

280
1989



Welcome Aboard!

Congratulations! Welcome to the Grady-White "family" of proud and friendly boat owners.

The Grady-White you have purchased is the strongest, safest, and highest quality boat you can buy. It was built by dedicated craftsmen in the most modern boat-building facility in the United States. All of us at Grady-White Boats wish you many happy, carefree hours of boating in your Grady-White.

Your Grady-White boat meets or exceeds every safety standard of the U.S. Coast Guard and the National Marine Manufacturers Association's NMMA Certification Program. Your Grady-White's safety and seaworthiness, however, depends on your operation, maintenance and care of your boat. That's why we have put a great deal of time and thought into this owner's manual. It includes the precautions, facts and tips that will help make your boating safe and enjoyable. Please study this manual thoroughly!

My thanks to you for choosing Grady-White. All of us here at the factory are dedicated toward meriting your confidence in Grady-White Boats. Happy boating and welcome aboard.

Sincerely yours,

Wiley B. Corbett
President

TABLE OF CONTENTS

WELCOME ABOARD
DATA SPECIFICATION SHEET

Safety

GOVERNMENT REGULATIONS	PAGE 5
RULES OF THE ROAD	PAGE 7
CERTIFICATION	PAGE 9

Instruments and Controls

INSTRUMENTS AND SWITCHES	PAGE 10
Tachometer	PAGE 10
Engine Water temperature gauge	PAGE 10
Water temperature warning buzzer	PAGE 10
Voltmeter	PAGE 10
Trim gauge	PAGE 10
Fuel gauge	PAGE 11
Ignition switch	PAGE 11
Trim/Tilt switch	PAGE 11
Trim tab switch	PAGE 11
Head discharge button	PAGE 12
Spreader light switch	PAGE 12
Bilge pump switch	PAGE 12
Horn button	PAGE 13
Cockpit light switch	PAGE 13
Nav/Anchor light switch	PAGE 13
Fuel switch	PAGE 13
Washdown pump switch	PAGE 13
Livewell pump switch	PAGE 13
Windshield wiper switch	PAGE 13
Primer pump switch	PAGE 13
Accessory switch & fuse	PAGE 13
AC Main power switch	PAGE 14
Battery charger switch	PAGE 14
Stove switch	PAGE 14
Water heater switch	PAGE 14
Microwave switch	PAGE 14
Head outlet switch	PAGE 14
Cabin outlets switch	PAGE 14
DC Main power switch	PAGE 15
Cockpit main switch	PAGE 15
Cabin lights switch	PAGE 15
Stereo switch	PAGE 15
Water pressure switch	PAGE 15
Shower sump pump switch	PAGE 15
Refrigerator switch	PAGE 15
Battery select switch	PAGE 16

Mechanical Controls

HYDRAULIC STEERING	PAGE 17
THROTTLE/SHIFT CONTROL	PAGE 18
TROUBLE SHOOTING	PAGE 19
TRIM TABS	PAGE 20

Boat Operation

FUELING	PAGE 21
HEAD OPERATING	PAGE 23
PROPELLERS	PAGE 24
TRAILERING	PAGE 25
PRE-LAUNCH	PAGE 26
STARTING	PAGE 26
PERFORMANCE	PAGE 27
ANCHORING	PAGE 28
DOCKING	PAGE 29

Maintenance and Care

FIBERGLASS FINISH	PAGE 30
GELCOAT REPAIR	PAGE 31
INTERIOR MAINTENANCE	PAGE 32
CANVAS	PAGE 32
TEAK	PAGE 33
HARDWARE	PAGE 33
HARDWARE MOUNTING	PAGE 33
BATTERY	PAGE 34
SCUPPERS	PAGE 35
RIGGING COMPARTMENT	PAGE 35
ENGINE	PAGE 35
STORAGE	PAGE 35

Electrical Systems

FUSE SIZES	PAGE 37
WIRING COLOR CODES AND SIZES	PAGE 37
INSTRUMENT AND SWITCH PANEL WIRING DIAGRAM (TYPICAL OUTBOARD) ...	PAGE 38
ACCESSORY WIRING DIAGRAM 280 MARLIN	PAGE 39
AC WIRING SCHEMATIC	PAGE 40
AC/DC PANEL WIRING	PAGE 41
STEREO WIRING DIAGRAM	PAGE 42
HARDTOP WIRING DIAGRAM	PAGE 43

Water Systems

SHOWER & HOT WATER SYSTEM (PRESSURIZED)	PAGE 44
LIVEWELL/WASHDOWN SYSTEM	PAGE 45

General Construction

HULL/DECK/LINER LAYOUT	PAGE 46
NAUTICAL TERMS	PAGE 47
WARRANTY	PAGE 48

Required Safe Equipment and Additional Recommended Equipment

The U.S. Coast Guard requires that every boat has on board specific equipment which varies according to the size of the boat. There are also local agencies which require additional equipment, so find out if your local regulations require more equipment than the list of Coast Guard requirements below.

As your Grady-White is between 26 and 40 feet, it is classified as a Class 2 boat and requires the following safety equipment:

1. FIRE EXTINGUISHER

All class 2 boats require two fire extinguishers on board. Your fire extinguishers should be easily accessible and each passenger should be aware of its location.

2. PERSONAL FLOATATION

Each passenger (and skier) must have a U.S. Coast Guard approved personal floatation device. They should be stored where they can be reached easily and quickly. Small children and nonswimmers should wear these floatation devices at all times. Each Class 2 boat is also required to carry an approved Type 4 throwable floatation device such as a ring bouy or boat cushion.

3. HORN

All Class 2 boats are required to carry a hand, mouth or power-operated horn that is audible for at least one mile.

4. VISUAL DISTRESS SIGNALS

Coast Guard-approved visual distress signals are now required when operating in U.S. waters and on the high seas. The Coast Guard pamphlet "Visual Distress Signals for Recreational Boats" tells you the equipment necessary.

5. REGISTRATION NUMBERS

Federal and state laws require that a power boat be registered in the state where it is principally used. Both registration numbers and validation stickers must be displayed according to the regulations and the registration certificate must be carried on board. The boat's serial number, required on the registration form, is found on the upper right hand corner of the transom.

6. LIGHTING

All Grady-Whites are equipped with navigational lights which meet the latest requirements for inland and international waters. If there is any doubt, or if requirements change, consult your dealer.

For more information on Coast Guard required safety equipment refer to the U.S. Coast Guard publication CG-290.

In addition to required safety equipment, we also recommend the following:

ADDITIONAL RECOMMENDED EQUIPMENT

VHF Radio	Mooring lines (2)
Anchor with chain & line	Tow line
Sea anchor	Drinking water & food
Spotlight or flashlight	Tool kit including: adjustable wrench, slip-joint pliers, spark plug wrench and spark plugs, screwdrivers (slotted & phillips'), box end wrench set, hammer, roll of soft wire, electricians tape, knife, spare fuses, and spare hydraulic fluid.
First aid kit	
Spare propellor	
Compass	
Navigational charts of area	
Boat hook	

BOATING SAFETY

The following tips will add to your boating safety and convenience:

1. Advise someone on shore or the local Coast Guard as to the name of your launch site, your expected direction and expected return.
2. Watch the weather. You should not attempt to go out when there are storm or small craft warnings. If you are caught in a storm, reduce speed, head into the wind/waves and keep all gear and passengers close to the centerline of the boat for stability. Head for the nearest shelter.
3. Instruct at least one passenger on the fundamentals of operating your boat in case of any emergency.
4. Report any boating accident to the local authorities whether you are involved or not.

IN CASE OF ACCIDENT

If you are involved in a boating accident on the navigable waters of the U.S., you are required by law to stop and render assistance. You are also required to identify yourself and your boat to the injured person or owner of the damaged property. An accident report must be filed for accidents of over \$100 property damage with proper authorities within five days of the accident. If the accident results in death, disappearance or injury requiring medical attention, an accident report must be filed within 48 hours. Report forms may be obtained through Coast Guard installations, most harbor patrol offices, and many sheriff's and police stations.

5. If you develop trouble and do not have a radio, the regulation distress signal is continually raising and lowering your arms outstretched at your sides. Other signals include waving a shirt tied to a pole, repeatedly sounding your horn or flying your boat's ensign upside down and lighting flares.
6. If your boat is equipped with canvas which encloses the aft cockpit and the propulsion equipment, do not operate the boat with this canvas closed. The fumes from the engine create a health hazard.
7. Keep your boat speed under control. Respect for other boaters and those on shore is common courtesy. In addition, the operator is responsible for any injury or damage caused by the boat's wake. Your wake could swamp or damage a smaller craft and endanger its passengers. Stay alert to areas having signs posted "No Wake Zones".
8. Be prepared to give assistance to other boats in distress.

9. Become familiar with the handling characteristics, capabilities and limitations of your boat.
10. Turn off engines before swimmers enter or exit the boat.
A shift lever in neutral could become engaged accidentally,
injuring swimmers seriously.
11. Consult with people familiar with the boating area when venturing into
unknown waters. Obtain a chart for new areas whenever possible.
12. Since clean water and air are the responsibilities of everyone, carry a
litter container on board and dispose of refuse properly. Become
familiar with local laws regarding discharge of waste.
13. Recommend boat shoes or tennis shoes to your passengers rather than
street shoes or bare feet.



Certification

Close to the steering wheel, you will find a Coast Guard certification tag. This tag means your yacht complies with the Coast Guard safety standards.

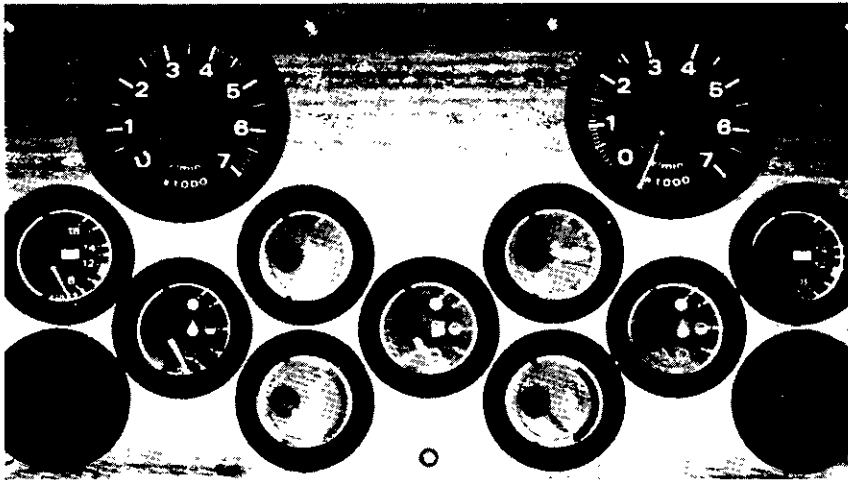


This tag, provided by the National Marine Manufacturers Association, means that your Grady-White is NMMA certified. This means your fuel system, lighting, ventilation, and AC/DC electrical systems not only are in compliance with the U.S. Coast Guard Regulations, but also meet the more stringent standards of the American Boat & Yacht Council.

The National Marine Manufacturers Association is a national trade organization serving all elements of the recreational boating industry including manufacturers of boating equipment. Their standards mean you can have confidence in the quality of your boat.



Instruments and Switches



1. TACHOMETER GAUGE

The tachometer indicates engine revolutions per minute (RPM) in 100's. Consult your engine owner's manual for recommended operating RPM's. Note that the Yamaha panel (not shown) has a multi-function gauge including tachometer, trim, and oil quantity.

2. ENGINE WATER TEMPERATURE GAUGE

This gauge indicates the temperature of the cooling water circulating through your engine. When the temperature exceeds the recommended operation range indicated by your engine owner's manual, immediately shut off your engine to prevent damage. Overheating is often caused by obstruction of your engine's intake on the lower unit. Check the intake first if you experience trouble. Note that Yamaha does not have an engine water temperature gauge. Overheating is indicated only by the warning buzzer and light for Yamaha engines.

WATER TEMPERATURE, OIL QUANTITY, AND FUEL SYSTEM WARNING BUZZER (Not shown on diagram)

Your outboard has a factory installed warning buzzer located under the dash. Refer to the engine owner's manual for more information.

3. VOLTMETER

This meter indicates the battery charge when the engine is off and indicates the alternator output when the engine is running. With the ignition "on", a reading of 12 or 13 volts is normal, indicating a fully-charged battery. Readings below 11 indicate a weak battery which may not start the engine. A reading of 13 to 15 volts when the engine is running is normal. Readings over 15 volts may indicate regulator problems. Low or fluctuating readings may indicate loose connections, loose belts, or trouble in the regulator and alternator circuit. A voltage drop soon after the engine is shut down indicates a bad battery or a heavy load on the electrical system. Note that the Yamaha panel (not shown) has a multifunction gauge including the volt, speed, trip, time, and fuel.

4. TRIM GAUGE

This gauge indicates the angle of thrust of the lower unit of the engine. See the PERFORMANCE section of this manual for trim adjustment recommendations.

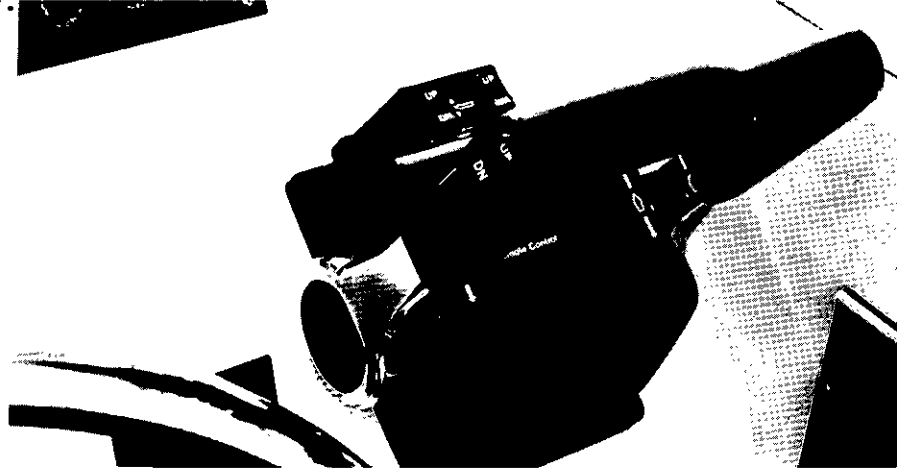
5. FUEL GAUGE

This gauge, activated by a separate switch on the switch panel, indicates the gas tank fuel level. The sending unit senses the level of fuel and indicates this on the gauge. When reading this gauge, remember two things: (1) the accuracy of your gauge varies with the attitude of your boat in the water (trim or list) and (2) the fuel pick-up tube inside the gas tank is not capable of withdrawing all of the fuel from the tank. So never operate your boat at extremely low fuel levels.

IGNITION SWITCH (Not shown on diagram)
The ignition switch is factory installed.

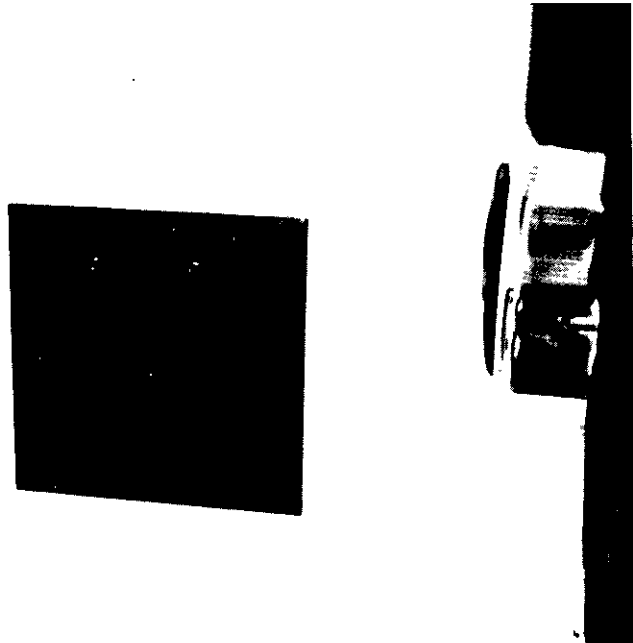
TRIM/TILT SWITCH

The trim and tilt switches are located in the throttle control. The trim switch changes the angle of thrust of the engine (see PERFORMANCE section). The tilt switch raises the drive unit for trailering.



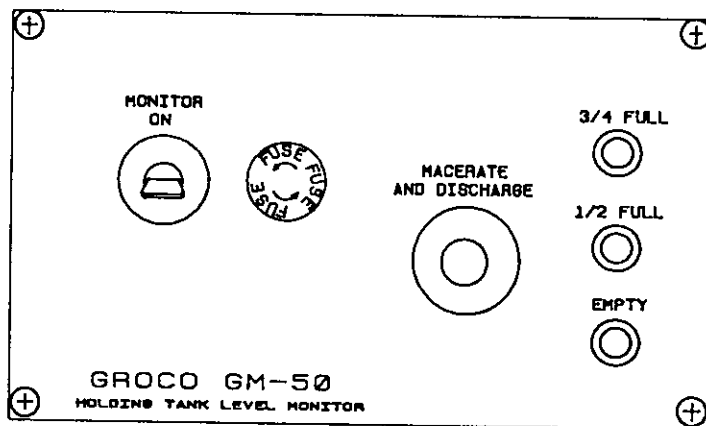
TRIM TAB SWITCH

Trim tab switches control the trim tabs used for adjusting the attitude of the boat while running. (See TRIM TABS in the PERFORMANCE section).



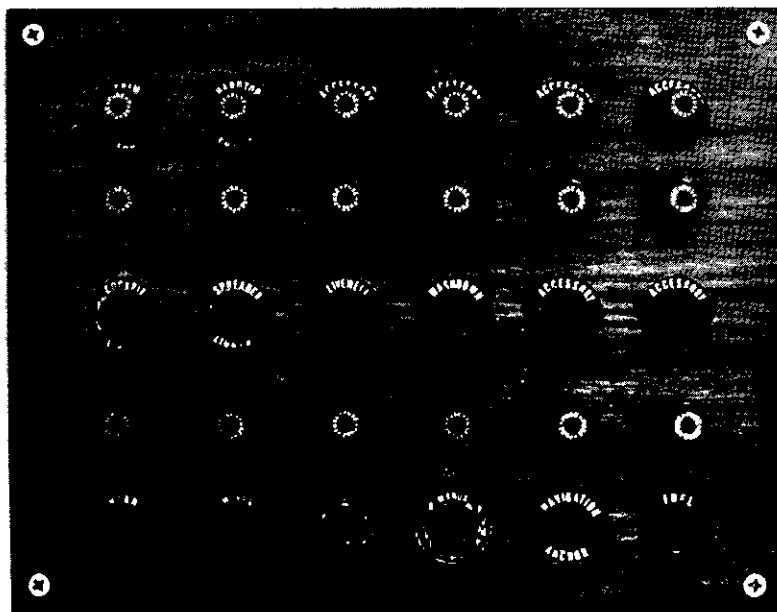
HEAD DISCHARGE BUTTON

To discharge the holding tank overboard, open the overboard seacock near the holding tank. Turn the monitor on at the control panel. Note that the monitor switch must be on in order to operate the discharge button. Press the discharge button until lights on control panel indicate the tank is empty. **IMPORTANT!** Overboard discharge must be sealed and secured in the closed position within the three mile limit.



SPREADER LIGHTS SWITCH

The spreader lights for the hardtops are optional. This switch is located at the hardtop radio box.



SWITCH PANEL

At the helm station you will find an accessory switch panel. Auxiliary switches are noted below.

BILGE PUMP

The 2-way switch serves as an overriding manual switch in case of failure of the automatic switch in the bilge.

HORN

The horn is standard.

COCKPIT LIGHTS

The cockpit lights are standard and are located in the cockpit area.

NAVIGATIONAL/ANCHOR LIGHTS

Your yacht is equipped with lights meeting International lighting rules. The three position switch (NAV-OFF-ANCHOR) changes the lighting configuration for running lights or anchoring lights. Note that this switch operates the gauge lights.

FUEL SWITCH

The 3-position switch (MAIN-OFF-AUX) gives you separate readings for each tank.

WASHDOWN

The saltwater washdown system is standard.

LIVEWELL

The livewell system is standard. Note that the washdown pump may be used as a backup for the livewell pump in the event of pump failure. Refer to the drawing of the livewell/washdown system in the back of the owner's manual.

WINDSHIELD WIPERS

The windshield wipers are standard.

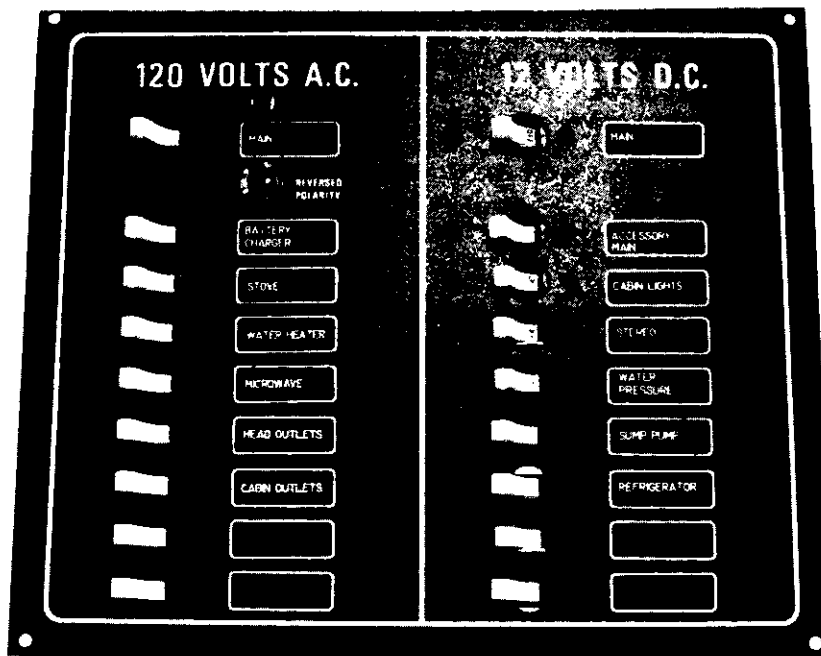
PRIMER PUMP SWITCH

The primer pumps should be activated at the initial "start-up" time. The up position is for the starboard engine and the down position is for the port engine. Pumps should be left on until you hear them stop.

ACCESSORY

Switches labeled "Accessory" are blank switches which are available for non-factory installed accessories. Also note fuses labeled "ACCESSORY" are blank fuses which are available for non-factory installed accessories.

NOTE: See the Electrical Systems section for recommended fuse amperages. Switch identification labels are available from your dealer for non-factory installed options.



AC/DC PANEL

Located on the starboard main bulkhead in the cabin, you will find your AC/DC panel. AC powered auxiliary switches are noted below. The dockside power must be hooked up to shore for these switches to operate.

MAIN POWER SWITCH

The main power switch must be turned on to operate the auxiliary switches.

BATTERY CHARGER SWITCH

The 30 AMP battery charger is standard. When the battery charger is operating, a red light on the charger will light up. Refer to the manufacturer's owners manual for more information.

STOVE

The alcohol/electric stove is standard. Refer to the manufacturer's operators manual for operating and safety instructions. Carefully read and understand instructions before operating your stove.

WATER HEATER SWITCH

The six gallon water heater is standard. CAUTION! DO NOT TURN ON THE HOT WATER HEATER UNLESS IT IS FILLED WITH WATER TO AVOID HEATING ELEMENT FAILURE.

MICROWAVE

The microwave is standard. An outlet has been designated for microwave use only. Read all instructions in the manufacturer's operating instructions manual before operating your microwave.

HEAD OUTLET SWITCH

The ground fault head outlet is standard. It is a dual element outlet and has a cover plate. See the diagram at the back of the owner's manual for outlet locations and wiring specifications.

CABIN OUTLETS SWITCH

The two cabin outlets are standard. There is one outlet designated for the microwave. The other outlet is located under the steps in the cabin and is ground fault. See the diagram at the back of the owner's manual for outlet locations and wiring specifications.

Listed below are the DC powered auxiliary switches.

MAIN POWER SWITCH

The main power switch must be on to operate the DC auxiliary switches listed below.

ACCESSORY MAIN SWITCH

This switch powers the auxiliary switches at the helm accessory panel.

CABIN LIGHTS

This switch activates the two dome lights and the four reading lights located in the cabin.

STEREO

The stereo is standard. See the wiring diagram in the back of this owner's manual.

WATER PRESSURE SWITCH

This switch activates the pressurized fresh water system for the galley, the head and the cockpit rigging station.

SHOWER SUMP PUMP

The shower sump pump removes water from the shower floor. This unit is located under the cabin sole hatch.

REFRIGERATOR

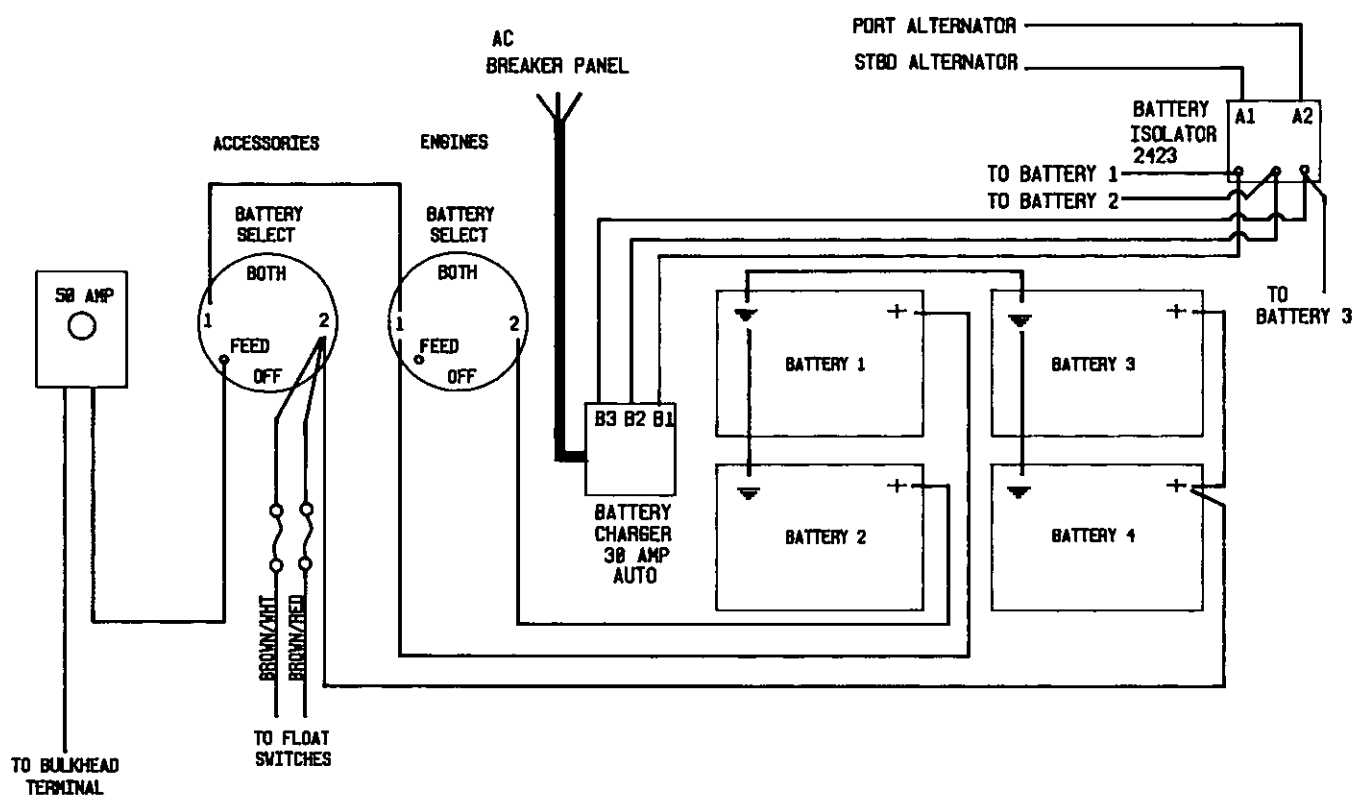
The refrigerator is standard. Refer to the manufacturer's owners manual for further information.

BATTERY SELECT SWITCH

The battery select switch for the engines allows selection of either of the engine batteries, both batteries, or neither of the batteries (disconnected). The battery select switch for the accessories allows selection of both batteries or neither of the batteries.

To insure longer life of the engine batteries, it is good to alternate from battery 1 to battery 2 on alternate trips.

The battery select switches are wired so that in an emergency situation the accessory batteries and engine batteries can be crossed over by setting both switches on position 1 or the engine battery select on 1 and the accessory battery select on both.



Mechanical Controls

HYDRAULIC STEERING

The hydraulic steering systems (not to be confused with power steering) require regular preventative maintenance for safe and reliable operation.

The oil level in the helm pump must be maintained within acceptable operating levels. A low oil level will cause air to be introduced into the steering system and result in unresponsive steering. The oil level should always be within 1/2 inch from the base of the fill hole, located on front top portion of the helm pump.

Check the steering system for oil leaks. An unchecked leak, in time, will result in unresponsive steering and/or possible loss of steering.

All moving mechanical linages, sliders, etc. must be greased and regreased as required with a high quality marine grease.

Refer to steering manufacturer's owners manual for specific specification recommendations and additional maintenance requirements. If owner's manual is missing, contact steering manufacturer for copy.

Please Note:

Any slow or sudden change in the "feel" of your steering system indicates an immediate requirement for a thorough inspection.

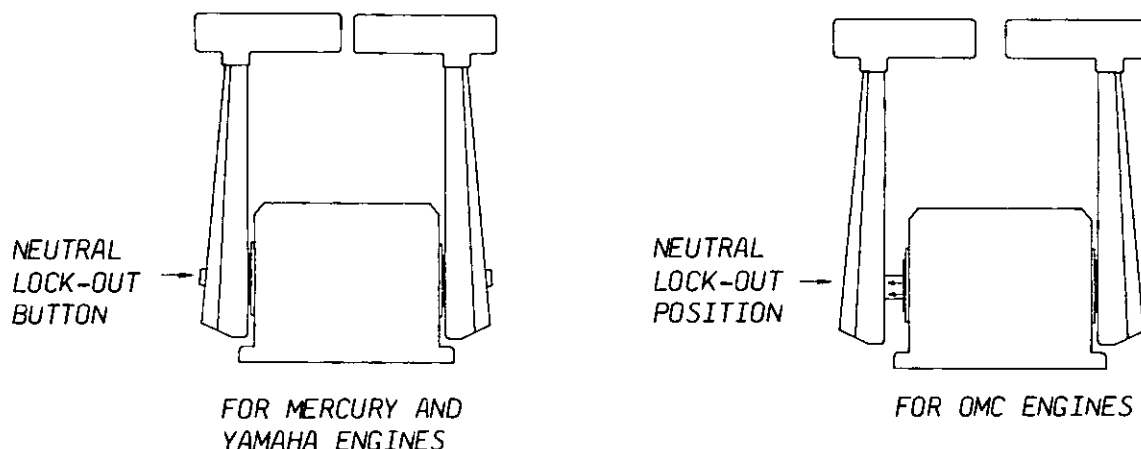
All repairs and replacements to steering systems should be made only by an authorized dealer.

THROTTLE/SHIFT CONTROL

The throttle/shift control, located at the helm station, controls the flow of fuel to the engine and acts as a gear shift lever to control the forward and aft thrust of the propeller.

The vertical position of the throttle control is normally the neutral position. Move the control forward to engage the shifting mechanism which creates a forward thrust of the propeller. Increase the forward movement to increase the fuel flow to the engine and increase the forward thrust.

Move the control lever aft of the neutral position to reverse the shift mechanism to create a reverse thrust of the propeller. Increase the aft movement to increase the reverse thrust.



All controls have a safety mechanism which does not allow the engine to start when the control is in gear. In order to increase the flow of fuel to the engine while remaining in the neutral position, you may use the neutral lock-out button in the control handle for Mercury and Yamaha engines or use the neutral lock-out position for OMC engines.

You may reverse the shift mechanism in order to provide a "braking action", slowing the boat. This braking action causes a following wake which may rise above the transom and flood the boat if the boat is moving at too great a speed, so exercise caution. Propellers are designed for maximum forward thrust, so reverse thrust will not be as efficient.

The control head at the helm should be cleaned and kept free of corrosion. Periodically check the mounting for loose screws. Also check the cable conduit for cracks, abrasions, or kinked or bent cable. Replace damaged cable (see your dealer).

The cable ends and cable fittings should be checked periodically for corrosion, loose brackets and loose, worn or damaged fittings. Replace worn or damaged parts. Cable ends, fittings and the control mechanism may be sprayed with a moisture-displacing lubricant. If your control has "quick disconnect" fittings, inspect the springs for corrosion. Should your throttle or shift cables need replacing, the data sheet at the front of this manual will indicate the lengths required.

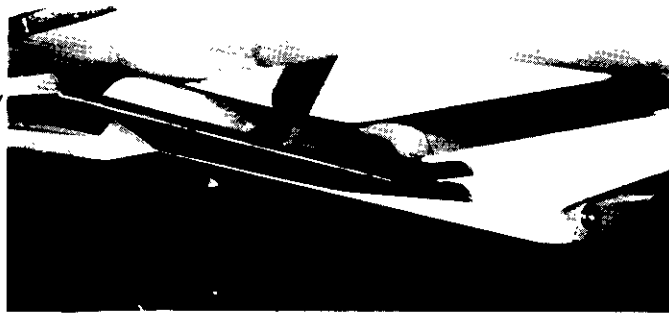
Throttle controls are equipped with trim buttons in the handle. Refer to the PERFORMANCE section for instructions on trim.

Trouble Shooting

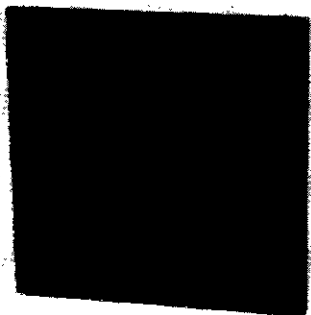
ENGINE CONTROL	
<p>SYMPTOM Engine starter does not engage when lever is in neutral position.</p>	<p>CHECK POINTS 1. Neutral start switch not properly adjusted. 2. Neutral start switch malfunctioning or stuck. 3. Dead battery or loose electrical connection.</p>
<p>Control becomes stiff or unusually hard operating, jerky and erratic.</p>	<p> 1. Control cables are crushed, kinked or bent too sharply. 2. Cables are corroded at ends or are clogged internally with dirt and grime. 3. Engine shift or throttle linkage not working properly. 4. Remote control mechanism is defective, faulty or has been damaged internally. 5. Foreign objects interfering with throttle or shift mechanism at either control head or engine. </p>
<p>Throttle and shift does not respond properly to control hand lever.</p>	<p> 1. Cable ends and connection fitting not properly secured at the engine or control head. 2. Wear in the control mechanism or excessive backlash caused by too many bends in the push-pull cables conduit. 3. Control system not properly adjusted. </p>
<p>Engine starter engages remote control hand lever is in forward or reverse.</p>	<p> 1. Neutral start switch not properly adjusted. 2. Neutral start switch malfunctioning or stuck in "closed" position. 3. Faulty wiring. </p>

TRIM TABS

Trim tabs are electrically-hydraulically operated and used to regulate the attitude of the boat while underway. They may also be used to adjust the boat's running angle in adverse seas or to compensate for unusual load conditions.



The trim tabs are operated by a two rocker switch panel and will aid in trimming the boat fore and aft for a smoother ride.



The switches are marked "bow down". Trim tabs in the extreme bow up positions will have no effect on the boat's ride.

Trim tabs can improve the ride of your boat by adjusting where the water is hitting the keel line. In a slight chop, the waves may be hitting the keel of your boat around the helm area, causing an uncomfortable ride. By adjusting the trim tabs and lowering the bow, the waves will hit the keel at a more forward point, softening the ride. Experimentation with your trim tabs in various sea conditions will help you determine the best positions for your boat under different load conditions.

Trim tabs are also useful in correcting listing from side to side under varying weight conditions. Usually the list can be corrected by pushing the "bow down" switch position on the higher side. This will tend to lower the bow by pulling the high side to a level position. If your bow is already in a low position, you may correct list by pressing the lower switch position on the lower side. This will cause the low side to rise and level the boat. It will also gradually improve the running angle.

Trim tabs in the extreme "bow down" position will cause the boat to come on plane with minimum bow rise. Unless you are operating at low speeds or with considerable cockpit weight, you will likely want to raise the tabs slightly when underway in order to avoid "plowing" water. With the tabs in the "bow down" position, you will be able to maintain a plane at the least possible RPM's.

When running in a following sea, the best performance is obtained with the tabs in the "bow up" position.

Boat Operation

FUELING

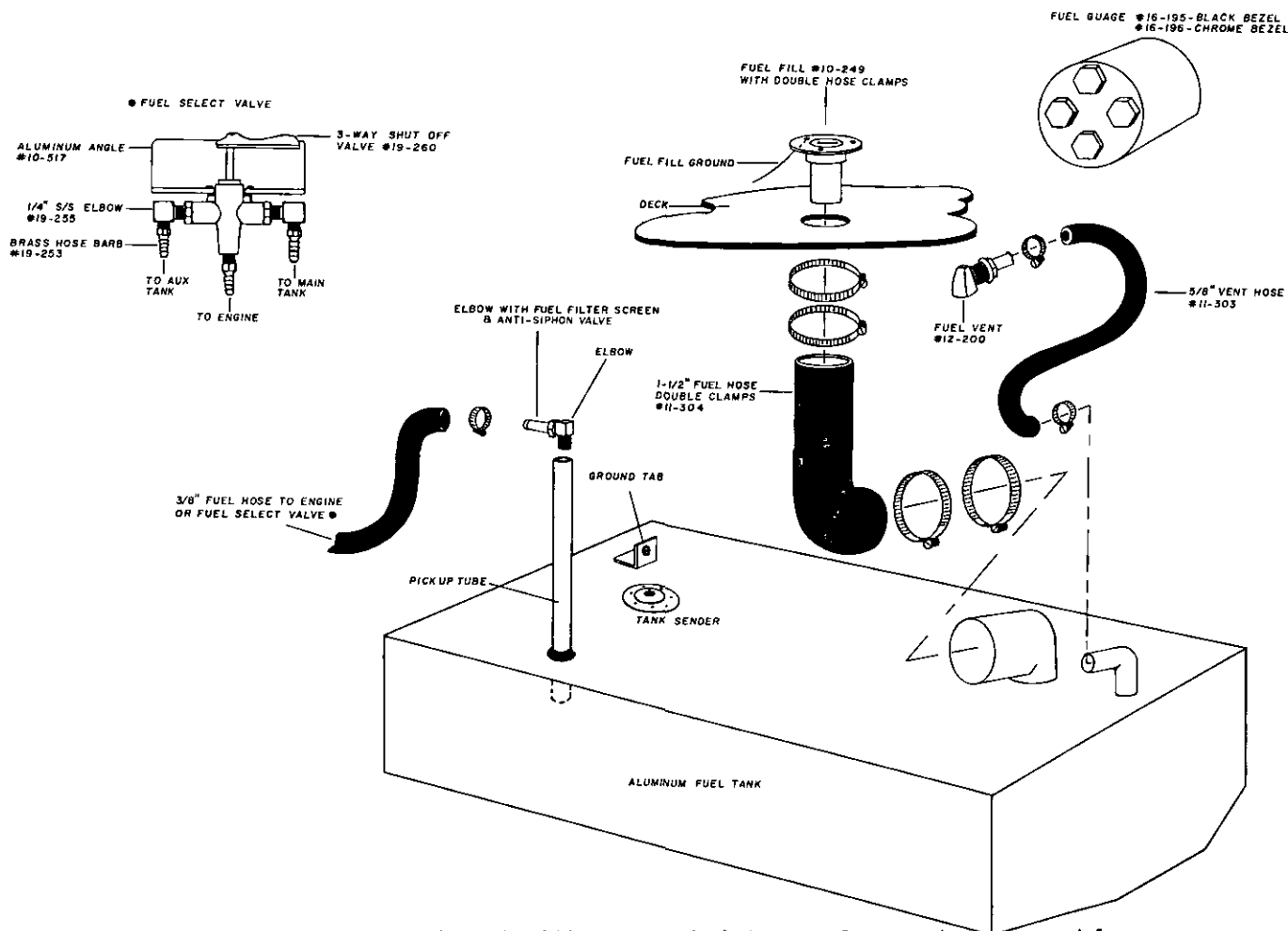
Safety during fueling requires common sense and caution. Please study the following procedure carefully, and ask your dealer if there is doubt about any procedure.

1. Check your engine's owners manual to make sure that you only take on the type of fuel specified by the manufacturer. Do not use gasoline containing alcohol.
2. Close all ports, hatches, windows and engine compartments before fueling in order to prevent gasoline fumes from accumulating.
3. Stop all engines, motors, fans (including bilge pump) and turn off lights before fueling.
4. Extinguish all cigarettes and other lighted materials.
5. Observe fuel flow constantly to prevent overflow or spillage.
6. After fueling, wash down and clean off any spilled fuel. Dispose any rags, sponges, etc., used for clean-up on shore. Do not carry these rags on board.
7. Avoid an empty fuel tank, even during storage, as condensation can develop and result in water in your fuel system.
8. After securing the fuel cap, open all ports, windows, hatches and engine compartments. Ventilate all other closed areas.
9. Look to see if gasoline was spilled into the bilge during fueling.
10. Dual fuel tank installations are equipped with a manual switching valve for tank selection. Select the tank that allows best performance for your boat. Performance will be effected by the type of engine and weight distribution.



Fuel Maintenance Tips

If you are experiencing fuel flow problems, a quick method of checking if the problem is in your fuel system is to connect a 6-gallon portable tank to your engine.



Your fuel tank is equipped with an antisiphon valve and a removable fuel filter screen (see diagram for location) which should both be checked if you are experiencing problems.

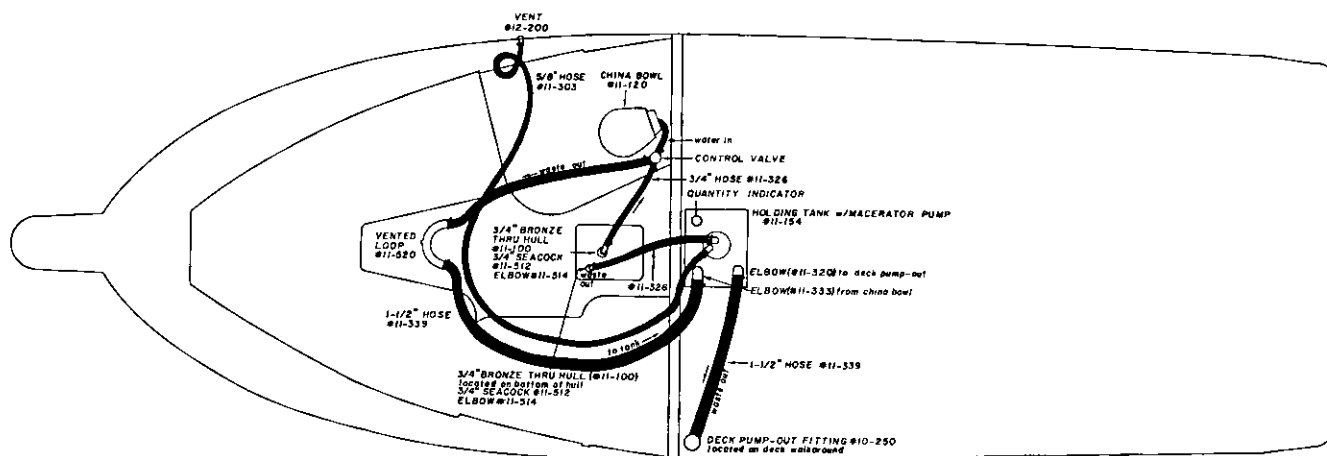
Do not use fuels containing alcohol. Alcohol, particularly methanol, will shorten the life of elastomers such as hoses and gaskets. Water, which alcohol absorbs, makes fuel more corrosive to metals in tanks and carburetors.

Each time you fuel up, inspect the fuel lines, connections and fuel tanks for tightness, signs of leaks and deterioration. At least annually, conduct a more thorough inspection of fuel system components, especially those hidden from a routine inspection. Replace any deteriorated hoses, clamps, connections and fittings.

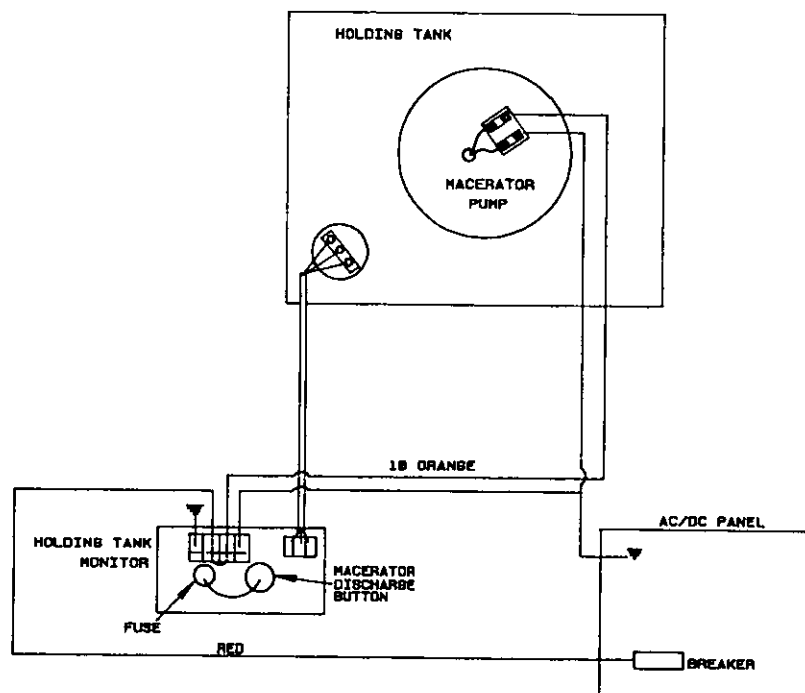
Head Operating Instructions

Follow these instructions for operation of the head flush knob.

1. Check to make sure the water inlet seacock, located in the forward bilge, is open. (The seacock handle should be parallel with hose when open).
2. To flush the toilet with water, see the instructions on the control knob. Pump the knob two to three times.
3. To flush the toilet dry, also see the instructions on the control knob. Pump until the waste is transferred to the holding tank.



Plumbing



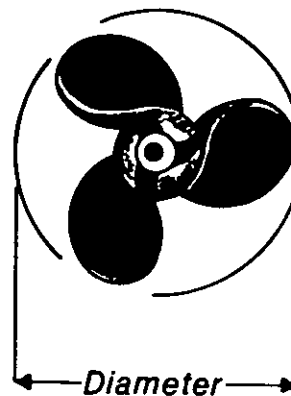
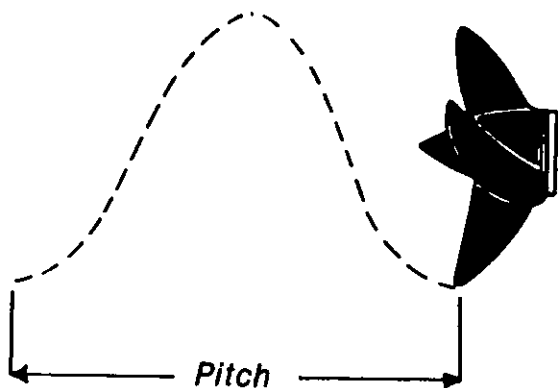
Wiring

Propellor

The condition of your propeller has a major influence on your boat's performance. Your engine is equipped with the best size propeller for normal conditions. If you have unusual uses or weight conditions, you may require different propellers for different applications. It is advisable to keep an extra propeller on board. A damaged propeller can effect your boat's top speed, cause vibrations or a sudden drop in RPM's, or increase your fuel consumption.

CAUTION: When replacing propellers, make sure you stay within the engine manufacturer's maximum and minimum RPM ranges. This information is in your engine owner's manual.

Cavitation occurs in all propeller driven boats under certain conditions. It is easily recognized by sudden increases in RPM's (revving) or a sudden drop in speed. This occurs when cavities, or air pockets, form around the propeller. Cavitation is influenced by propeller design, speed, placement and even water temperature. In most cases, a change in the drive angle (trim) will correct the problem. If the problem persists, you will need to experiment with different size propellers.



Trailerding

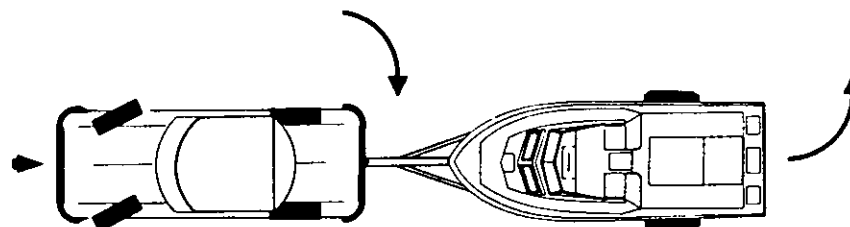
The first time you take your new rig out on the road, take time to learn the driving characteristics by testing the acceleration, slowing and stopping capabilities. Do this in light traffic before attempting to tow at highway speeds. Remember to test your trailer's braking system if it is so equipped.

The adjustment and balance of your boat on your trailer largely determines the trailerability of your boat. Swaying while trailerding is usually caused by a tail-heavy load. A rule of thumb is that the tongue weight on the hitch ball should be between 5-10% of the total weight of your boat, motor and trailer. The rollers and/or bunkers of your trailer should be adjusted so that the weight is distributed evenly across the stern and forward throughout the keel section. Your dealer should be responsible for adjusting your trailer properly.

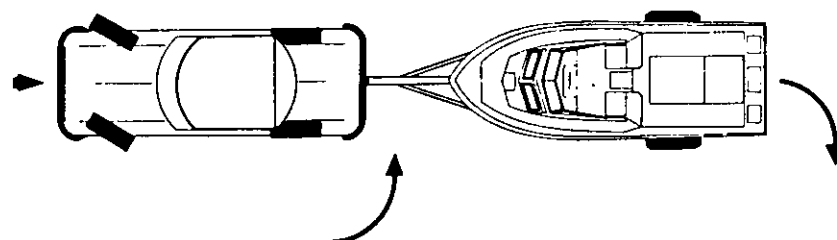
Check the following prior to trailerding your boat:

1. Hitch tight and secure.
2. All nuts and bolts securely tightened and the safety chain properly secured.
3. Winchlocks and tilt mechanism in correct positions.
4. Tires properly inflated and in good condition (including spare).
5. Signal, stop and other lights operating properly.
6. Gear on boat properly secured for travel.
7. Tie down straps are secure.
8. Wheel bearings properly greased (each year).
9. All cabin windows and doors secured.
10. All canvas tops, side curtains are taken down and secured to prevent wind damage/loss in transit.
11. All lines are properly secured.
12. Mooring cover removed. (Damage to canvas during transit is not covered in warranty).

One rule we always observe at Grady-White is the "30 mile check". Every time you trailer your boat, you should stop and check your rig after 30 miles of running. Be sure to check your trailer hitch and safety chains, tie downs, turn signals and brake lights, tire pressure (build-up is normal because of heat), and wheel bearings. Some warmth in your wheel bearings is okay, but if they are hot to the touch, you may have a problem. Let them cool and drive slowly to a service station for inspection.



Backing to right



Backing to left

Pre-Launch Check List

Prior to initial launch, familiarize yourself with all aspects of your boat included in this manual. At the launch, go through a pre-launch check list. The check list should be suited to your particular needs but the following items should be included:

1. Study the boat ramp and check for hazardous conditions.
2. Make sure drain plug is in place.
3. Have a launch rope attached.
4. Have the proper safety equipment on board.
5. Make sure all seacocks are closed.
6. Tilt engine to "up" position.
7. Remove tie down strap.
8. Make sure engine drain plug and freeze plugs are closed.
9. Check wheel bearings to make sure they are cool.
10. Make sure trailer winch is locked before removal of safety chains.
11. Make sure trailer hitch is locked.

After the pre-launch check, back your trailer slowly into the water preferably keeping the axle hubs above water (unless your trailer is a submersible model). If your vehicle is 4-wheel drive, engage 4-wheel before backing onto the ramp. Set the hand brake of your vehicle and place chocks under the rear wheels. Attach a bow line securely to the boat, release the winch cable and give the boat a firm push to roll it off the trailer.

After the boat is clear of the trailer and secured to the dock, move the trailer to the parking area.

Pre-Start Check List

Before starting your engine, check the following:

1. Check the bilge for excess water and leaks.
2. Turn on the bilge pump to remove any excess water, leave the pump on stand-by.
3. Check engine oil level, battery cable connections, electrolyte level, and all drive belts for proper wear and tension. Check steering for freedom of movement and tightness. Check navigation lights.

Starting

1. Lower the drive unit to the "down" position. Be sure the propeller is free of any obstruction.
2. Set the control lever in the neutral position. Engage the neutral lock-out button in the control handle and pump the control throttle forward 2 or 3 times. Set control throttle slightly forward of straight up and turn the ignition key to start. Adjust the throttle to 1200 RPM's and check instruments. If the oil pressure gauge does not respond immediately, shut off engine. If the oil pressure is normal, check the engine area again for fumes or leakage. Test steering response and throttle response at the dock.

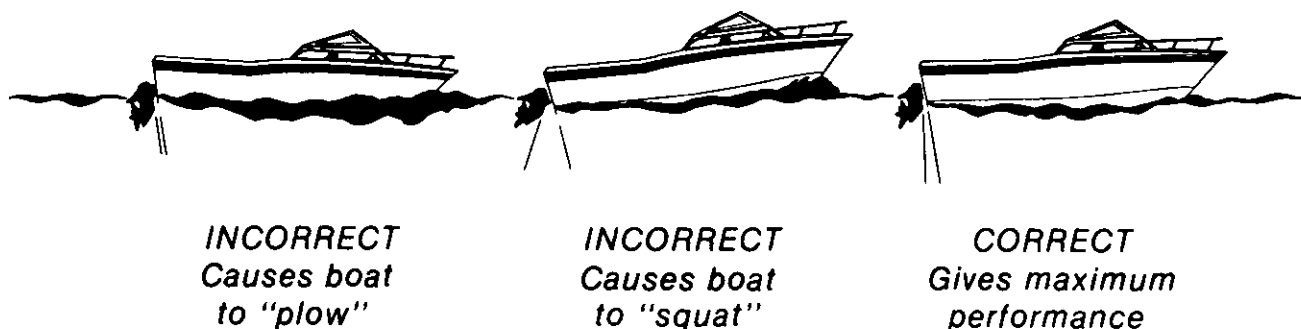
Performance

Keep your hull clean for maximum performance. Detailed recommendations for hull cleaning are included in the MAINTENANCE section.

Your outboard is equipped with power tilt and trim mechanisms. The purpose of the tilt is to raise the engine for launching, loading or trailering your boat.

Trim refers both to the weight distributions inside the boat and to the angle of thrust of the drive unit. The proper weight distributions of passengers and gear can affect performance. The angle of thrust of the drive unit either forces the bow up or down. A drive unit tilted too far in (forward) will cause the bow to nose downward or "plow". A drive unit tilted too far out (aft) will cause the bow to ride too high. Adjust the trim so that the angle of thrust is parallel to the water at full throttle at a normal running attitude.

When the angle of thrust is too far out (aft), the engine noise may rise indicating that the propeller is cavitating. Adjust the engine in (forward) to correct the problem. The boat may also tend to "porpoise" in maximum bow up position as well. This can be corrected by trimming the bow down by adjusting the engine in.



When running into heavy seas, the bow should be adjusted so that the entry point into the water is slightly forward of the helm location for a smoother ride. When running in a following sea, the bow should be trimmed up higher to prevent the boat from plowing into the seas.

As sea conditions change, experiment with the trim to find the best performance for your particular boat and load.

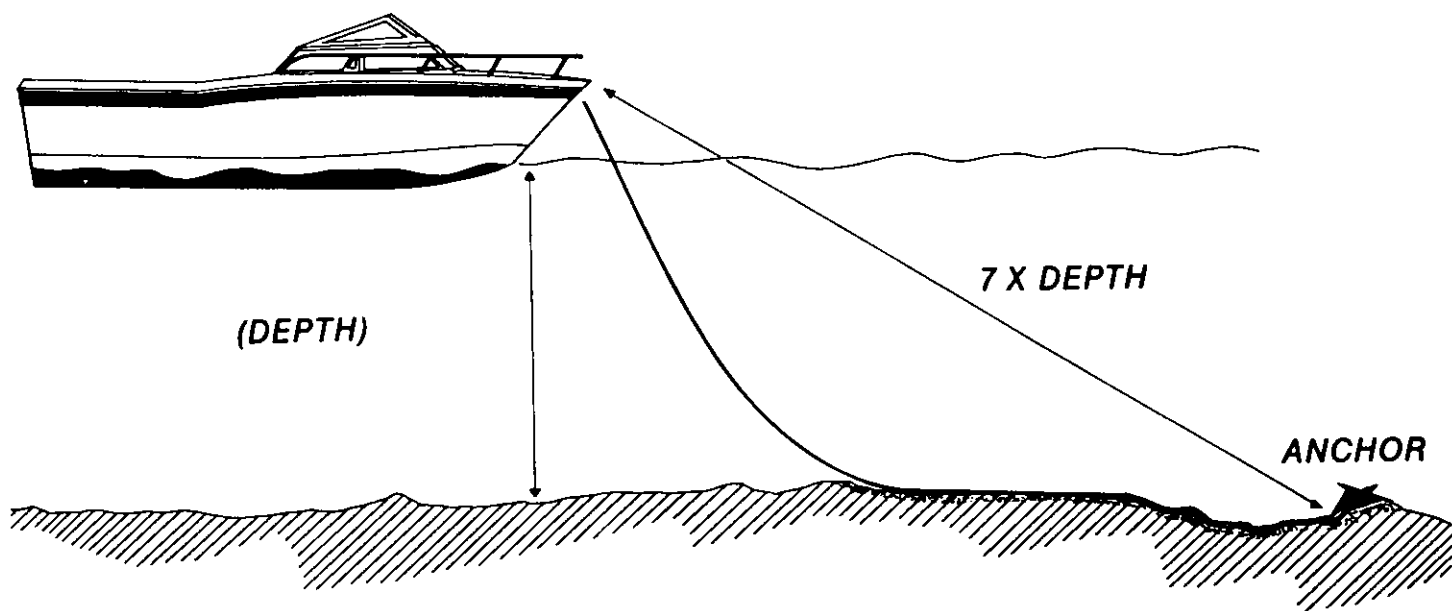
Very Important!

Most drive units are equipped with an adjustable rudder trim tab. This trim tab should be adjusted to balance the steering at the speed which you most often travel. Variations in speed or boat load or changes in the drive unit trim will cause the steering to pull in one direction. If the boat pulls to the left, adjust the trim tab to the left and vice versa.

Anchoring

The size of your boat and the type of lake, sea or river bottom in your boating area should determine the size and type of anchor. The recommended anchor line length is 4 to 7 times the depth of the water. In strong winds and currents, this length should be increased.

A 3 to 4 foot length of chain between the anchor and the anchor line will help prevent the line from chaffing on rough obstacles below the surface and will also help hold anchor flukes down for more secure anchoring.



To anchor, head the boat into the wind or current, stopping forward motion. Make sure your anchor line is secured to a cleat and travels under the bow rail. Lower the anchor into the water until it reaches bottom. Feed out anchor line slowly as the wind or current forces the boat backward. If necessary reverse your engine. Before shutting down engines, make sure the anchor is secure.

To raise anchor, reverse the procedure by driving the boat slowly to the point directly above the anchor and pull straight up. If the anchor is difficult to raise, you may tie off the anchor line when directly over the anchor and slowly motor forward to "free" the anchor from the bottom.

Your boat will swing at anchor with the wind, so do not anchor close to other boats or objects. Also, remember that it is illegal to tie up to navigational aids such as bouys and markers.

WARNING: Never anchor off the stern of the boat, especially in strong winds or currents. The weight of the stern and flat surface to the seas can easily cause water to enter over the transom, swamping the boat.

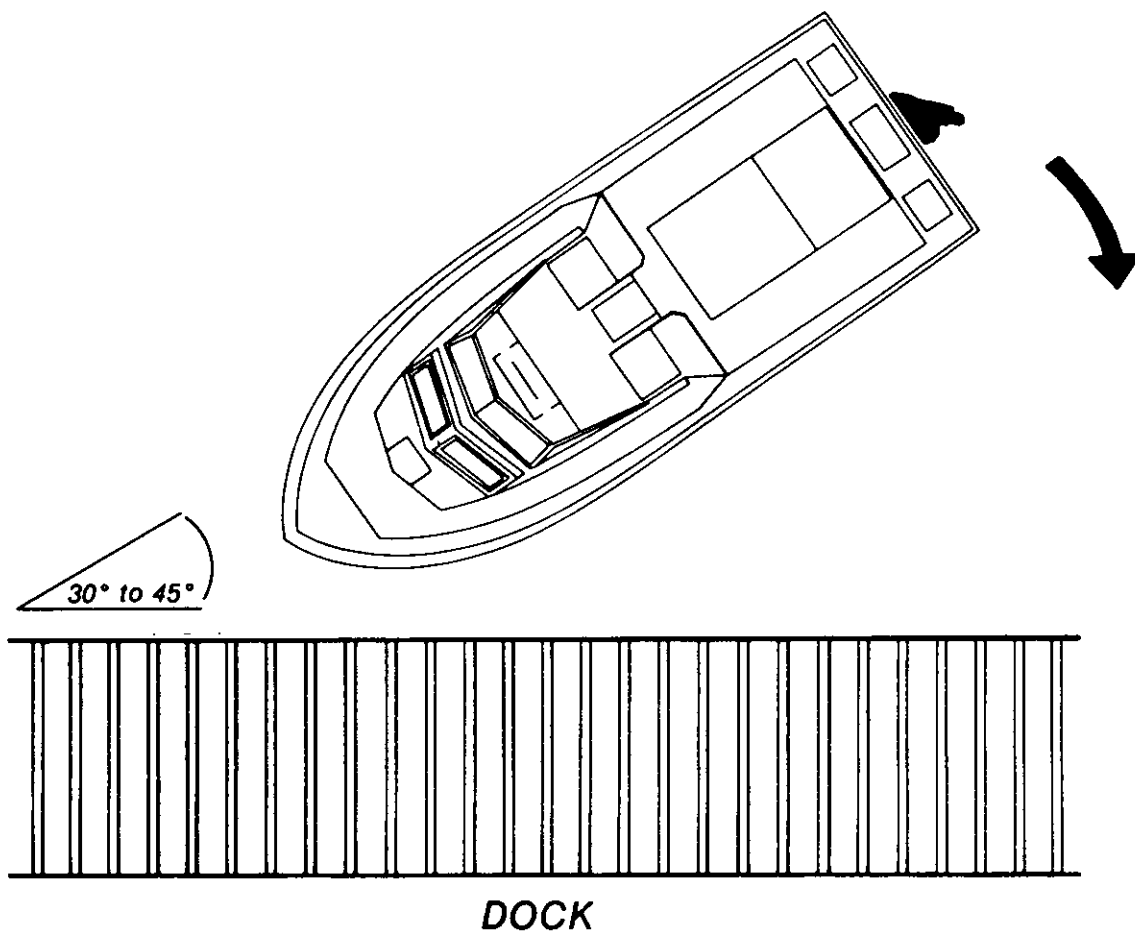


Docking

Unlike an automobile, the stern of your boat reacts first when turning. A turn to the right will swing the stern to the left and vice versa. Remember that turning your boat away from an object such as a dock will tend to swing the stern toward that object. Before bringing your boat to the dock, consider the wind and how it may be used to your advantage. Approach the dock at a 30 to 45 degree angle at a slow speed. Before the bow reaches the dock, shift the engine to neutral, turn the steering wheel toward the dock and shift the engine into reverse. The boat will slow and the stern will swing toward the dock.

When pulling away from the dock, make sure you have enough room to maneuver before turning by pushing the stern clear. You can then ease away without bumping the stern against the dock.

Slowing and stopping your boat requires some practice. As you slow the throttle, the boat will slow down. The length of time to come to a complete stop will vary with wind and current. In addition, the judgement of distance and momentum on the water is a skill that improves greatly with practice.



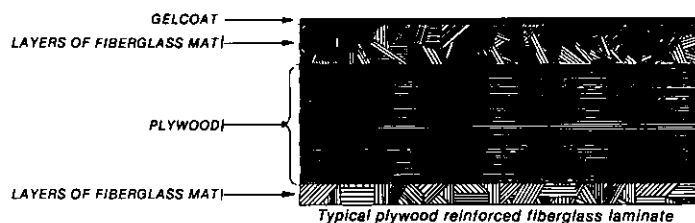
Maintenance and Service

Proper maintenance of your boat is not only a source of pride but is the key to maintaining your boat's value. A few simple steps will keep your fiberglass Grady-White looking showroom bright for years.

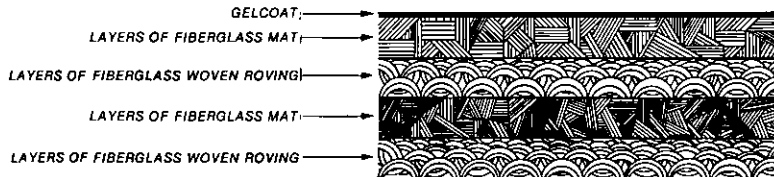
Your hull and deck are constructed by the hand lay-up method using the highest quality fiberglass mat and woven roving. This method of construction insures a proper fiberglass-to-resin ratio and a uniform thickness which together result in a much stronger boat than those constructed of "chopped glass". This is an expensive process, but insures you that your Grady-White is the strongest, most durable fiberglass boat possible.

Fiberglass Finish

The outer skin, or gel coat, of your Grady-White is a thin layer of resin with the finished color pigment. It is an integral part of the hull laminate. This tough, durable outer layer makes routine maintenance relatively simple.



Typical plywood reinforced fiberglass laminate



Typical fiberglass laminate

The gelcoat of your Grady-White is the finest available. The best method of routine upkeep, is almost like maintaining the finish of an automobile. The best method of cleaning the boat is with a mild household detergent and plenty of fresh water. A good coat of wax (either automobile or boat wax will do) will maintain the smooth, glossy finish and protect the boat's surface. Do not wax surfaces that may be walked on, however, as they will become quite slippery when wet.

Though gelcoat is a very durable material, it can still be subject to small spider web-like cracks (crazing), scratches and blistering over years of use. It is elastic enough, however, to withstand strong blows while flexing with the hull's movement. Gelcoat problems are cosmetic and will not effect the structural integrity of your boat.

If you store your boat in the water for more than a few days at a time, the bottom of the boat below the waterline should be painted with anti-fouling paint to protect it from marine growth, barnacles and blistering which inhibit performance.

Anti-fouling paint slowly dissolves to prevent marine growth so inspection and cleaning of the boat bottom at least once per season is advisable. Repaint whenever necessary.

Gelcoat Repair

Many gelcoat imperfections can be repaired using the following procedure:

1. Obtain the original colored gelcoat from your dealer and a small amount of M.E.K. (catalyst) which when mixed with the gelcoat, will cause it to harden. You may also wish to obtain a little acetone which is the most suitable cleaning agent for gelcoat.

WARNING! M.E.K. (Methyl ethyl ketone peroxide), gelcoat and acetone are flammable and hazardous if not handled properly. Follow instructions on the containers carefully. After gelcoat is catalyzed, it may become hot in the mixing container and catch on fire. Submerge remaining gelcoat in water until cool before disposal.



2. If the surface to be repaired is flat, lightly sand this surface (removing all glossy areas) so that the new gelcoat will adhere to the surface. If the area to be repaired is cracked, the crack should be routed out with a small instrument. Any crack extending past the gelcoat surface and into the fiberglass would need a more extensive repair. We suggest you consult your dealer for additional instructions. Tape off all adjacent areas around the damaged area.

3. A small amount of gelcoat should be tested with the catalyst before mixing the material for your repair. You will then be able to understand how the chemicals react. Pour approximately 1/2" of gelcoat into a small cup approximately 1.5% M.E.K. (about 3 to 5 drops) and stir thoroughly. Spread a small amount of the mixture on a test surface and measure the time it takes to harden. Hardening time should be from 15 to 45 minutes. Too little M.E.K. will lengthen the hardening time. Too much M.E.K. will cause the patch to become rubbery and it will not cure properly. It is best to be under catalyzed. When you obtain the proper mixture in a test, you are ready to mix a new batch for the actual repair, using the same ratio of M.E.K. to gelcoat.

4. Apply to the defective area using a small stick (a medical tongue depressor or popsicle stick works well). The mixture should be applied in a thin layer, bringing the patch up to the level of the original surface. Too much material will require extra sanding.

5. When the patch is hard, any raised area should be sanded carefully with 220 grit sandpaper bringing it level with the original surface. Use 400 or 600 grit sandpaper which has been wettened with water as you approach the finished surface. The water will reduce scratching. Wrapping the sandpaper around a small block of wood will help keep the area being sanded level.

6. Remove the tape around the patch and you will notice that it has a dull finish. Any good automotive buffing compound applied with a power buffer will bring a lustre to the surface.

Interior Maintenance

Your interior vinyl upholstery may be cleaned with a mild solution of household detergent and fresh water. Also, commercially available cleaners for vinyl work well. Just follow the instructions.

As the seams of your upholstery are not water proof, your upholstery should be stored in the cabin or covered when not in use.

Your cabin cushions are of a Canvas-Duck fabric and may be cleaned with upholstery cleaner. The cabin cushions are removable and may be dry cleaned. Do not machine-wash these fabrics.

Canvas

Follow these steps to maintain your boat's top and other canvas:

1. Dry all canvas before storing to prevent mildew.
2. Wash canvas periodically with a heavy-duty detergent and warm water. Do not use petroleum-based or ammonia cleaners on canvas or clear vinyl as they will yellow.
3. Lubricate the snap buttons and zippers with petroleum jelly or paraffin and they will be much easier to operate efficiently.
4. Clean clear vinyl thoroughly with denatured alcohol then apply a protective layer of clear wax. Do not use paste wax as it will yellow vinyl. This process should be repeated as necessary to maintain the protective wax coating.
5. The top front and side panels must be removed and rolled up for storage. DO NOT FOLD THESE PIECES UP IN THE BOOT. This procedure is necessary to prevent the front and side vinyl pieces from cracking.
6. Never trailer your boat with the canvas up. All canvas should be stored and secured before trailering.

Though your Grady-White boat's canvas is made using the highest quality vinyl and latest sewing techniques, your boat is basically an "open" vessel and your boat's canvas will not be completely leak proof. The seam holes in your canvas may stretch and tend to leak water. However, you can correct much of this problem by rubbing paraffin over the seams.

Please understand that Grady-White does not warrant the fit and design of the canvas to be completely watertight.

Teak

Teak is used in many Grady-Whites because of its beauty and low maintenance. Richly supplied with natural oils, teak weathers well. But, without protection, after repeated exposure the teak will weather. One of two things may be done to return the teak back to its natural color. If your teak is slightly weathered, it may be cleaned with detergent or a commercial teak cleaner and then oiled with a lemon based furniture polish. If the teak is severely weathered, then you may need to sand it down until all the gray is removed. Then rub in three to four coats of tung oil, allowing each coat to dry thoroughly. Once your basecoat is dry, all you need to do to protect your teak is apply the lemon-based furniture polish when cleaning up your boat after each use.

Hardware

Even though your hardware is made of laboratory grade 316 stainless steel, it does need regular cleaning to maintain its "less staining" properties. Use a mild solution of soap and water to clean your stainless after using your boat. If a bit more "kick" is needed, add a small amount of vinegar to the solution. Stains and discoloration may be removed with a non-abrasive metal cleaner.

You should not try to remove stainless steel stain with an acidic solution such as a household cleaner. In fact, where acid rain is a problem, you should rinse your boat with fresh water after it rains.

The real key to maintaining your stainless steel is to keep it clean. So try to remove all salt or dirt from your stainless on a regular basis. Also, remember to rinse your hinges on baitwells and fishboxes regularly too. Hinges may need a small amount of penetrating oil as a regular part of your maintenance program.

Hardware Mounting

When drilling mounting holes in boat surfaces, be sure each hole is well sealed. Sealing will prevent water leakage, which is especially important in fiberglass areas that have been reinforced with plywood. Improperly sealed holes risk trapping water inside the fiberglass and saturating the plywood reinforcement.

Battery

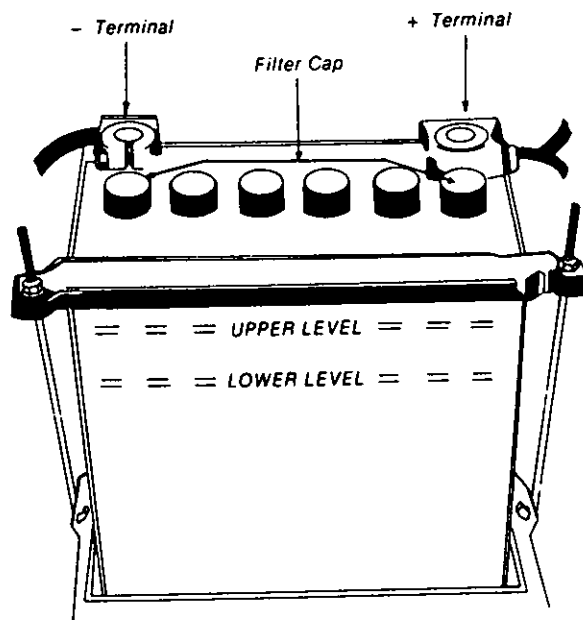
No matter what type of power your boat uses, your batteries are extremely important. They should be covered and secured in position in a non-metallic tray to prevent spilling electrolyte. Make sure the battery is properly secured for running.

Check the fluid level in each battery cell at least once a month. Fill the batteries with distilled water to the upper level as shown in the illustration. Never overfill the batteries.

Keep terminals clean by scrubbing with a mixture of baking soda and water using a stiff brush. Then apply a light coat of grease. Do not let any of the baking soda/water mixture enter the battery.

Check the batteries every month when not in use by using a battery hydrometer which measures the specific gravity. The meter should read between 1250 and 1280.

Never disconnect the batteries when the engines are running as damage to the charging system could result.



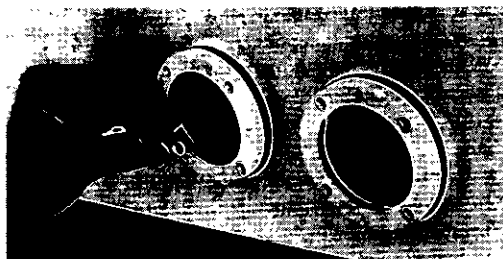
The battery contains sulfuric acid. Avoid contact with skin, eyes or clothing. Antidote: EXTERNAL — Flush with water. INTERNAL — Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg or vegetable oil. Call physician immediately. Eyes: Flush with water and get prompt medical attention. Batteries produce explosive gases. Keep sparks, flame, cigarettes away. Ventilate when charging or using in enclosed space. Always shield eyes when working near batteries.

KEEP OUT OF REACH OF CHILDREN.

Remember when disconnecting and reconnecting battery cables that the black cable must be connected to the negative terminal and that the red cable must be connected to the positive terminal of the battery. Reversing this procedure will immediately damage your system.

Scuppers

Your Grady-White boat has a self-bailing cockpit, meaning that water on the cockpit floor drains through overboard drains rather than into the bilge. The aft side drains (scuppers) and the stern drains have an external scupper flap assembly (as shown below) which restricts the flow of water back into the boat through the scupper system. Inspect the flaps periodically to make sure that they are free of debris. The scupper flaps will need periodic replacement.



Rigging Compartment

The 280 has a rigging compartment located aft of the gas tank compartments. This compartment is functional for rigging ignition protected pumps, transducer mounting pads and for better access to rigging components located aft of this compartment.

WARNING! Note that this compartment is not to be used for portable fuel tanks as this compartment does not have approved ventilation.

The rigging hatch and mounting screws must be sealed with silicone sealer after rigging is complete. If the lid is removed it must be resealed to insure watertight integrity.

Engine

Your dealer should provide an outboard owner's manual to help you with routine maintenance.

Storage

If your boat is out of use for the winter, special attention should be paid to areas that may be damaged by freezing temperatures. Even if you live in a warm climate, you should inspect your boat on an annual basis.

Use the following check list for winter storage:

1. There are detailed instructions in your engine's owners manual regarding the procedures to be followed in winterizing the engine. Follow these important instructions carefully and your engine will survive the most severe weather conditions.

2. Clean and wax your boat before storage. If you stored your boat in the water, there may be a layer of growth on the bottom in addition to the anti-fouling paint. This debris will harden on the boat bottom as it dries so scrub the bottom immediately after the boat is removed from the water.

3. If you are storing your boat on a trailer or cradle, make sure that they fully support the keel, chines and under the transom.

4. Raise and block the trailer axle to prevent tire deterioration. This is an excellent time to lubricate and pack the wheel bearings per manufacturers' instructions.

5. Remove the bilge drain plug, and open all valves and seacocks to keep the bilge dry. Drain all tanks, water lines and pumps to prevent freeze damage. If desired, the fresh water system may have a nontoxic anti-freeze put in it. This antifreeze can be purchased at most marine dealer-ships or camping dealers. In warmer climates, draining will help prevent water stagnation. Store your boat with the bow elevated to help drainage.

6. If you are sure your fuel does not contain alcohol, keep your fuel tanks full during storage or periods of infrequent use to prevent condensation of water vapor and subsequent engine malfunction. Also, there are additives available to inhibit condensation. Alcohol containing fuels absorb humidity and this condensation will separate from the fuel as the temperature drops during winter months, causing corrosion. Fuel tanks should be empty during storage if fuel contains alcohol. This is also a good time to have your fuel filters changed if they haven't been changed for awhile.

7. Check the electrolyte level in your battery and give it a good charge before storing. A strong battery loses its charge much more slowly than a weak battery. Ideally, you should disconnect the batteries and remove them from the boat. Clean the posts and cover the terminal posts with some sort of grease to prevent any corrosion. Then store the battery in a dry cool area on a wood board. Don't store your battery on concrete as the cold, moist surface will drain the battery.

8. Cabin cushions and other cushions should be taken indoors for dry storage when possible to prevent mildew.

9. Pull all your electronics and store them inside. Your compass should be covered for the winter as ultraviolet rays from the sun will "cloud" the compass and make it difficult to read.

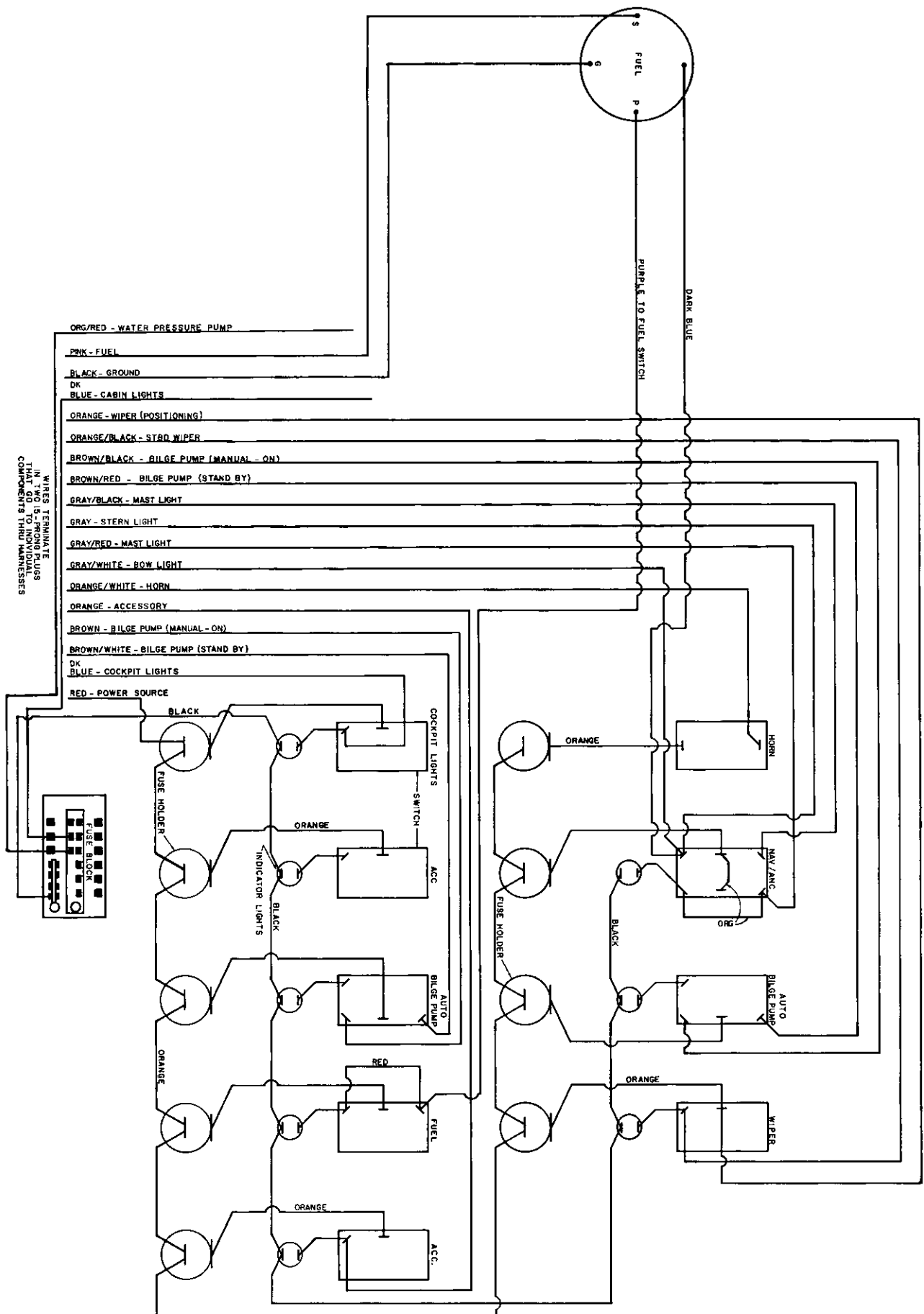
10. The head should have all water removed from the lines.

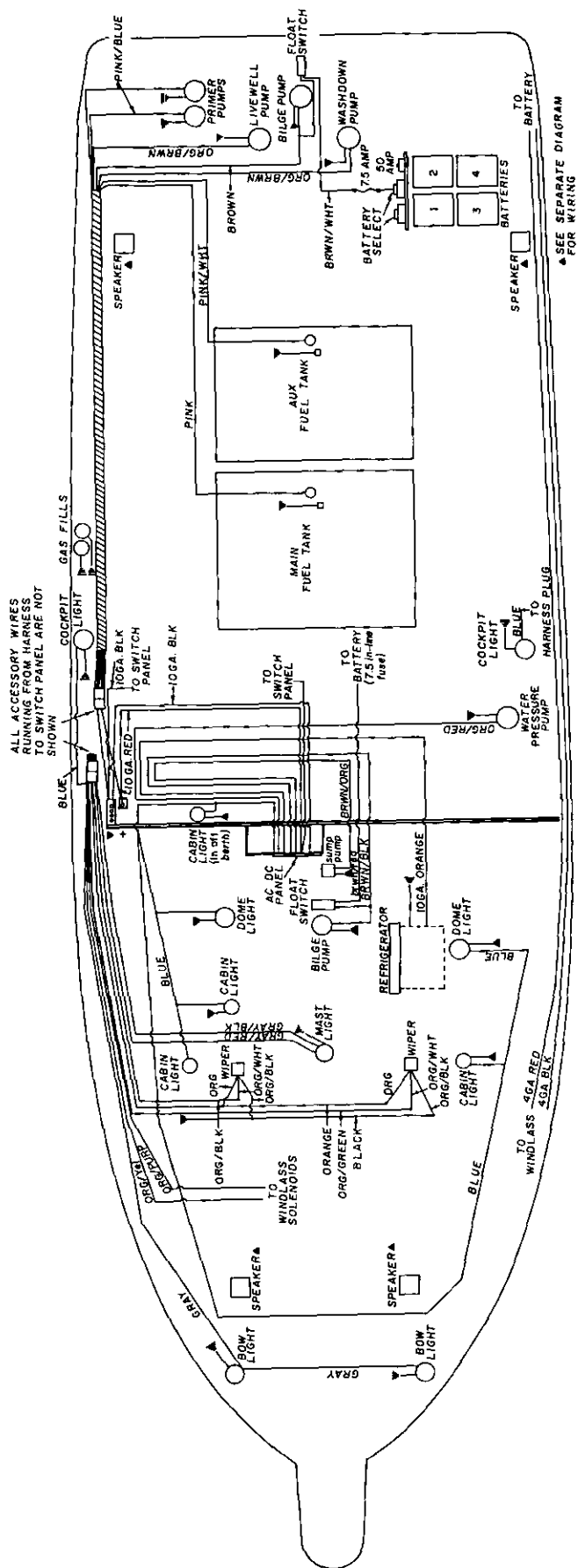
Accessory Wiring Color Code and Fuse Sizes

ACCESSORY	WIRE SIZE & COLOR	FUSE AMPS	LOCATION
Bow Light	16 Ga. Gray	15.0	Acc Panel
Mast Light (forward bulb)	16 Ga. Gray/Red Stripe	15.0	Acc Panel
Mast Light (aft bulb)	16 Ga. Gray/Blk Stripe	15.0	Acc Panel
Panel Lights	16 Ga. Dark Blue	15.0	Acc Panel
Cabin Lights	16 Ga. Dark Blue	10.0	Fuse Block
Cockpit Lights	16 Ga. Dark Blue	10.0	Acc Panel
Spreader Lights	16 Ga. Dark Blue/Wht Stripe	10.0	Acc Panel
Bilge Pump (Forward):			
Rule 1500	16 Ga. Brwn/Blk Stripe	7.5	Acc Panel
Auto Float Switch (Fwd)	16 Ga. Brwn/Red Stripe in line		Near Battery
Bilge Pump (Aft):			
Rule 1500	16 Ga. Brown	7.5	Acc Panel
Auto Float Switch (Aft)	16 Ga. Brwn/Wht Stripe in line		Near Battery
Shower Sump Pump (float switch)	16 Ga. Brwn/Org Stripe	4.0	Fuse Block
Water Pressure Pump	16 Ga. Org/Red Stripe	15.0	Acc Panel
Washdown & Livewell pump	16 Ga. Org/Brwn Stripe	15.0	Acc Panel
Primer Pump	16 Ga. Pink/Blue Stripe	5.0	Acc Panel
Horn	16 Ga. Org/Wht Stripe	15.0	Acc Panel
Windshield Wiper (actuator)			
Port	16 Ga. Org/Green Stripe	5.0	Acc Panel
Stbd	16 Ga. Org/Blk Stripe	5.0	Acc Panel
Windshield Wiper (position)	16 Ga. Orange		
Windlass Solenoids	16 Ga. Org/Purple Stripe	*	Acc Panel
	16 Ga. Org/Yellow Stripe	*	Acc Panel
Windlass Power Lead	4 Ga. Red	*	Near Battery
	4 Ga. Black	*	Near Battery
Accessory	16 Ga. Orange	10.0	Acc Panel
Accessory Grounds (Ind)	16 Ga. Black	N/A	
Accessory Grounds Mains	10 Ga. Black	N/A	
Hydraulic Trim Tabs	16 Ga. Harness (Supplied)	20.0	Fuse Block
Main Fuel Tank (Sender)	16 Ga. Pink	2.0	Acc Panel
Aux Fuel Tank (Sender)	16 Ga. Pink/Wht Stripe	2.0	Acc Panel
Accessory Panel Power Lead	10 Ga. Red circuit breaker	40.0	Near Battery
Ignition Switch Power Lead	10 Ga./16 Ga. Red in line	20.0	Ignition
Electric Primer Pump	16 Ga. Pnk/Red Stripe in line	5.0	Ignition
Trim Junction Box	10 Ga. Red in line	50.0	Near Battery
VHF (Hardtop Radio Box)	10 Ga. Red/Wht in line	20.0	Near Battery

* Refer to windlass manufacturer's recommended fuse & breaker sizes.

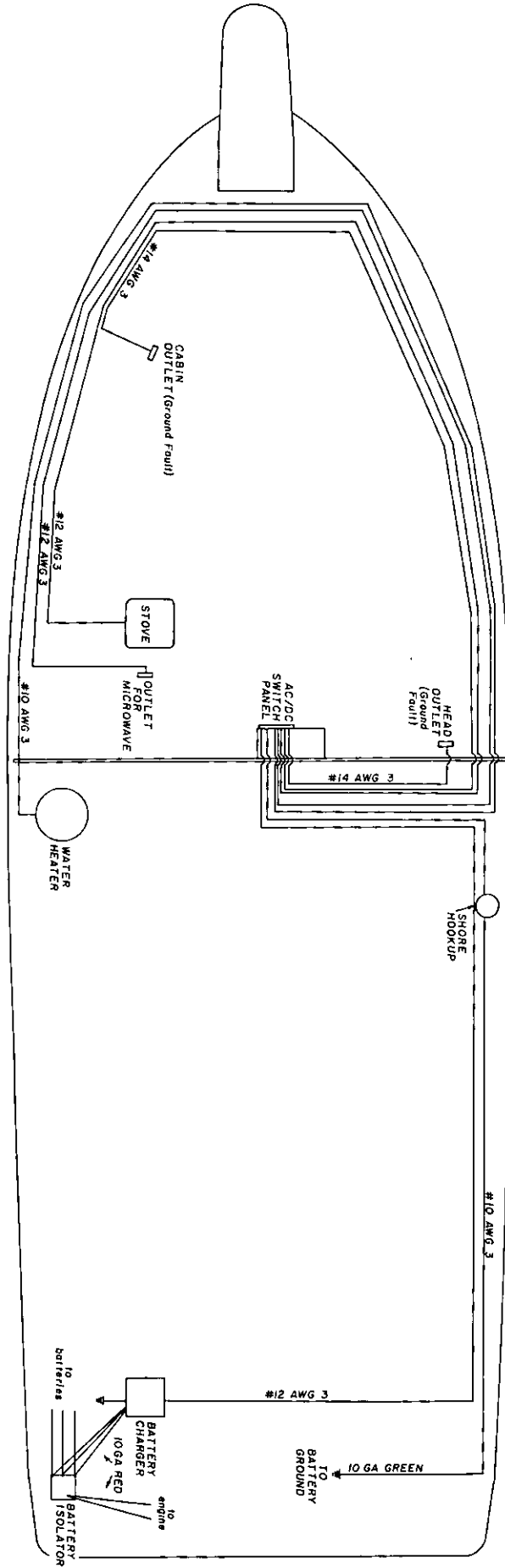
Typical Outboard Instrument and Switch Panel Wiring Diagram

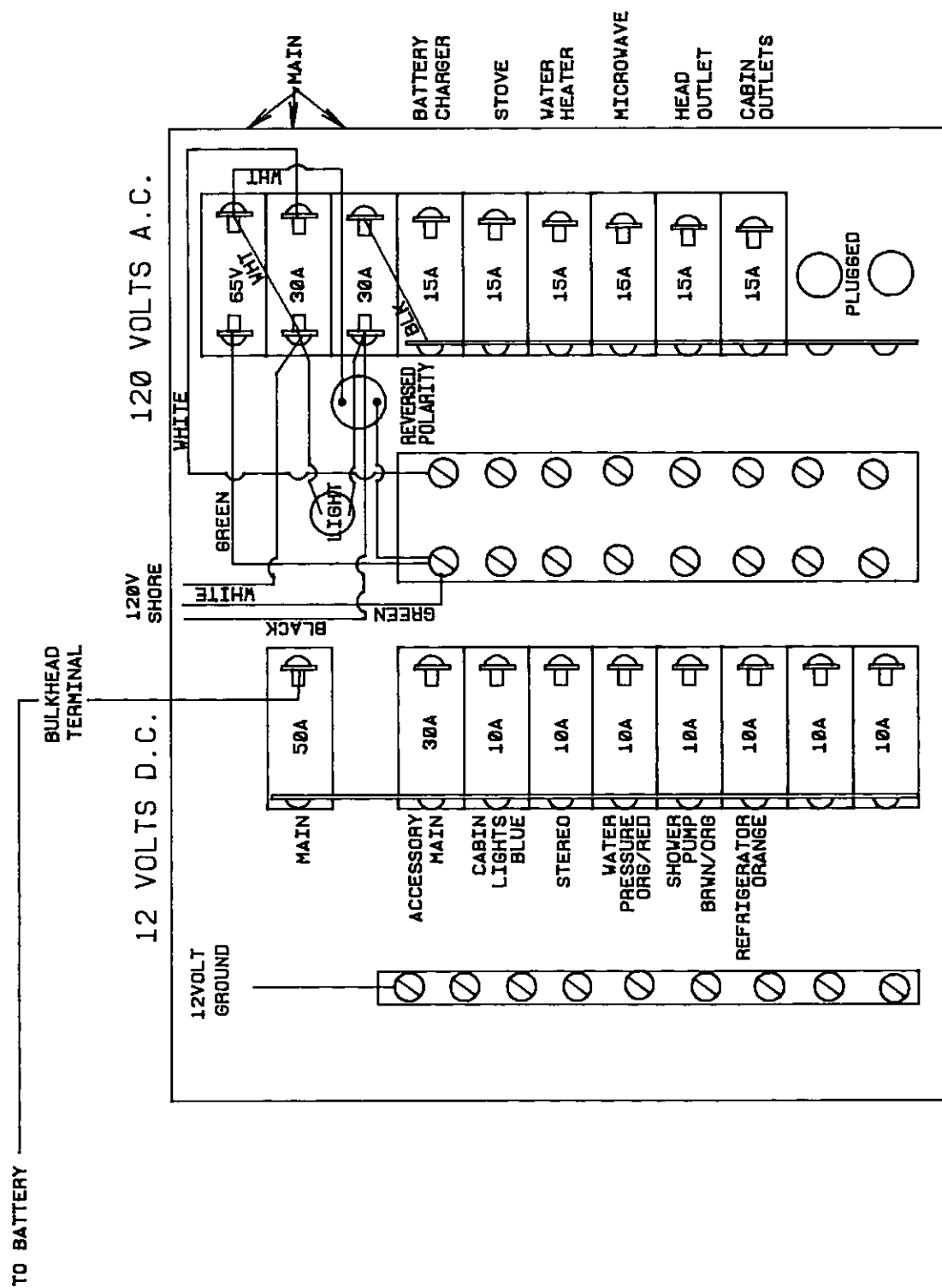




Accessory Wiring Diagram: 280 Marlin

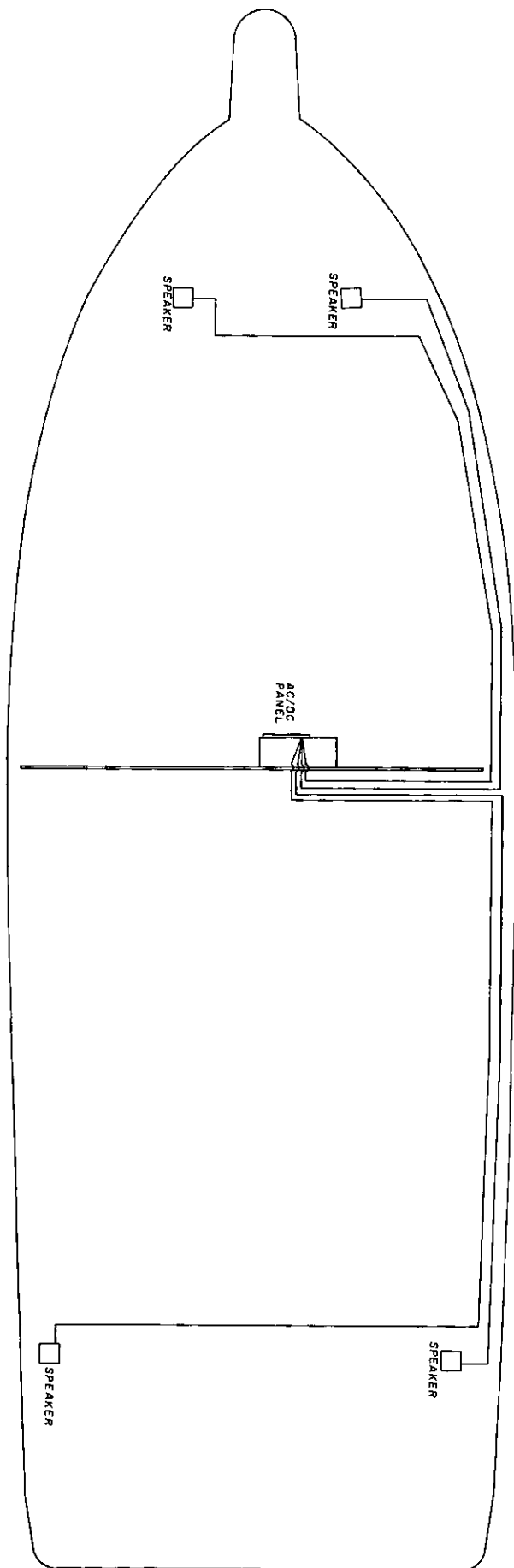
AC Current Wiring Diagram

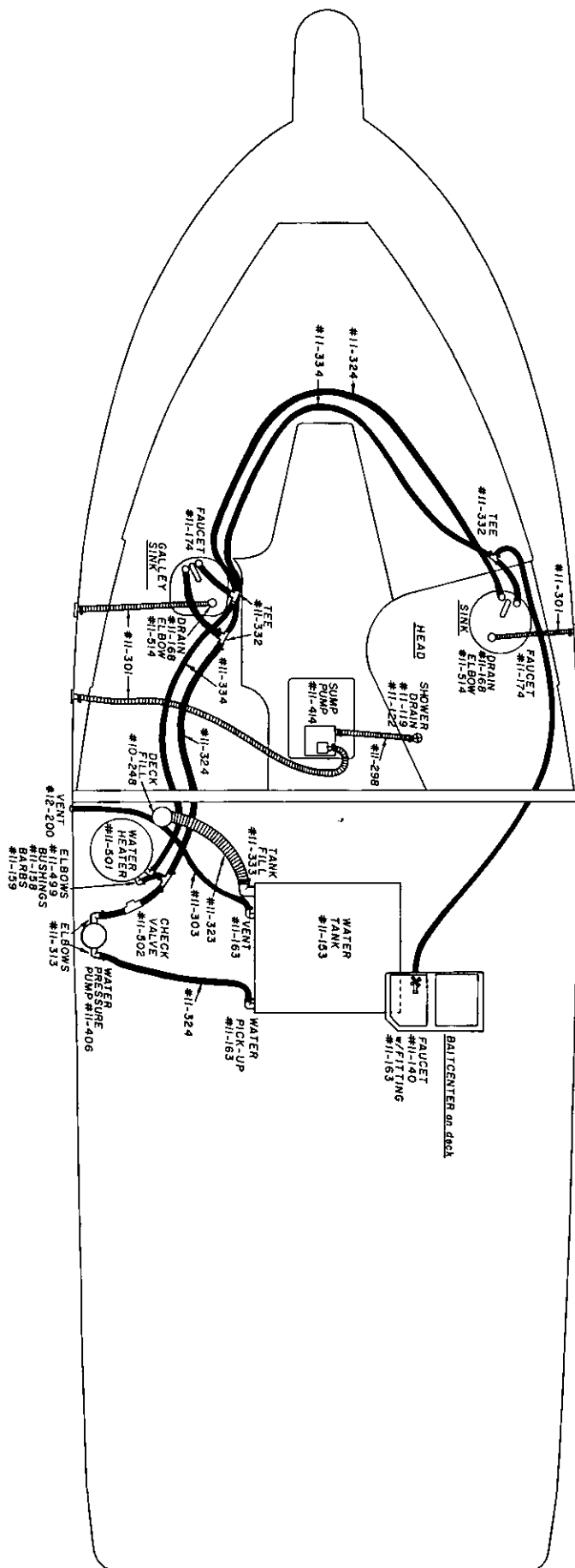




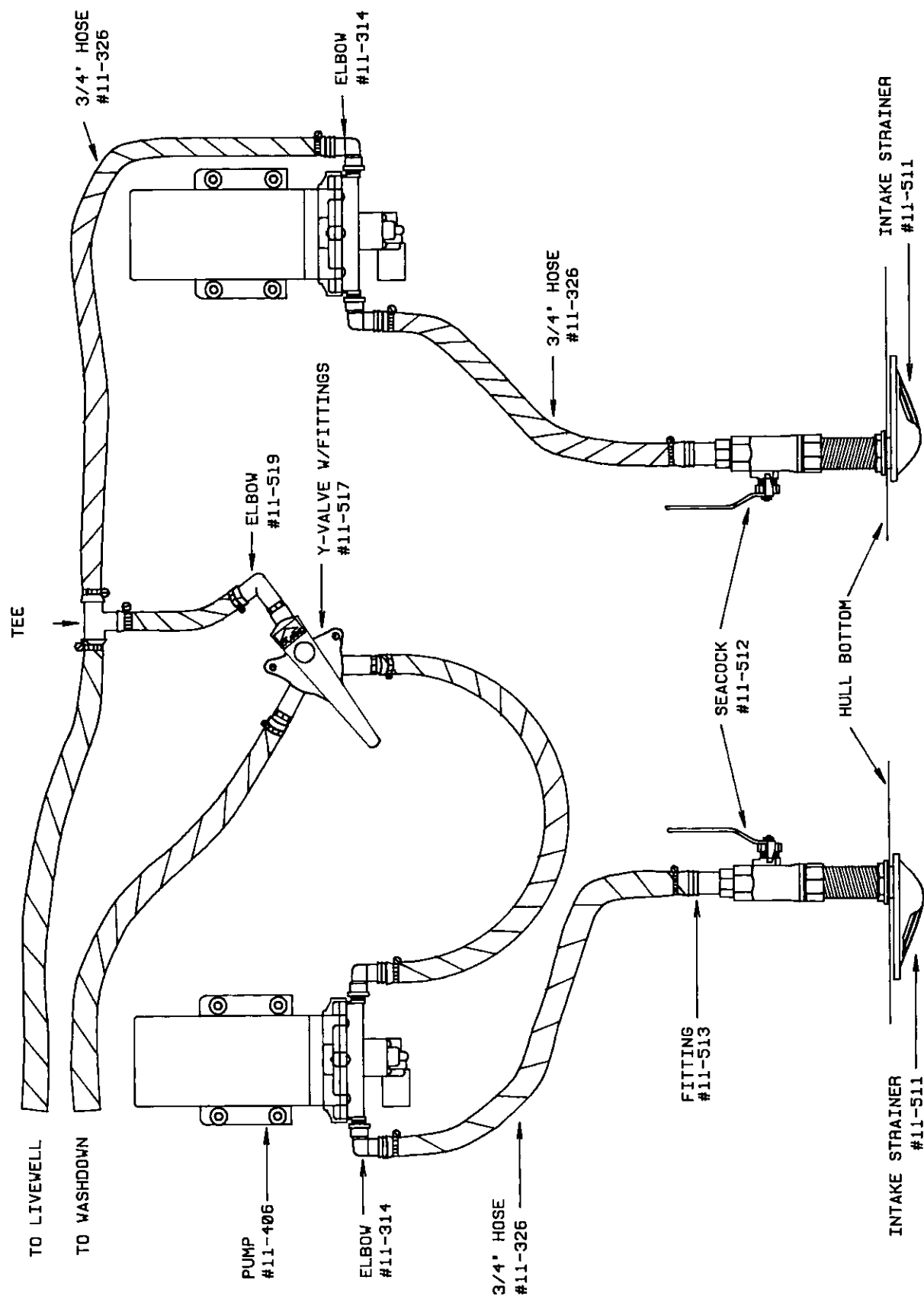
AC/DC Panel Wiring Diagram

Stereo Wiring Diagram





Fresh Water System (Pressurized):



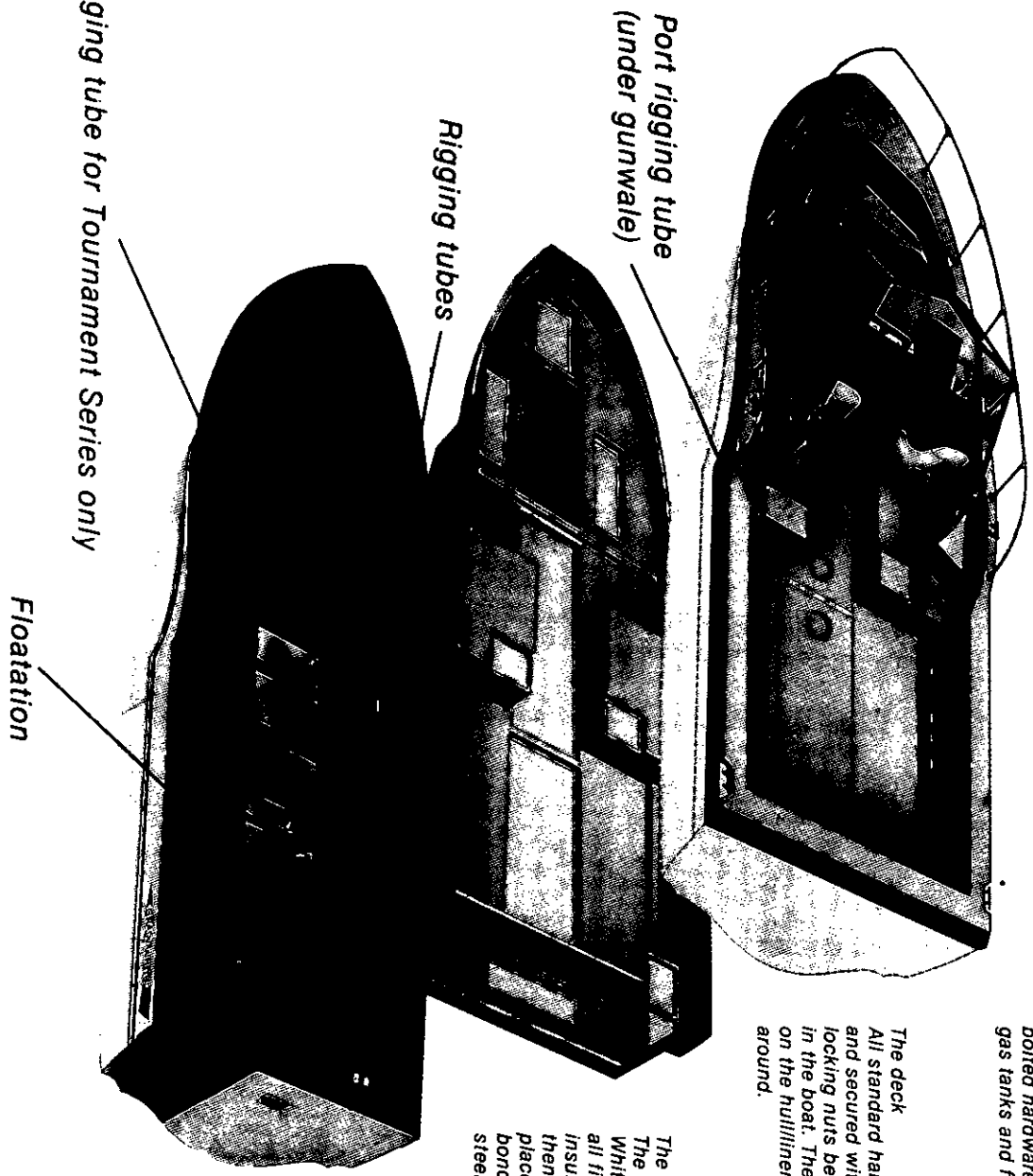
Livewell/Washdown System

Grady-White Construction
Most Grady-Whites are built in three separate fiberglass pieces, the hull, the deck and the fiberglass liner as shown below. These three pieces are bonded together after installation of standard through-bolted hardware, electrical systems, gas tanks and foam floatation.

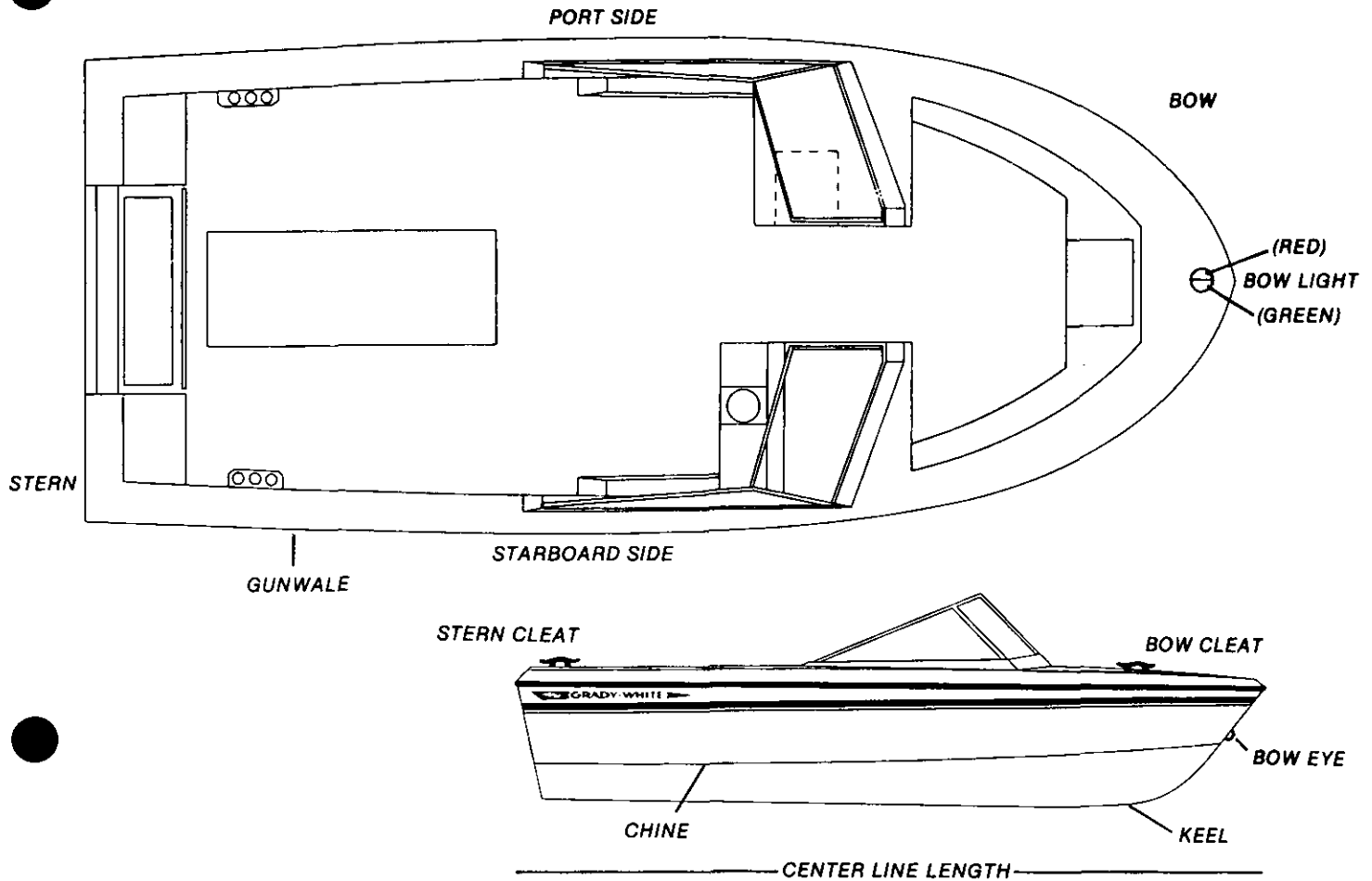
The deck
All standard hardware is mounted and secured with through bolts and locking nuts before being installed in the boat. The deck is then placed on the hull/liner and secured all around.

The fiberglass liner
The fiberglass liner of your Grady-White is removed from its mold then all fishboxes and ice boxes are insulated with foam. The liner is then placed in the hull, the deck placed over both, and all three are bonded then secured with stainless steel screws all around.

The hull
The wooden stringer system in your Grady-White is encapsulated in resin and fiberglass then fiberglassed into place while the hull is still in its mold. This gives your hull permanent strength and shape. Foam floatation is sprayed into strategic cavities between the stringers to add floatation, strength and sound absorption.



Hull/Deck/Liner Layout



abeam — object 90 degrees to center line on either side of boat

abaft — a point on a boat that is aft of another

aft — toward the rear or stern of the boat

beam — the greatest width of a boat

bilge — the lower interior area of the hull

bow — the fore part of a boat

bulkhead — vertical partition in a boat

chine — meeting juncture of topside and bottom of boat

chock — deck fitting, used as guides for mooring or anchor lines

cleat — deck fitting with arms or horns on which lines may be made fast

deck — upper structure which covers the hull

draft — depth of water required to float boat

fathom — six feet

freeboard — height of topside from water line to the deck

gunwale (or gunnel) — meeting junction of hull and deck

hatch — an opening in the deck to provide access below

head — a toilet or toilet area in a boat

headroom — vertical distance between the deck and cabin or canopy top

hull — the basic part of a boat; a watertight vessel that provides buoyancy to float the weight of the craft and its load

keel — the major longitudinal member of a hull — the lowest external portion of a boat

knot — unit of speed in nautical miles per hour

lee — the side that is sheltered from the wind

port — opening in a hull to admit light and air or lateral directions — term designating left side of the boat

port light — a hinge or sliding port in a boat hull

scupper — holes permitting water to drain overboard from deck or cockpit

sheer — curve or sweep of the deck as viewed from the side

starboard — lateral direction term designating right side of the boat

stern — the aft end of a boat

stringer — longitudinal members fastened inside the hull for additional structural strength

wake — disturbed water that a boat leaves behind as a result of the motion

windward — toward the direction from which the wind is blowing

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 address 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 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