and blocked so that the tires are off the ground. This is a good time to lubricate and pack the trailer wheel bearings as per the manufacturers instructions.

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Steering

Your mechanical steering system is designed to require a minimum of service and should remain relatively trouble free. The same applies to power steering if you have it on your boat. It is good practice, however, to periodically inspect the complete steering system. If at any time you notice a change in the "feel" of the steering control system you should immediately perform a thorough inspection. Seasonal lubrication of the steering control heads, cable ends, and attachments should be performed.

Battery

The marine battery in your boat, whether it be an I/O or an outboard, is one of the most important items on board. Batteries should be properly covered and secured in position so that they will not tip or move when the boat is underway. The battery terminals must be kept clean, and, as an extra precaution apply a light coating of grease on them.

YOU MUST ALWAYS REMEMBER THAT WHEN YOU ARE DISCONNECTING OR RECONNECTING THE BATTERY CABLES THE BLACK NEGATIVE CABLE MUST GO TO THE NEGATIVE TERMINAL ON THE BATTERY AND THE RED POSITIVE CABLE MUST BE ATTACHED TO THE POSITIVE POST ON THE BATTERY. If you reverse this procedure your engine alternator may receive immediate damage. When checking the water level of your battery be sure that the zinc plates are covered by distilled water.

Safety Equipment and Government Regulations

SECTION IV

The U.S. Coast Guard requires that every boat has on board certain approved safety equipment. These requirements vary depending on the size of your boat. There are also local law enforcement agencies throughout the country that may require additional safety equipment. Familiarize yourself with the local laws as well as those of the U.S. Coast Guard so that you are in compliance with both. Your Grady-White boat is a class 1 boat. This means that it is between 16 ft. and 26 ft. in length. The following list covers the Coast Guard requirements that, by law, must be on your class 1 boat:

1. Fire extinguisher - have it located in an easily accessible place and make your passengers aware of it's location.

2. You must have one U.S. Coast Guard approved personal floatation device for every person on your boat, and for each person skiing. These bouyant vests should be stored in such a manner that they can be easily reached in case of an emergency. Small children and non-swimmers aboard your boat should be required to wear these floatation devices at all times, even though this is not actually a law. In addition, each class 1 boat is required to carry one approved type 4 throwable lifesaving device such as a ring bouy or boat cushion.

3. All class 1 boats must carry on board a horn that is audible for at least one mile. This horn may be hand, mouth, or power operated.

Depending on what size Grady-White boat you own, all Grady-White boats are properly equipped with either navigation lights for international lighting, or inland lighting based on the latest Coast Guard regulations. If there is any doubt in your mind regarding lighting requirements consult your dealer.

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5. Cover the boat with a mooring cover or tarpaulin. Make provisions for extra supports under this cover to take care of the added weight of snow or water accumulations.

6. Relieve stern and bow tiedowns to avoid undue stress on the hull.

7. Try and provide adequate ventilation at both ends and in the cabin, if you have a cabin type boat, so that fresh air can blow through and help prevent a mildew condition.

8. Remove the battery, charge it, and store it on a wooden shelf in a dry covered place.

9. Fill the fuel tank(s) completely to eliminate the possiblity of any water condensation.

10. Be sure that the tongue of the trailer is slightly raised and all drain plugs in the boat are removed so that any water accumulation will flow to the stern area.

11. Check all areas where there might be an accumulation of water such as your marine head, your water storage tank, and all hoses and fittings.

If there is any question in your mind regarding the winterizing and/or storage of your Grady-White boat, contact your dealer and he will be happy to advise you properly.

Rules of the Road

The following are a few "Rules of the Road" for your added safety and boating convenience:

1. Be sure your boat is registered and liscensed in the state in which you live. Your dealer has the necessary forms and the registration numbers that you will have to apply to your boat.
2. It is a good idea to advise someone at home as to the name of the launch site where you are going, which direction you are going after you launch, and what time you expect to return.
3. Keep your eye on the weather. If storm warnings are posted don't attempt to go out in your boat. If you get caught in a storm while on the water, you should reduce your speed and head into the waves whenever possible. Keep all your gear and passengers close to the center line and as low as possible and head for the nearest shelter.
4. Instruct at least one of your passengers on the basic fundamentals of operating your boat in the event of an emergency.
5. You should report to the local authorities any boating accident whether or not you are directly involved or are just a witness.

If you are involved in a boating accident on the navigable waters of the United States you are required by law to stop and give whatever assistance you can. You are also required to identify yourself and your boat to the injured person or to the owner of damaged property. The law requires that an accident report be filed with the proper authorities within five days following any accident resulting in more than \$100.00 of property damage. If the accident results in death, disappearance, or any injury requiring medical attention, an accident report must be filed within 48 hours. Report forms can be obtained at any Coast Guard installation, most harbor patrol offices and many county sheriff offices and local police stations.

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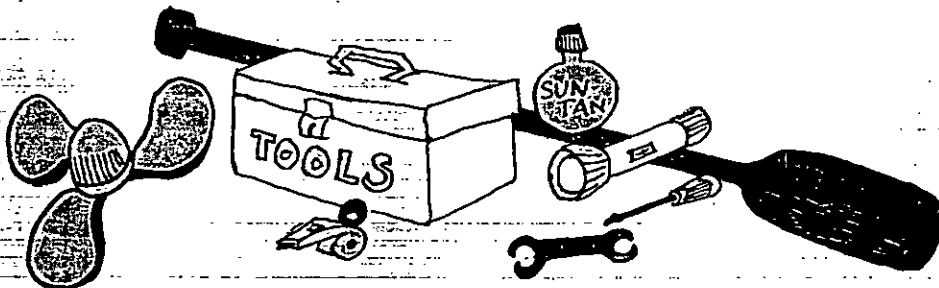
Additional Gear

The following items are not required by law however, having this basic gear on board will keep the "fun" in your daily boating excursions:

Suitable anchor and anchor line, tow line, two light weight fenders, two mooring lines, flashlight, spare fuses, first aid kit, sun burn lotion, insect repellent, flares, hand bilge pump, extra drain plug, oar or paddle, boat hook.

It is also suggested that for your convenience the following basic tools be on board:

Adjustable wrench, slip-joint pliers, spark plug wrench, screwdrivers, (slotted and phillips'), box end wrench set, hammer, roll of soft wire, electrician's tape, knife, compass, spare propeller, and prop nut.



Rules of the Road

← PORT **STARBOARD →**

Yield right-of-way to boats in your DANGER ZONE!

DANGER ZONE
(Dead ahead to 2 points abeam your starboard beam)

REMEMBER THESE RULES

- OVERTAKING-PASSING:** Boat being passed has the right-of-way. **KEEP CLEAR.**
- MEETING HEAD ON:** Keep to the right.
- CROSSING:** Boat on right has the right-of-way. Slow down and permit him to pass.

WHISTLE SIGNALS

ONE LONG BLAST: Warning signal (Coming out of slip)

ONE SHORT BLAST: Pass on my port side

TWO SHORT BLASTS: Pass on my starboard

THREE SHORT BLASTS: Engines in reverse

FOUR OR MORE BLASTS: Danger signal

CHANNEL BUOY GUIDE
Entering port or going upstream

PORT SIDE <small>Color: Black odd numbers</small>	MID-CHANNEL <small>Color: Black & White no numbers</small>	STARBOARD <small>Color: Red even numbers</small>
 Lighted	 Lighted	 Lighted
 Can Spar	 Can Spar Mun	 Spar RE A
 Unlighted Bell	 Unlighted Bell	 Unlighted Bell
 Unlighted Whistle	<p>JUNCTION</p> Red and Black Lighted	 Unlighted Whistle
 Can Spar Mun	 Can Spar Mun	 Unlighted Whistle

STORM WARNINGS

RED FLAG
Small craft
(winds to 38 mph)

2 RED FLAGS
Gale
(up to 54 mph)

SQUARE RED FLAG—BLACK BOX
(whole gale)

2 SQUARE RED FLAGS BLACK BOX
(Hurricane)

USE COMMON SENSE AFLOAT

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6. If you develop trouble aboard your boat and do not have a radio, the regulation distress signal is made by continually raising and lowering both arms outstretched at the sides. Other signals that you may use are waving a shirt tied to a paddle or pole, repeatedly sounding your boat's horn, flying your boat's ensign upside down, and lighting flares.

7. Do not operate your boat with the stern curtain closed. It is very unsafe.

8. Always keep your boat speed under control. Respect for other boaters and people on shore is a matter of common courtesy. Every boat operator is responsible for his wake and any damage it may cause.

9. Be prepared at all times to provide assistance to other craft that may be in distress.

10. Become very familiar with the handling characteristics of your Grady-White boat and be able to recognize its capabilities and limitations.

11. If you are boating in an area that is totally unfamiliar to you, talk with others at the launch site first; also consult the local marina operator. People who are familiar with the area can provide you with valuable information. If there are charts available it is a good idea to obtain one before starting out on your boating adventure.

12. Clean water and clean air are the responsibility of all of us. Always carry a litter container on board and dispose of your refuse after you return to the launch site. If your Grady-White boat is equipped with a marine head, be sure you are familiar with the local laws regarding the discharge of waste in the waters in which you are boating.

13. For your passenger's additional safety, recommend boat shoes rather than street shoes or bare feet.

Warranty

Please read the Grady-White limited warranty printed on the back of this page. The Grady-White service policies have been formulated with the intent of protecting your investment in your Grady-White boat. We urge you to discuss this warranty with your dealer so that you have a clear understanding of what is considered normal maintenance as opposed to warranty service. Take special note of the following items as they are written in the limited warranty:

1. Grady-White Boats Inc. is required by law to have record of all first retail purchases including current addresses. **YOUR WARRANTY WILL NOT BE VALID UNLESS THE ENCLOSED FACTORY WARRANTY POSTCARD IS PROPERLY FILLED OUT AND MAILED TO GRADY WHITE BOATS WITHIN TEN DAYS OF YOUR PURCHASE DATE.**

2. If you feel that you have a legitimate warranty problem with your Grady-White boat please contact your dealer at once. Don't say to yourself "I'll take care of it at the end of the season". It is to your advantage and to ours if you report a warranty claim to your dealer as soon as possible after it is discovered. The dealer will then contact the factory and a decision will be made as quickly as possible.

3. In the event that warranty service is required on your boat please note that transportation to and from the point of repair is the responsibility of the boat owner.

4. On the upper starboard (right hand) corner of the transom of your boat is a permanently engraved HIN number. This is a hull identification number that we, as a manufacturer, are required by law to affix to every boat that we manufacture. It is important that any time you contact either your dealer or the factory with reference to your boat, you have this complete number readily available.

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Located very close to the steering wheel area on your Grady-White boat you will see a metal tag, at the top of which it says Capacity, Information. This tag indicates the maximum weight capacity of your boat. If your Grady-White boat is an outboard, this tag will also give you the maximum horsepower engine rating that can legally be installed on your boat. You and your passenger's safety will be in jeopardy and the warranty void if you exceed either one of the above mentioned figures.

B.I.A. Certification



U. S. COAST GUARD CAPACITY INFORMATION	
MAXIMUM HORSEPOWER	210
MAXIMUM PERSONS CAPACITY (POUNDS)	1500
MAXIMUM WEIGHT CAPACITY (PERSONS, MOTOR & GEAR) (POUNDS)	2850

THIS BOAT COMPLIES WITH U.S. COAST GUARD SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION

MANUFACTURER: GRADY WHITE BOATS INC.
MODEL: 200DOLPHIN Greenville, NC

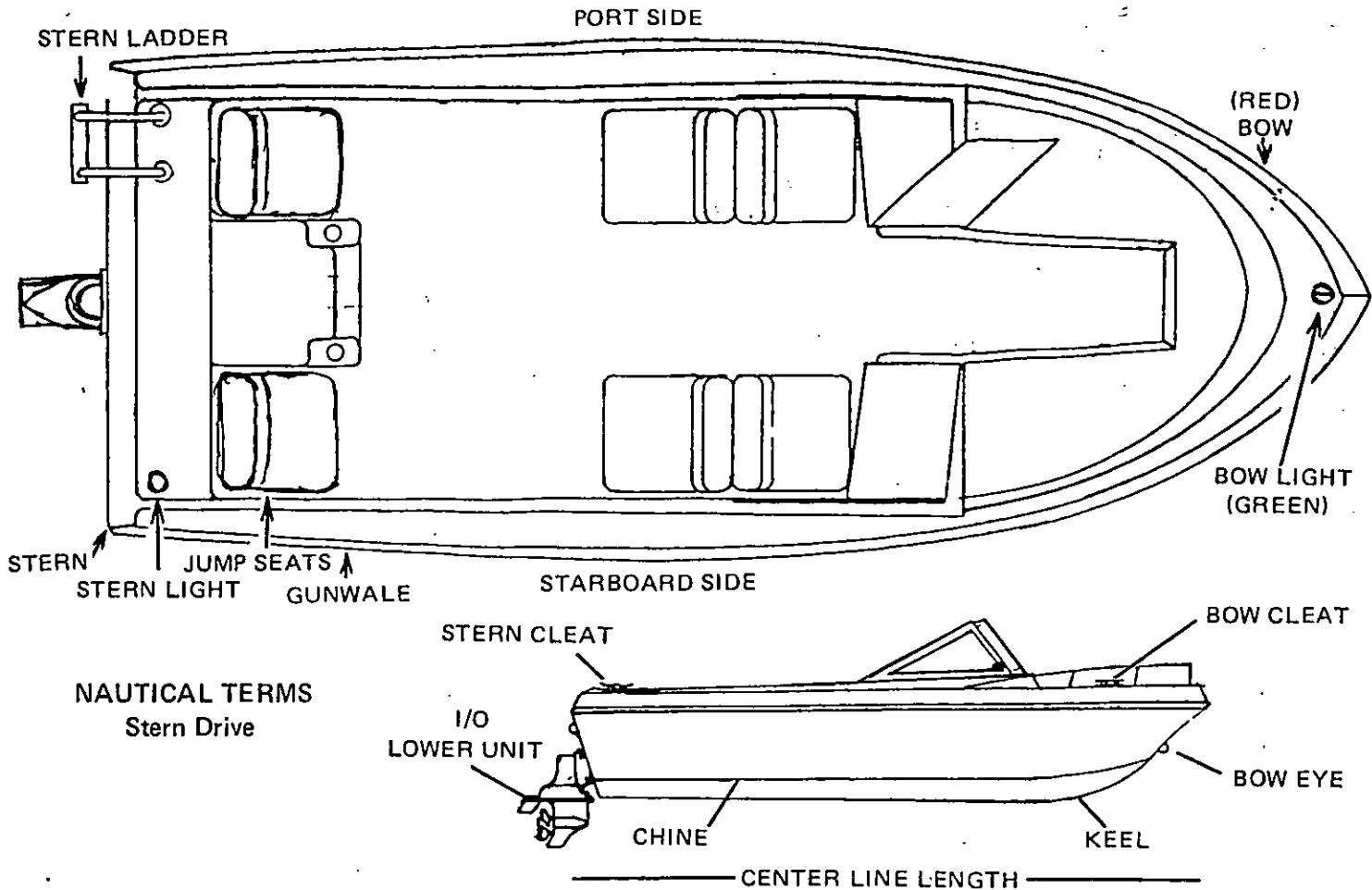
DESIGN COMPLIANCE WITH THE FOLLOWING BIA CERTIFICATION REQUIREMENTS IS VERIFIED:

LOAD AND H.P. CAPACITY • LEVEL FLOTATION
NAVIGATION LIGHTS • STEERING SYSTEM
COMPARTMENT VENTILATION • FUEL SYSTEM



BOATING INDUSTRY ASSOCIATIONS

This tag is provided by the Boating Industry Association which is a National Trade Association serving all elements of the recreational boating industry. The members of the association include manufacturers of all types of boating equipment. What does B.I.A. certification mean to you? It means that you, the owner of a B.I.A. certified Grady-White boat, can be assured that the lighting, ventilation, steering, flotation, capacity, fuel system, and horse power rating are in compliance with the most current U.S. Coast Guard Regulations.



LIMITED WARRANTY

REGISTRATION OF PURCHASE: The "Federal Boat Safety Act Of 1971" requires all boat manufacturers to maintain a record of all first retail purchasers and their current addresses for the purpose of notification in case of defective parts or equipment, or in case of non-compliance with standards or regulations set forth by this act. Under the act, failure to complete and return your factory warranty card for our records will waive your right to notification of defect and/or repair at manufacturers expense.

THREE YEAR HULL WARRANTY

Grady-White warrants to the original retail purchaser of each new Grady-White Boat that under normal use the hull will be free from structural defects for a period of three years from the date of delivery to the original retail purchaser. Any structural defects covered by the warranty will be repaired free of charge at either the Grady-White factory in Greenville, North Carolina, or at an authorized Grady-White dealer location as elected by Grady-White. Transportation to and from the point of repair will be the responsibility of the owner with all repairs subject to prior written authorization by Grady White Boats, Incorporated. NO BOAT IS TO BE SENT TO THE GRADY-WHITE FACTORY WITHOUT SUCH WRITTEN AUTHORITY.

ONE YEAR MATERIAL AND WORKMANSHIP WARRANTY

Grady-White further warrants to the original retail purchaser of each Grady-White boat that under normal use it will be free from defects in workmanship and material for a period of 12 months from the date of delivery to the original retail purchaser. Necessary repairs under this warranty will be made free of charge at Grady-White's factory in Greenville, North Carolina or at an authorized Grady-White dealer as elected by Grady-White. NO BOAT OR PART THEREOF IS TO BE SENT TO THE GRADY-WHITE FACTORY WITHOUT SUCH WRITTEN AUTHORITY.

EXCLUSIONS

This warranty specifically does not include the following:

1. Damage caused by abuse, negligence, vandalism, lack of maintenance, improper storage or accident.
2. Any statements, representations, or warranties given by dealers or other third persons other than those provided within this warranty.
3. Any unit which is part of a rental fleet, used for racing or commercial purposes.
4. The following consequential damages: a) loss of time; b) inconvenience; c) towing charges; d) expenses for travel, lodging, telephone, and gasoline; e) loss or damage to personal property or loss of revenue; f) loss of use of the boat.
5. This warranty specifically does not apply to engines, outdrives, propellers, controls, mechanical steering, bilge pumps, and any other part expressly warranted by the manufacturer thereof. In addition, also excluded are gel coat cracking, gel coat crazing, gel coat blistering or fading, chrome, windshields, glass breakage, all vinyl upholstery and canvas, instruments and gauges, and leakage around windshields, windows, hatches, and other apertures.
6. Any boat which has been overpowered according to the maximum Grady-White recommended engine horsepower specifications on the capacity plate affixed to the boat.

WARRANTY CLAIM PROCEDURES

Upon the discovery of a defect, the owner is to promptly contact the Grady-White dealer from whom the owner purchased the boat who will effect the corrective action under this warranty upon prior written authorization from Grady-White Boats, Incorporated.

THESE WARRANTIES ARE EXPRESSLY MADE IN LIEU OF ALL OTHER EXPRESS WARRANTIES. DURATION OF ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OR OTHERWISE SHALL BE LIMITED TO AND COINCIDENT WITH THE DURATION OF THESE EXPRESSED WARRANTIES.

THIS WARRANTY SHALL NOT BE VALID UNLESS THE FACTORY WARRANTY POSTCARD IS PROPERLY EXECUTED AND MAILED WITHIN 10 DAYS OF THE PURCHASE OF YOUR GRADY-WHITE BOAT.

GRADY-WHITE BOATS, INC.
P.O. Box 1527
Greenville, N.C. 27834