GRADY-WHITE BOATS

P.O. Box 1527, Greenville, NC 27835-1527
Greenville Blvd. NE, Greenville, NC 27834
919/752-2111 FAX: 919/752-4217

Dear Grady-White Owner:

Welcome aboard!

Buying and owning a boat is a very special experience. Of all the many products you'll ever own we want your Grady-White experience to be the absolute best. That means providing you the descriptions, explanations and technical support that you need to enjoy your Grady-White with confidence and security.

Your Grady-White exceeds all U.S. Coast Guard safety standards and is built to standards certified by the National Marine Manufacturers Association (NMMA). Best of all, your boat is built to Grady-White standards, standards that have served our owners through some truly extraordinary conditions since our first models built in 1958.

The seaworthiness and safety of your Grady-White is highly dependent on your operation, maintenance and care of your boat, so please read this manual thoroughly and keep it around for reference. Moreover, if you need further explanation or "hands-on" help don't hesitate to ask the people at your Grady-White dealership; they have experience with the systems and operations of your boat. If for any reason you need further help, please feel free to call us at the factory. We sincerely want to provide you with the help and information that will make your Grady-White experience delightful.

Thanks for choosing a Grady-White. All of us at the factory and at your dealership are dedicated to earning your confidence in Grady-White Boats. Again, welcome aboard.

Sincerely yours,

GRADY-WHITE BOATS, INC.

Kris Sheppard

Kris Sheppard
President

GRADY-WHITE BOATS
TABLE OF CONTENTS

CHAPTER 1 BOATING SAFETY

CHAPTER 2 GENERAL INFORMATION

CHAPTER 3 PERFORMANCE

TABLE OF CONTENTS CONTINUED

CHAPTER 4 MAINTENANCE AND SERVICE

CHAPTER 5 WINTERIZATION AND STORAGE

CHAPTER 6 GAUGES AND SWITCHES

TABLE OF CONTENTS CONTINUED

CHAPTER ONE

BOATING SAFETY

REQUIRED SAFETY EQUIPMENT

The US Coast Guard (USCG) requires that every boat have specific equipment on board. Refer to the US Coast Guard publication CG-290 for more information on Coast Guard required safety equipment. Some local regulations request more equipment than the list of Coast Guard requirements below.

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

FIRE EXTINGUISHER

Your boat must be equipped with (2) marine approved fire extinguishers. They must be classified to extinguish Type B fires (gasoline, oil or grease). Fire extinguishers should be readily accessible. Passengers should be informed of location and proper use. Check
extinguishers regularly for charge status.

PERSONAL FLOTATION

Each passenger must have a USCG approved personal flotation device (PFD). PFDs must be obtainable at anytime. All devices must be in good condition and the appropriate size for the intended wearer. Small children and non-swimmers are advised to wear PFDs at all times. A Type 4 throwable flotation device (ring buoy or boat cushion) is also required.

HORN

Grady-White boats are equipped with a marine horn, which meets the USCG requirements of an audible sounding device on board.

VISUAL DISTRESS SIGNALS

USCG approved visual distress signals are required for day and night use when operating on U.S. waters. These signals must be in serviceable condition and on the boat when in use. Some examples of visual distress signals include: (3)red flares, (3)orange smoke, orange flag (day only), or an electric distress light (night only).

REGISTRATION NUMBERS

Federal and state laws require that a power boat be registered in the state where it is primarily used. The registration numbers and validation sticker must be plainly exhibited. The registration certificate must be on board when in use. The boat's serial number, required on the registration form, can be found on the upper right-hand corner of the transom.

LIGHTING

All Grady-White boats are equipped with navigational lights that meet the stipulations for inland or international waters.

ADDITIONAL SAFETY EQUIPMENT

In addition to the required safety equipment the following tools, equipment, and spare parts are recommended:

VHF Radio	Mooring lines (2)
Anchor and rode	Tow line
Sea anchor	Drinking water and food
Spotlight or flashlight	First aid kit
Extra batteries	Compass
Spare propeller and hardware	Boat hook
Navigational charts of the area	Fenders (for docking)

Tool kit including: adjustable wrench, slip-joint pliers, spark plug wrench and spark plugs, screwdrivers (slotted & Phillips), box end wrench set, hammer, roll of flexible wire, electrical tape, knife, spare fuses, and hydraulic fluid. Make sure tools and spare parts are in good condition. Replace any parts removed from spare parts kit.

Use only US Coast Guard approved parts or parts that are certified for marine use.

Do not attempt repairs or maintenance that you do not have the knowledge or tools to perform. Contact your Grady-White dealer or another dependable service center for instructions or advice.

ACCIDENT REPORTING

Report boating accidents to local authorities. Federal regulations require that the operator of a boat, that is involved in an accident, to submit a written report within 48 hours. A written report must be filed if any of the following conditions apply: a person disappears or dies within 24 hours, requires medical attention or if there is property damage or a complete loss. If property damage exceeds $500, or a complete loss of a vessel, the report should be submitted within 10 days. If a death or disappearance occurs, **notification is required *immediately*** (by phone or radio), in addition to the written report. These reports should be submitted to the State Boating Law Administrator. Forms can be obtained through USCG, any harbor patrol office, sheriff and police stations.

RENDERING ASSISTANCE

The owner or operator of a vessel is required by law to render all sensible or necessary assistance to any person or vessel affected by collision, accident or casualty. However, you should **not** endanger your vessel or passengers in this process.

GENERAL BOATING SAFETY TIPS

The following precautions will enhance you and your passengers' boating safety and pleasure:

- Study all Operation and Maintenance Manuals for your Grady-White before operation. For any questions or concerns, contact your dealer. Proper operation and maintenance will insure quality performance and the longevity of your boat.

- A written float plan left with a reliable person will be valuable information in the event of a mishap and you do not return on time. **Upon returning** inform the holder of the float plan.

- Watch the weather. If caught in a storm, reduce speed, head into the wind/waves, and keep all gear and passengers close to the centerline for stability. Head for shelter and wear PFDs.

- ***Never* operate or allow anyone to operate your boat while under the influence of drugs or alcohol.**

- **Do not allow individuals under 16 years of age to operate your boat. Inexperienced drivers should not be allowed to operate the boat without constant and direct supervision.**

- Instruct at least one person to pilot your boat and be familiar with basic boating techniques and safe operation in the event of an emergency.

- While boating, passengers should be settled in a safe position. Handholds and rails should be utilized.

- Keep your boat speed under control. Respect for other boaters and those on shore is common courtesy. The operator of the boat is responsible for injury or damage caused by the boat's wake (this is the wave boats leave behind.) Your wake could swamp or damage a smaller craft or endanger its passengers. Stay alert for posted **"No Wake Zones".**

- **Never allow swimmers to enter or exit the boat with the engines running.** A shift lever in neutral could become engaged, causing severe harm to swimmers.

- When venturing into foreign waters, collect information on the boating area. Obtain a chart for new areas whenever possible.

- Recommend boat shoes or tennis shoes to passengers.

- Signs and signals for help are: raising and lowering your arms, waving a shirt tied to a pole, repeatedly sounding your horn, flying your boat's ensign upside down, or lighting flares.

SUGGESTED BOATING CLASSES AND READING MATERIAL

Like a car, boats must be operated according to safety rules and traffic regulations. Although we include some basic boating tips in this publication, a thorough review of the safety rules and regulations for boating is beyond the scope of this manual. Although this reference guide may provide some information about boating systems and procedures, the operator must be aware that there are variable factors such as changing seas and weather conditions that are not predictable by this manual. Safe operation is made possible by the accumulation of knowledge, the development of boating skills and by proper adherence to regulations.

We support the work of the United States Coast Guard Auxiliary and the United States Power Squadrons. We urge you to exercise the opportunity for additional knowledge and experience by attending classes sponsored by the preceding organizations and/or referring to the publications below.

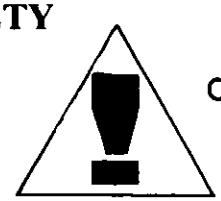
PILOTING, SEAMANSHIP AND SMALL BOAT HANDLING
(Chapman)
Motor Boating and Sailing
Post Office Box 2319 -- F.D.R. Station
New York, New York 10022

PLEASURE BOATING AND SEAMANSHIP
U.S. Coast Guard Auxiliary
306 Wilson Road Oaklands
Newark, Delaware 19711

BOATMAN'S HANDBOOK by Tom Bottomly
Motor Boating and Sailing
Post Office Box 2319 -- F.D.R. Station
New York, New York 10022

THE COMPLETE BOOK OF MAINTENANCE AND REPAIR
Dave Kendall
Doubleday & Co.
Garden City, New York 11530

** FOR INFORMATION ON BOATING SAFETY COURSES IN YOUR AREA CALL THE
BOATING EDUCATION HOTLINE 1-800-336-BOAT (2628),
US COAST GUARD BOATING HOTLINE AT 1-800-368-5647 or
CALL YOUR LOCAL COAST GUARD.



CARBON MONOXIDE

W A R N I N G

Exhaust fumes contain carbon monoxide(CO), an odorless and colorless gas. Carbon monoxide is poisonous and a health hazard that can be fatal if breathed over an extended period of time. Symptoms of carbon monoxide poisoning can include: dizziness, nausea, headache, weakness, sleepiness, throbbing in temples, muscular twitching, vomiting and the inability to think coherently. **If any passenger experiences these symptoms, immediately get them out and away from the fumes. Get the person in an area where FRESH air can be consumed. If symptoms from above persist, promptly seek medical attention.**

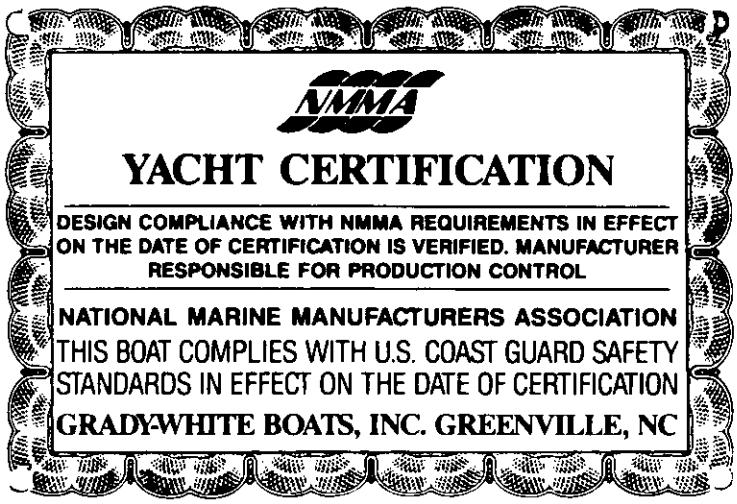
Carbon monoxide is the gas formed by the combination of one molecule of carbon and one molecule of oxygen. Chemists refer to it as CO, its chemical formula, "C" for carbon and "O" for oxygen. Its weight is about the same as air, so it cannot be expected to rise or fall like some other gases, but will distribute itself evenly throughout space.

Carbon monoxide can accumulate in cabins and under canvas. If your boat is equipped with canvas that encloses the aft cockpit and the propulsion equipment, ***do not*** operate the boat with this canvas shut.

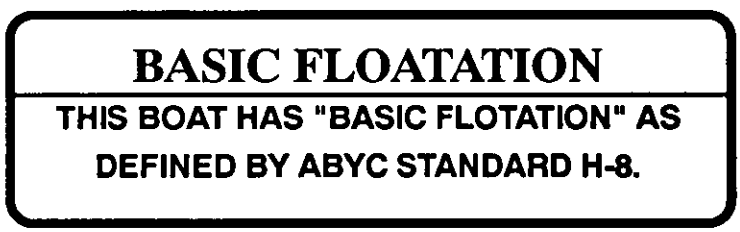
The boat operator should be aware that CO is emitted from *any* boat's exhaust. The operation, mooring, and anchoring in areas containing other boats may be in an atmosphere containing CO that is not of the operator's making. Likewise, an operator needs to be aware of the potential drifting of carbon monoxide away from his own boat and into areas containing other water craft or persons. A prime concern is the operation of an auxiliary generator with boats moored along side each other. **Be aware of the effect your exhaust may have on other vessels, and be aware that the operation of other vessels' equipment may affect the carbon monoxide concentration on your vessel.**

CERTIFICATION

At the helm station, you will find a NMMA (National Marine Manufacturers Association) Yacht Certification tag. This means your yacht complies with Coast Guard safety standards. (NOTE: Any boat with an overall length of 26 feet or greater is defined as a "yacht" by NMMA.)



This label means that your Grady-White is certified by the NMMA With this tag, you are assured that your fuel system, electrical system, lighting, ventilation, and steering, are not only in compliance with the US Coast Guard regulations, but also meet the more stringent standards of the NMMA. The NMMA is a national trade organization serving all elements of the recreational boating industry, including manufacturers of boating equipment. With this tag, you can have confidence in the quality of your boat.



This label means that Grady-White has designed and built your boat to the ABYC basic flotation standard H-8. Basic flotation is defined as having enough foam, in the boat, to create buoyancy and prevent sinking under swamped conditions.

CHAPTER TWO

GENERAL INFORMATION

DISCHARGE REGULATIONS

The US Coast Guard requires that any vessel 26 feet or greater in length display one or more placards in prominent locations, easily readable by the crew and passengers. The placard must include the following information:

- The discharge of any garbage mixed with plastic into any waters is prohibited.
- The discharge of all garbage is prohibited in the navigable waters of the United States and in all other waters within three nautical miles of the nearest land.
- The discharge of dunnage, lining, or packing materials that float is prohibited within 25 nautical miles of the nearest land.
- Other unground garbage may be discharged beyond 12 nautical miles from the nearest land.
- Other garbage ground to less than one inch may be discharged beyond three nautical miles of the nearest land.
- A person who violates the above requirements is liable for a civil penalty of up to $25,000, a fine of up to $50,000, and imprisonment for up to five years for each violation.
- Regional, state, and local restrictions on garbage discharge may also apply.

Each placard must be at least nine inches wide and four inches high, made of a durable material, and printed with letters that are at least 1/8 of an inch in height.

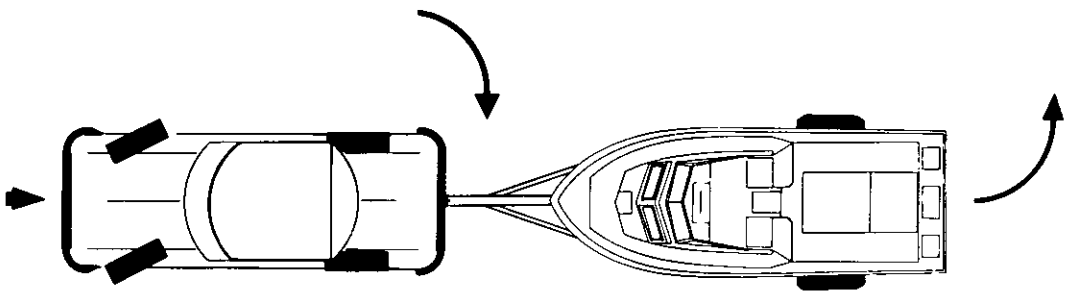
TRAILERING

The position and balance of your boat on the trailer determines how readily the boat may be transported. Swaying while trailering is usually caused by a tail-heavy load. The tongue weight on the hitch ball should be 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. Your dealer should be responsible for adjusting your trailer properly.

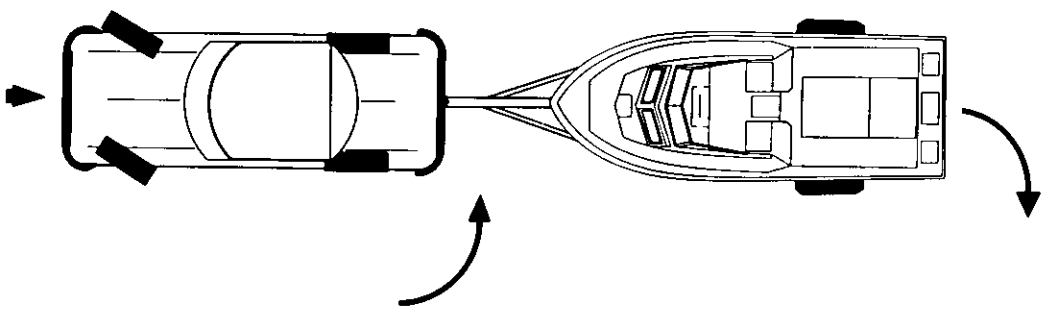
Consider the items listed on the following page. This list should be covered in the final inspection prior to trailering your boat.

The preliminary check list before trailering your boat:

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



BACKING TO RIGHT



BACKING TO LEFT

DRIVING

Do not allow passengers to ride in the boat while trailering. Check brakes prior to leaving. Drive steady as possible and avoid sudden jerks. Anticipate stops to make them smooth. Road trips call for occasional stops to make sure the trailer is still secured properly.

Practice maneuvering the trailer. The trailer always backs in the opposite direction of the vehicle. To maneuver the trailer, turn the car's steering wheel in the direction you want the trailer to go. Reference the diagrams on the previous page.

LAUNCH THROUGH RECOVERY

LAUNCHING

Prior to initial launch, familiarize yourself with Operating Manuals and all aspects of your boat. At the launch site, go through a pre-launch check list. The check list should be suited to your specific needs. Include the following items:

- Make sure the drain plug is secured in place.
- Attach launch ropes to bow and stern.
- Make sure the proper safety equipment is on board.
- Tilt engine or drive unit to the "up" position.
- Remove the tie down strap.
- Make sure the engine drain and freeze plugs are in place. (stern drives only)
- Be sure there is enough fuel to get to a fueling dock.
- Put fenders over the side, if moving to a dock.

After the pre-launch check, check the ramp or launch area for any hazards to your vehicle, trailer or boat. Back your trailer slowly into the water, preferably keeping the axle hubs above water (unless your trailer is a submersible model). Set the hand brake of your vehicle and place chocks under the rear wheels. Have a person man the bow line and stern line. Release the winch cable, and give the boat a firm push. When the boat is clear of the trailer, move the trailer to the parking area.

PRE-START CHECKLIST

- Check the bilge for excess water and leaks.
- Turn on the bilge pump to remove any excess water, and leave the pump on stand-by.
- Check engine oil level, battery cable connections, electrolyte level, and all drive belts for wear and proper tension.
- Check steering for freedom of movement.
- Make sure navigation lights are in working order.

STARTING

- Lower the drive unit to the "down" position. Be sure the propeller is free of any obstruction.
- 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 while simultaneously engaging the neutral lockout button.
- Check all instruments. If the oil pressure gauge does not respond immediately, shut off the engine.
- Test steering and throttle response at the dock.

DOCKING/UNDOCKING

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. The boat is better maneuvered against the wind rather than with the wind.

Slowing and stopping your boat requires practice. The length of time required to come to a complete stop will vary with the wind and current. Judging the distance between the boat and dock while considering the momentum of your craft is a skill that improves greatly with experience and practice. 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, push the stern clear of the dock to make sure you have enough room to maneuver. You can then get underway without bumping the stern against the dock.

RECOVERY

- Secure the boat to the dock or boarding platform.
- Make sure equipment and passengers have been cleared from the boat.
- Back the trailer into position - (reference Launching)
- Use the bow line to maneuver the boat into position for loading.
- Load and secure the boat onto the trailer.
- Move the trailer and boat away from the ramp and remove the drain plug to allow water to drain from the boat.
- Complete the cleanup and other precautionary measures before trailering.

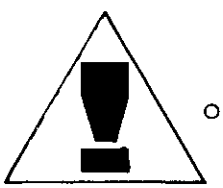
TOWING OR BEING TOWED

In the event of a mishap or power loss, you may need to tow a boat or have yours towed. Remember you should not tow a boat larger than your own. Never tow a boat if you are not equipped with the proper lines. Nylon ropes are recommended due to the strength and elasticity they provide to absorb the shock of towing and sudden jerks that may occur. Never allow an individual to grasp a towline, it should always be secured to the boat.

Before towing a boat, make a bridle, tie it securely to the pad eyes on the transom with enough slack to clear the engine and stern drive. Pad the line wherever it comes into contact with the boat to prevent chafing. Attach a tow line to the bridle so that it can slide from side to side to prevent too much pressure on a single pad eye. The tow line should then be attached to the bow eye or to a bridle on the towed boat. The tow line should be a minimum of twice the length of the towing boat, the longer the better.

When passing the towline to the other boat, do not try to run in too close. Send either a light line or attach the towline to a life preserver to be pulled in. Be careful of the other boat's propeller.

The towed boat should always have someone at the wheel, since the boat may swing off course. Start the tow off slowly. A steady pull at a moderate speed should be used during tow. It is important to keep the slack out of the propeller area. Watch the action of the towing boat. If too much slack develops in the towline and contact is imminent, turn in either direction to avoid hitting the stern.



WARNING

Keep everyone on both boats clear of the towline, it could break and cause injury.

GROUNDING

Your boat draws 15-20 inches of water. If your boat becomes grounded with the propeller in mud or sand, do not try to power off, due to possible damage to your engine's cooling system. When grounded, try to float the boat off by tilting the motor back and rocking the boat from side to side to break the suction of mud from the keel. Move passengers or heavy objects from the point where the boat is grounded. Do not lower or start the engines until the boat is clear of the ground.

When boating in water with tidal changes, remain mindful of water level fluctuations. If you are grounded on an incoming tide, you can wait until the tide is high enough to refloat your boat. However, if you are grounded on an outgoing tide, you should act quickly to refloat your boat. If you cannot refloat your boat, set an anchor out to keep the boat from becoming driven further aground. Set the anchor to counter the action of the wind or current. The anchor can also be used to pull the boat free.

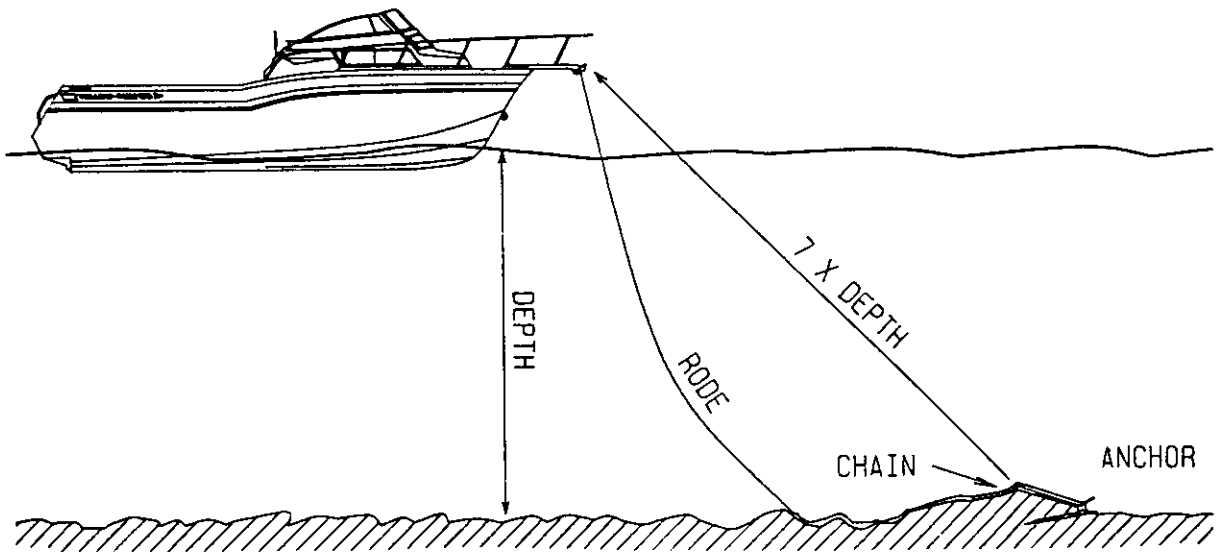
continued...

Many inland areas have rocks and stumps which could crack or puncture a fiberglass hull. Be sure you know the area which you are boating, remember care should be taken in shallow water.

ANCHORING

Some factors that determine the size and type of anchor most suitable for your boat include: the size of your boat and the type of lake, sea, or river bottom in your boating area.

The anchor rode length should be at least 7 times the depth of the water. Increase this length in strong wind and currents. A 3 to 4 foot length of chain between the anchor and the anchor rode will help prevent the line from chaffing on rough obstacles, and assist in holding anchor flukes down for more secure anchoring.



To anchor, pilot the boat into the wind or current to stop the forward motion. Make sure your anchor line is secured to a cleat and runs under the bow rail. Lower the anchor into the water until it reaches the bottom. Feed out the anchor line slowly as the wind or current forces the boat backward. Reverse the engine if necessary. Before stopping engines, make sure the anchor is set by taking a gradual strain off the rode then pulling firmly.

Even while anchored, your boat will swing with the wind, so do not anchor close to other boats or objects. Remember that it is illegal to tie your boat to navigational aids, such as buoys and markers.

To retrieve the anchor, slowly maneuver the boat to a point directly above the anchor and pull upward on the anchor line until anchor is retrieved. If the anchor is difficult to breakout, tie off the anchor line while directly over the anchor and slowly motor forward.

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 and swamp the boat.

WINDLASS

Anchoring can be less laborious if your boat has a windlass accessory. If your boat is equipped with a windlass, reference your windlass Operation Manual for instructions.

GENERAL INFORMATION ON BOAT HANDLING

The best method of learning how to handle your Grady-White boat and obtaining the best performance from your boat is to practice and experiment. After several hours of operation, you should experiment with the throttle settings to discover the setting that will be the most comfortable and economical range for your particular loading conditions.

We suggest that you make a speed/RPM chart in order to obtain the most economical operation. Operate the boat at various speeds and check the fuel consumption. Determine the amount of operating time remaining when the fuel gauge drops into the red band. Make a log of this type of information and have it available when operating your boat.

Other statistics you may want to determine for valuable information could include the following:

- Minimum speed for effective steering.
- Turning radius at different speeds.
- Response to steering at low speeds.
- Acceleration and declaration rates.
- Time and distance to bring the boat to a stop at different speeds.
- Control of the boat using both engines in close quarters.

Twin engine boats are easy to maneuver. The boat will run ahead or backward in a straight line when both engines are working together at the same speed. During backing, the engines can be used to steer to port as well as starboard.

Moving ahead on one engine will cause the bow to swing away from the running engine side and to move forward at the same time. Backing up with one engine will cause the bow to swing toward the running engine side and the boat to move backward.

Running one engine ahead and one engine astern will cause the boat to turn end-for-end in little more than its own length.

Running both engines in the same direction at different speeds will cause the boat to move in the direction dictated by the faster engine, but its influence will be modified by the slower engine.

COMMONLY USED NAUTICAL TERMS

ABEAM - A line perpendicular to a boat's keel

ACCESS PLATE - A removable, watertight cover that provides quick entry to enclosed areas for maintenance or visual inspection

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

BOW EYE - A U-shaped hull fitting used to attach the trailer winch to the boat

BULKHEAD - Vertical partition in a boat

CHINE - Meeting juncture of topside and bottom of boat

CLEAT - Deck fitting with arms or horns on which lines are fastened

DECK - Upper structure which covers the hull

DRAFT - depth of water required to float a boat

FATHOM - A depth measurement equal to 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 the 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

LIST - The tilt or lean to one side

PORT - A term designating the left side of the boat when facing forward

SCUPPER - Holes permitting water to drain overboard from deck or cockpit

SHEER - Curve or sweep of the deck as viewed from the side

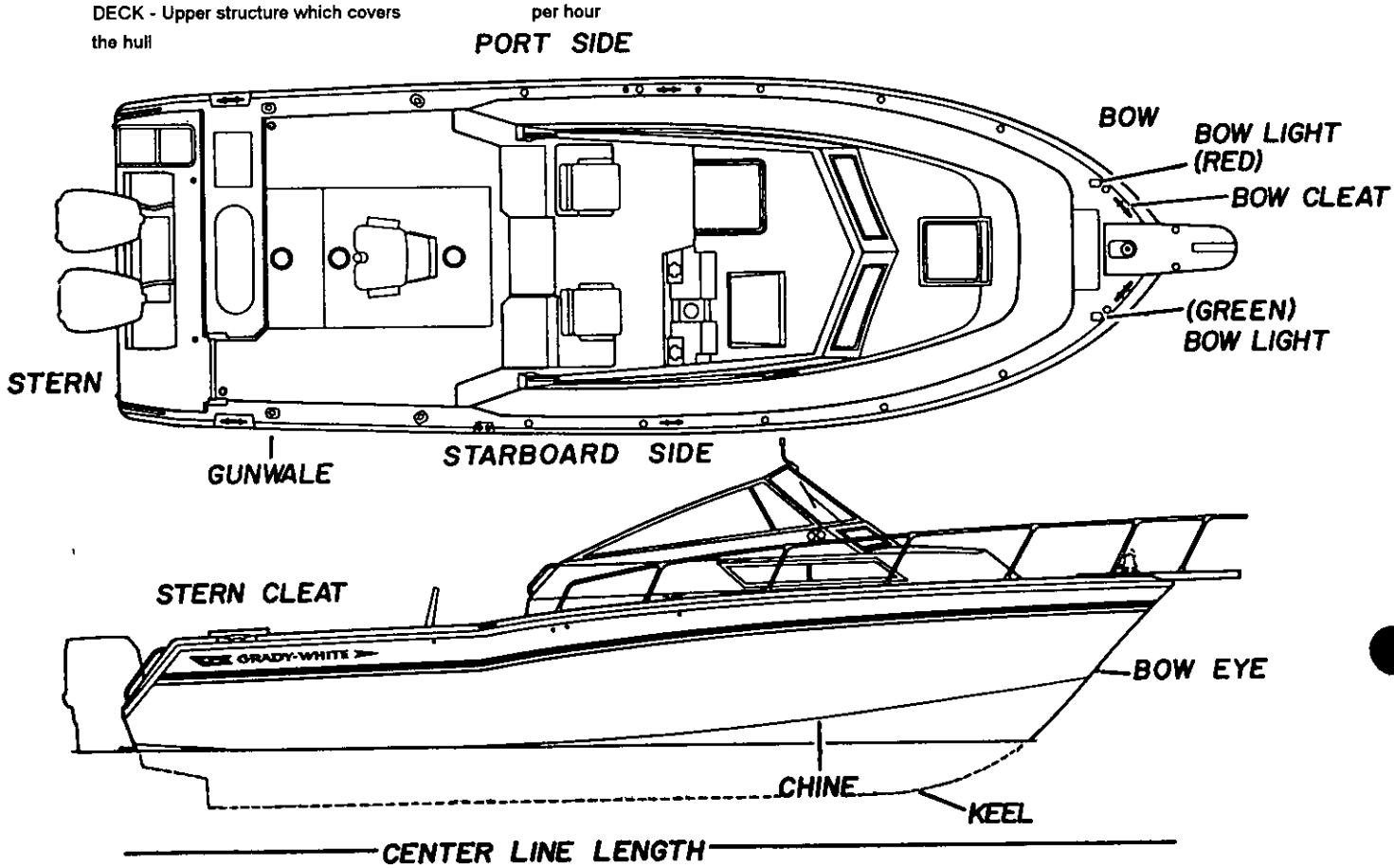
STARBOARD - A term designating the right side of the boat when facing forward

STERN - The rear end of a boat

STRINGER - Longitudinal members fastened inside the hull for additional structural strength

WAKE - The track or path left in the water by a moving boat

WINDWARD - Toward the direction from which the wind is blowing (against the wind



CHAPTER THREE

PERFORMANCE

Maximum performance is dependent on many factors and cannot be guaranteed. These factors will vary with differing conditions. Some of the factors are:

ENGINE EFFICIENCY
Assuming your boat is equipped with the correct engine, the engine is properly tuned and the drive system is in good condition, engines operate most efficiently at the RPM confirmed in the engine Operating Manual. Efficiency will decrease if normal care and maintenance is not performed. If engines are neglected, power will drop and speed will decrease. In addition, expensive repairs may become necessary. Be sure to follow all instructions in this manual as well as the Engine Operation Manual.

WEATHER CONDITIONS
Weather conditions affect engine performance. Barometric pressure and humidity both influence horsepower too. The cumulative affect of weather alone could amount to a 10% loss in horse power on some hot days.

LOAD DISTRIBUTION
A decrease in performance will be noted when gear, equipment, passengers, and fuel are added. This extra load will affect the performance of your boat according to the distribution of the weight.

Other types of extra load could be water in the bilge. A gallon of water weighs 8 pounds. When water accumulates in the bilge this will greatly affect the performance. Keep the bilge dry to eliminate this type of extra load.

MARINE GROWTH
Maximum performance is obtained only when your hull bottom is clean. Growth on the bottom of the boat will increase resistance and decrease speed. This will also increase fuel consumption. Detailed recommendations for hull cleaning are included in the MAINTENANCE section of this manual.

ENGINES

OUTBOARD ENGINES
Engines are an important aspect of your Grady-White boat. Details concerning the engines are located in the Operation and Maintenance Manual supplied by the manufacturer. Your familiarization with engine reference material will result in the proper maintenance and operation that is essential to ensuring safe and enduring engine performance. The engine's Operation and Maintenance Manuals can be found in the boat package that comes with your boat.

PROPELLER

The condition of your propeller is a major influence on your boats performance. Your engine is equipped with the best size propeller for normal conditions. If you have exceptional uses or special weight conditions, you may need to alternate props for specific situations. We advise you to keep an extra prop on board. A damaged prop can affect your boat's top speed, cause vibrations or a sudden drop in RPMs, or increase fuel consumption.

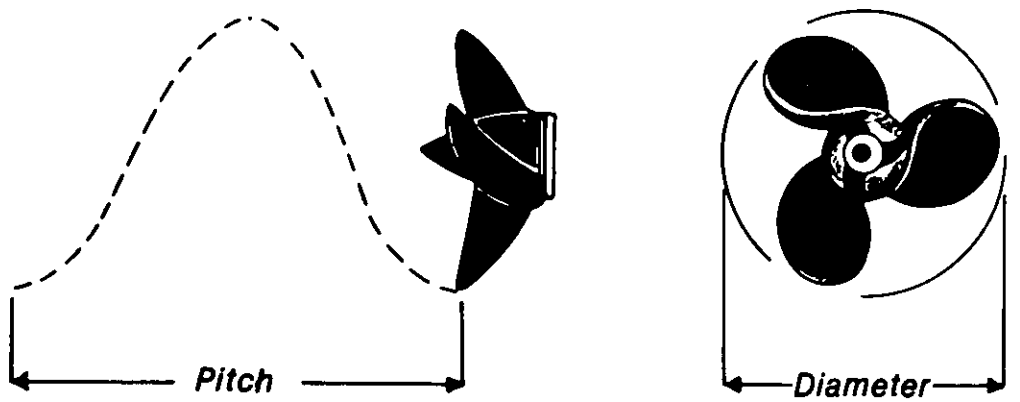
CAUTION

When replacing propellers, make sure you stay within the engine manufacturer's maximum and minimum RPM ranges. This information is in your Engine Operation Manual.

Cavitation occurs in all propeller driven boats under particular conditions. Cavitation is recognized by sudden increases in RPMs (revving) or an abrupt drop in speed. This occurs when cavities or air pockets form around the prop, due to damaged propeller or improperly sized propeller. Cavitation is influenced by propeller design, speed, placement, and even water temperature.

Ventilation, a similar problem, caused by air drawn in around the prop in a tight turn or improper engine trim angle. In most cases, a change in the drive angle (trim) will correct the problem.

If either of these problems persists, you will need to experiment with different size props, or contact your Grady-White dealer.



Pitch and Diameter are the two basic dimensions of a propeller.
Example of propeller dimension: 14 x 17
Diameter = 14
Pitch = 17

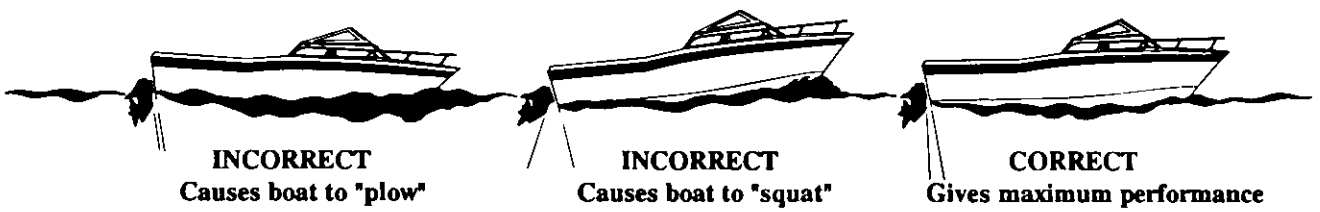
TRIM

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 angle of thrust of the drive unit forces the bow up or down. The trim tabs on your boat also control the trim of the boat, similar to the engine trim. Refer to BY MODEL SECTION, Trim Tabs for additional information.

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's surface at full throttle and at normal running attitude.

(Example of trimmed boats)



When the angle of thrust is too far out (aft), the engine noise may rise indicating that the propeller is cavitating. Adjust the engine trim 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 adjusting the engine trim in and trimming the bow down.

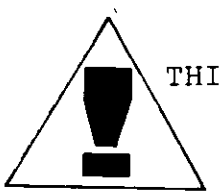
For a smoother ride when running into heavy seas, the bow should be adjusted so that the entry point into the water is slightly forward of the helm location. When running in following seas, the bow should be trimmed higher to prevent the boat from plowing into the seas. As sea conditions change, experiment with the trim to find the best performance for your boat and load.

THROTTLE/SHIFT CONTROL

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

The vertical position of the throttle control is customarily the neutral position. Move the control forward to engage the shifting mechanism, creating a forward thrust of the propeller. Increase throttle/shift forward movement to increase fuel flow and forward thrust. Move the control lever aft of the neutral position to reverse the shift mechanism and create reverse propeller thrust. Increase throttle/shift control aft movement to increase the reverse thrust. Remember that propellers are designed for maximum forward thrust, so reverse thrust will be less efficient.

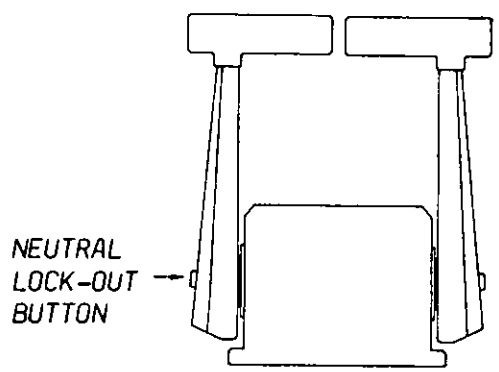
All controls have a safety mechanism that does not allow the engine to start when the control is engaged. To increase the flow of fuel to the engine while remaining in the neutral position, you may use the neutral lock out button in the control handle. You can reverse the shift mechanism to provide a "braking action" which will slow the boat.



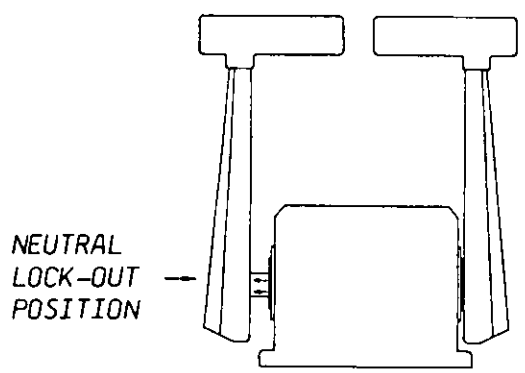
CAUTION

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. ALLOW ENGINE RPMs TO DECREASE BEFORE SHIFTING INTO REVERSE.

The control head, mounted 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, kinked or bent cable. The cable ends and cable fittings should be checked regularly 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. See your dealer to replace damaged cable.



FOR MERCURY AND YAMAHA ENGINES



FOR OMC ENGINES

STEERING

HYDRAULIC STEERING

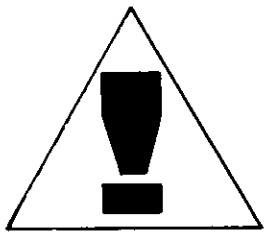
Hydraulic steering systems (not to be confused with power steering) require regular preventative maintenance for continued safe and reliable operation. The oil level in the helm pump must be maintained within acceptable operating levels. A low oil level will cause air to be introduced into the steering 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 the 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.

Any moving mechanical linkages, sliders, etc. should be greased as needed with a high quality marine grease. Reference the steering manufacturer's Manual for specific recommendations and additional maintenance requirements.

Any slow or sudden change in the "feel" of your steering system indicates an immediate need for a thorough inspection. All repairs and replacements to steering systems should be made only by an authorized dealer.

TILT STEERING

Tilt steering is available as an optional feature in conjunction with hydraulic steering. This feature enables the operator to tilt the wheel up or down. Refer to the steering system Owner's Manual for information on oil levels with tilt steering.



FUELING

Safety during fueling requires common sense and caution. Please study the following procedure carefully, and ask your dealer if you have any questions.

- Check your engine Manual to confirm the type of fuel specified by the manufacturer. Do not use gasoline containing alcohol. Alcohol in fuel will deteriorate the rubber material used to make up your fueling system. If you operate an outboard with an oil injection system, check the engine manual for the approved type of oil and fill the oil tank completely.

- Observe all safety regulations for the safe handling of fuel.

- Extinguish cigarettes and other lighted material.

- Before fueling close all ports, hatches, windows, and engine compartments, to prevent gasoline fumes from accumulating in these closed areas.

- Turn battery select switch(es) to "off" position to stop all engines, motors, fans, lights etc. before fueling.

- Keep the fuel supply nozzle in contact with the fuel tank opening in order to prevent a static spark.

- Observe fuel flow steadily to prevent overrun or spills.

- Secure the fuel cap, check fuel lines and connections for leakage. Wash down and clean off any spilled fuel. Dispose of any rags, sponges, etc. used for clean-up. Do not store these items on board.

- Ventilate all ports, windows, hatches, engine compartment, and closed areas. Conduct a "sniff test" to confirm fumes are vacant before turning on battery select switch(es).

- Select your first tank mindfully (for dual tanks), taking into consideration the distribution of your load as fuel is consumed. Performance will be affected by the weight distribution in your boat.

- Keep the fuel tank full but do not overfill as condensation can develop and result in water in your fuel system. Overfilling will cause fuel to leak from fuel vents, causing damage to your boat.

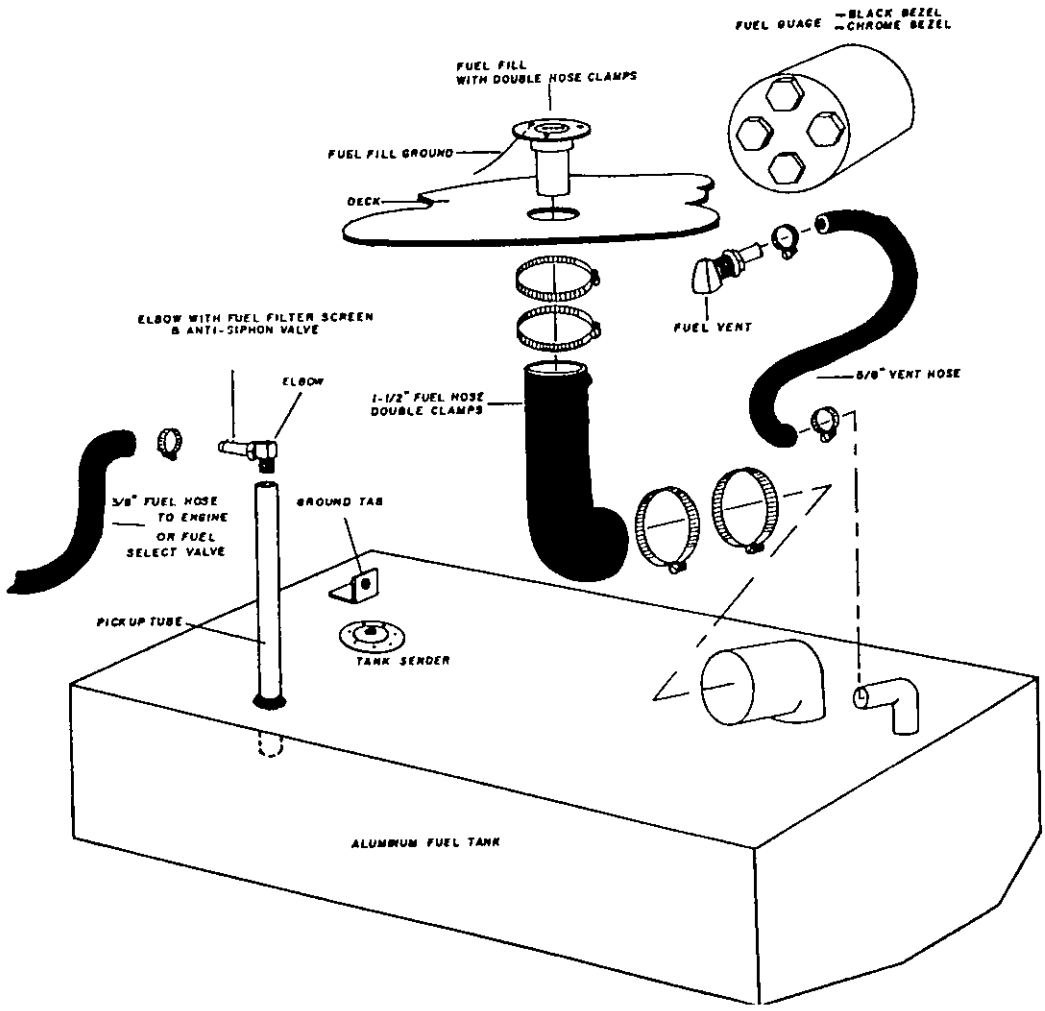
FUEL SYSTEM MAINTENANCE

If you are experiencing fuel flow problems, an easy method of determining whether the problem is in your fuel system is to connect a six gallon portable tank to your engine. Also, inspect the anti-siphon valve (pictured below) to make sure fuel is flowing properly. The manual shut off valve should be closed when servicing the fuel system to avoid spilling fuel into the bilge.

Do not use fuels containing alcohol. Alcohol, particularly methanol, will absorb water, which makes fuel more corrosive to metals in tanks and carburetors, and shortens the durability of elastomers, such as hose and gaskets.

After fueling, 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 routine inspection. Replace any fittings, deteriorated hose, or clamps; also correct any bad connections that may cause a problem.

Reference the Fuel Tank Compartment section under Maintenance for more information on cleaning the fuel storage area.



CHAPTER FOUR
MAINTENANCE AND SERVICE

GENERAL

The amount of maintenance required to keep your boat operating properly and to maintain the appearance is dependent on the use of the boat. The use of the boat include such variables as frequency of use, salt or fresh water, geographic location, etc.

Bilge areas should be kept clean and dry. Leaks found early and corrected will not cause damage. Do not allow grease and dirt to build up.

Any condition found requiring corrective action should be done by a qualified mechanic. If away from home, contact your dealer for a reference to a qualified repair shop. Make certain any changes made during maintenance conform with US Coast Guard specifications.

EXTERIOR

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 ensures a proper fiberglass-to-resin ratio and uniform thickness, which together result in a much stronger boat than those constructed of "chopped glass". This is an expensive process, but ensures that your Grady-White is the strongest, most durable fiberglass boat possible.

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.

FIBERGLASS FINISH

The exterior, or gelcoat, of your Grady-White is a thin layer of resin with a finished color pigment. It is used for cosmetic purposes and makes routine maintenance relatively simple. Although gelcoat has a hard, smooth surface, it does contain microscopic pores that will allow surface discoloration if not kept clean.

The best way to prevent such discoloration is to hose with fresh water after each outing. Clean the boat regularly with a mild household detergent and plenty of fresh water. Use a sponge on smooth surfaces and deck and use a brush on nonskid areas. Do not use abrasive cleaners. Be sure to rinse away all grime and residue.

At least once a season, apply a coat of wax. Check with your local dealer for recommendations as to the best wax to use for your local conditions. The wax film will seal the pores as well as enhance the looks of your boat. Do not wax surfaces that may be walked on, they will become slippery. While waxing your boat, inspect the surface for any damage and have the damage corrected as soon as possible.

CLEANING

Gelcoat will age or dull naturally. The sun, pollution, old wax accumulations, salt content of the water are factors that will affect the rate of yellowing. The following process will restore a yellowed finish and remove stains.

- Clean the affected area with a good detergent.
- Remove stubborn stains and yellowing with a polishing compound suitable for use on fiberglass. Use an electric buffer and an 8 inch lamb's wool pad.

CAUTION

Keep the buffer moving. Do not allow it to rest in one spot. Heat build up will quickly distort the surface.

- Apply the compound sparingly to a small area at a time. During buffing, check to see when the yellow is removed. Avoid excessive buffing, this can wear away the gelcoat.
- After removing the discoloration, wipe the area clean and wax.

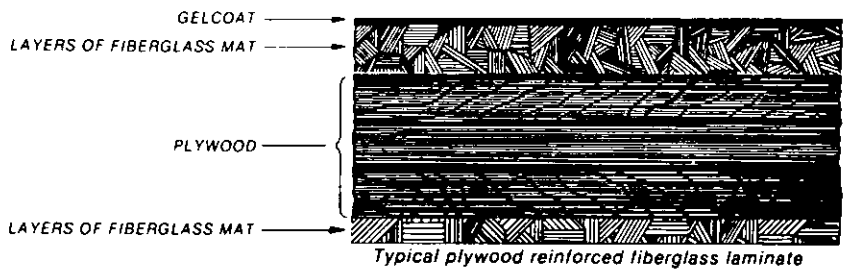
CAUTION

Compounding too often or excessive compounding can wear away the gelcoat. Check with your dealer for the type of compound to use.

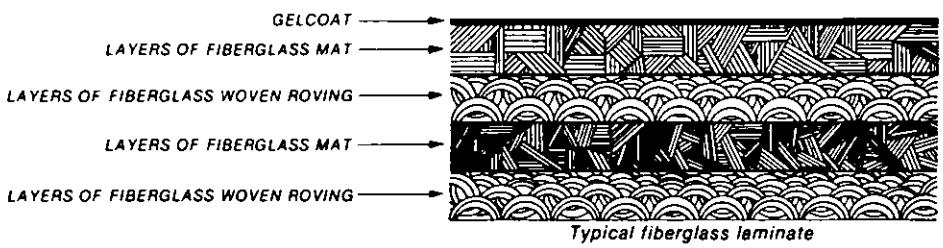
REPAIRING

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

Many gelcoat imperfections such as nicks, scratches, and any obsolete holes can be repaired by obtaining a gelcoat color match patch kit from your local Grady-White dealer. Acetone, the most suitable cleaning agent for gelcoat, may also be purchased. Follow the direction in the kit for step by step instructions. It is important to heed all cautions documented in the instructions.



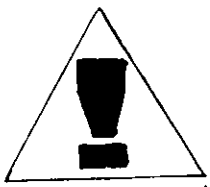
Typical plywood reinforced fiberglass laminate



Typical fiberglass laminate

Most cracks can be patched because they are only gelcoat cracks. This can be determined in preparing the area. Keep in mind that if the crack extends past the gelcoat surface and into the fiberglass a more extensive repair is required. We suggest you consult your dealer for additional instructions.

When painting with gelcoat in a bilge area, use a surfacing agent.



W A R N I N G

M.E.K. (Methyl ethyl ketone peroxide), gelcoat, and acetone are flammable and hazardous chemicals if not handled properly. Follow instructions on the containers carefully. After the gelcoat is catalyzed, it will give off heat after a period of time. When you have finished or when it starts to feels warm, submerse gelcoat under water until cool.

BOTTOM PAINT

If your boat is left in the water for more than a few days at a time, the hull bottom (below the waterline) should be painted with anti-fouling paint to protect it from marine growth, and barnacles, which inhibit performance. Since anti-fouling paint slowly dissolves to prevent marine growth, inspection and cleaning of the boat bottom at least once per season is advisable. Repaint whenever necessary. We suggest the use of an epoxy barrier coat to be applied in conjunction with the anti-fouling paint to help prevent blistering.

CANVAS

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

Please understand that Grady-White does not warrant the fit and design of the canvas to be completely watertight. For more information refer to the pamphlet provided in your boat package.

MAINTENANCE

To maintain your boat's top and other canvas, follow these steps:

- 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.
- Lubricate the snap buttons and zippers with petroleum jelly or paraffin.

continued...

- Clean clear vinyl thoroughly with denatured alcohol, and then apply a protective layer of clear wax. Do not use paste wax as it will turn vinyl yellow. This process should be repeated as necessary to maintain the protective wax coating.

- Store and secure canvas before trailering.

- Dry all canvas before storing to prevent mildew.

- Remove the top, front, and side panels and roll them up for storage. This procedure is necessary to prevent the front and side vinyl pieces from cracking. **NEVER FOLD THESE PIECES!**

UPHOLSTERY

Your exterior vinyl upholstery may be cleaned with a mild solution of household detergent and fresh water. Commercial cleaners for vinyl also work well. Be sure to follow instructions on the label.

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

Most cabin cushions are removable and may be dry cleaned. Some cabin cushions are of a Herculon-type fabric and may be cleaned with upholstery cleaner. **DO NOT MACHINE-WASH THESE FABRICS.**

DURATRIM/POLYETHYLENE/PLEXIGLAS

In the cockpit area of your boat, duratrim and polyethylene are used for trim work. Duratrim has an appearance similar to teak, but requires almost no maintenance. Maintenance of your duratrim should include regular cleaning with soapy water and an application of surface protector once or twice per year. **Never sand your duratrim!**

Polyethylene can be cleaned using a product such as 409, a spray and wipe cleaner.

The Plexiglas, used to cover your instruments and radiobox, can be maintained by use of a glass cleaner with a soft cloth.

HARDWARE MOUNTING

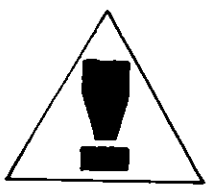
When drilling mounting holes in boat surfaces, make sure each hole is sealed properly. Sealing will prevent water leakage, which is especially important in fiberglass areas that have been reinforced with plywood. A hole sealed improperly allows water inside the fiberglass, which leads to saturation of the plywood reinforcement.

STAINLESS STEEL RAILS/HARDWARE/HARDTOP FRAME

Even though your rails, hardware, and hardtop frame are made of laboratory grade 316 stainless steel, they need regular cleaning to maintain their "less staining" properties. The key to maintaining your stainless steel is to keep it clean. Try to remove all salt or dirt from your stainless steel on a regular basis. If acid rain is a problem, you should rinse your boat with fresh water after each rainfall. Also, remember to rinse your hinges on baitwells and the fishboxes regularly with fresh water. Hinges may need a small amount of penetrating oil to avoid sticking and rusting. We recommend a good quality metal preservative like T9™.

To clean stainless steel, do the following:

- Wash with hot water and soap or a mild detergent or other commercially available stainless steel cleaners.
- After cleaning, rinse with clear water. Wipe dry with a clean soft cloth to avoid water marks.
- If discoloration or deposits persist, use a nonscratching household cleanser or stainless steel polish with a little water and a soft cloth.
- For stubborn deposits, use a plastic scouring pad or a soft bristle brush with cleanser and water. Rub lightly in the direction of the polishing lines of the finish. Too much pressure will mar the surface.



CAUTION

Do not use abrasive cleaning products, pads, steel wool or steel brushes. These will damage the finish.

- Do not allow deposits to remain on the finish for long periods.

NOTE

Do not allow salt solutions, disinfectants, bleaches or other harsh cleaning chemicals to come in contact with these surfaces. If these chemicals come in contact with stainless steel wash immediately, rinse and dry with a clean, soft cloth.

CAULKING

Deck fittings, bow rails, window, hatches, etc., have all been caulked with the highest quality material to ensure a waterproof joint with the boat. However, the working action of normal use will tend to flex the joint and eventually break down the seal between them. Periodically inspect the caulking for leaks. When necessary, have your dealer repair the caulking.

SCUPPERS

Your Grady-White boat has a self-bailing cockpit. This means that water on the cockpit floor is expelled through overboard drains and **NOT** into the bilge. The aft drains or scuppers have an external scupper flap assembly (as shown below), which restricts the flow of water back into the boat. Inspect the flaps periodically to make sure that they are free of debris. The scupper flaps will need periodic replacement.

SHOWER SUMP

Your shower drains into a contained "sump" which is used to prevent hair, soap, scum and bacteria from accumulating in the bilge and creating odors. We suggest you clean the sump pump out regularly. In the sump pump box there is a trap which contains a filter. Remove the filter and rinse with water to clean. Then snap the filter back into place.

FUEL TANK COMPARTMENT

Your fuel tank area needs to be rinsed periodically, especially when used in a salt water environment. Dirt that compiles in this area attract salt which creates salt crystals. Salt crystals can eat holes in most metal surfaces. To help prevent your fuel tank from rust and corrosion rinse with **FRESH** water. Remove access plates and check for any possible leaks and make sure all lines are secure.

The access plates on your gastank lid(s) are sealed with o-rings. Over a period of time the popping up of these plates cause the o-ring to wear-out. In order to ensure these plates seal properly, the o-ring needs to be replaced periodically.

BATTERY

Regardless of the type of power your boat uses, your batteries are extremely important. They should be secured in a non-metallic tray to avoid electrolyte spills, and battery terminals should be covered by an insulated boot.

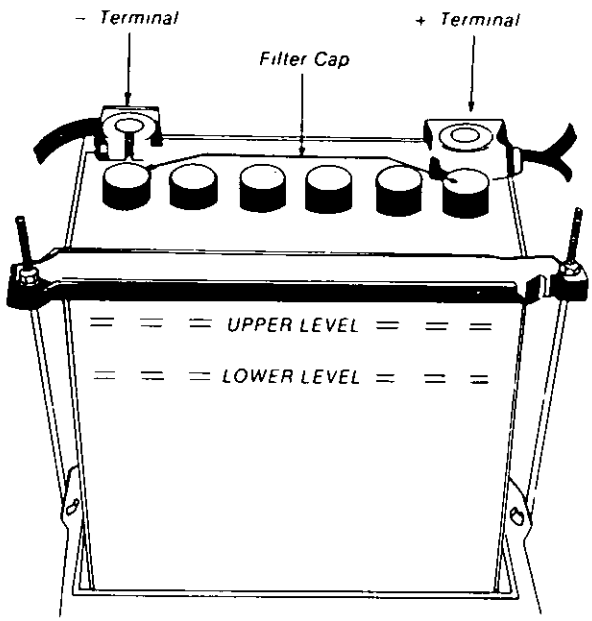
Check the fluid level in each battery cell at least once a month. Fill the battery to the upper level with distilled water. **Never** overfill the battery.

Keep terminals clean by scrubbing them with a stiff brush and a mixture of baking soda and water. Afterwards, apply a light coat of grease. Be careful not to let any of the baking soda/water mixture enter the battery.

When not in use, check the batteries each month by using a battery hydrometer, which measures the specific gravity. The meter should read between 1250 and 1280.

CAUTION:

Never disconnect a battery when the engine is running. This can cause damage to the charging system. When replacing your battery, **DO NOT** replace with a deep cycle battery due to your engines charging system.



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.

CAUTION

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

CHAPTER FIVE
WINTERIZATION AND STORAGE

GENERAL

If your boat is going to be stored for the winter or for an extended period of time, there are some routine operations that should be taken care of. This information is presented as a general guide and the actual storage should be performed by a professional, qualified dealership. Prior to and during the storage process, the boat and all its systems should be checked for any maintenance and repairs necessary. Arrangements should be made during storage for any maintenance or repairs.

To avoid costly damage and delay when launching your boat, have it stored and winterized properly. Listed below are some of the general guidelines that should be considered before storage.

BOAT STORAGE

If storing your boat on the trailer, raise and block the trailer axle to prevent tire deterioration. This is an excellent time to lubricate and pack the wheel bearings per manufacturer's instructions.

Make sure the keel, chines, and transom are fully supported. Indoor storage is advantageous in many ways, particularly if your climate produces ice and snow. The storage building, should not be a sealed airtight, but should be sufficiently ventilated. Ventilation is extremely important both around and through the boat.

For outdoor storage, a canvas cover should be used to prevent "sweating". One way is to have a frame built over the boat to support the canvas. It should be a few inches wider than the boat so the canvas will clear the rails and allow passage of air. The cover should be fastened securely so that winds cannot remove it or cause it to chafe the boat. A poor covering job will cost more than the price of a well-made cover.

CLEANING AND LUBRICATING THE BOAT

Clean and wax your boat before storage. If you store your boat in the water, there may be a layer of growth on the bottom. As it dries, this debris will harden. Clean, scrub, and scrape the bottom promptly when the boat is removed from the water. Thoroughly remove marine growth and other foreign matter from the hull. Clean the inside of all hull openings, thru hull fittings and scupper drains.
Inspect the hull bottom for any damage.

Check cleats and rails for corrosion and tightness. Clean all stainless steel as directed under MAINTENANCE. Use a good quality metal preservative like T-9™ on all metal surfaces to prevent salt water damage. Check for loose silicone, hinged, and unseated gaskets. Replace or tighten where necessary. Heavy seas pounding and twisting the hull can cause leaks in your windows, doors and hatches. Check all hinges for corrosion and lubricate.

DRAINING THE BOAT

Remove the bilge drain plug and open all valves and seacocks to keep the bilge dry. Store your boat with the bow elevated for drainage.

Drain all water tanks, lines, and pumps to prevent freeze damage. The fresh water system may be drained by running any faucet until the tank is empty. When empty, turn the faucet off to prevent pump damage. Residual water will not damage the tank. If desired, the fresh water system may have a non-toxic antifreeze added. This antifreeze can be purchased at marine dealerships or camping dealers.

To drain other lines, close seacocks and run the pumps until the lines are dry. After lines are dry, open the seacocks. In warmer climates, draining will help prevent water stagnation.

The fuel tank compartment should be rinsed with fresh water to keep salt crystals from forming thus causing rust and corrosion to your fuel tank. After rinsing, make sure all water is drained from the compartment.

FUEL SYSTEM

Make sure your fuel does not contain alcohol. Fuels that contain alcohol will absorb humidity. The resulting condensation will separate from the fuel as temperatures drop during winter months, causing corrosion. There are also additives available to inhibit condensation. Tanks should be kept full but not overflowing, as fuel will escape from the overflow vent, causing damage to your boat.

This is a good time to have your fuel filters changed, if they have not been changed recently.

BATTERIES

Check the electrolyte level in your batteries and fully charge the batteries before storing. A weak battery loses its charge more rapidly than a strong battery. Ideally, you should disconnect the batteries and cover the terminals with grease to prevent corrosion. Store batteries in a cool, dry area on a wood board. Do not store batteries on concrete, because cold, moist surfaces will drain them.

ENGINES

Check your engine Owner's Manual regarding the procedures for winterizing the engine. Follow these important instructions carefully, and your engine should survive the most severe weather conditions. Change all filters. Check hoses and clamps. If you have developed any vibrations during the season, look for loose engines, bent shafts, or bent propellers.

STORAGE CHECKLIST

The following checklist can be used as a guide and additional procedures should be developed as needed.

- Remove all loose and personal effects.
- Remove any detachable and valuable equipment and electronics. Your compass should be covered for the winter as ultraviolet rays from the sun will "cloud" the compass and make it difficult to read.
- Make sure all equipment is winterized as directed in the manufacturer's manual.
- Store all cushions indoors to prevent mildew.
- Make sure the exterior and interior of the boat is cleaned. Remove all grease, oil, salt spray, etc.
- Remove all garbage. Clean refrigerator, cabinets, lockers and leave them open, including refrigerator door. Prop fishbox lids open.
- Empty toilet and holding tank. Flush with fresh water.
- Clean and wax all hardware.
- Lubricate all hinges, valves, back of fuse and instrument panels and any other surfaces that will rust.
- Check all underwater items. Make sure all hardware is in good condition and tight.
- Inspect electrical systems and have any repairs performed.

**The T-9™ metal protection product was developed by Boeing Aviation for long-term protection of aircraft. It works by penetrating deeply into fasteners and fixtures, displacing moisture and drying to a clear wax film that lubricates and protects metals for months. T-9 can be used to protect deck hardware, engines, electronics, and fishing tackle.

GETTING BOAT OUT AFTER STORAGE

Before placing boat in the water for the boating season, have hull bottom sanded and reapply anti-fouling bottom paint, if necessary. Leave as much equipment and personal effects off the boat until after launch and final check.

PRIOR TO LAUNCHING

Start your own personalized list if items to check and perform prior to placing the boat in the water. A good place to compile your inspection check is from the following list.

- Check all gear and replace if necessary.
- Check thru hull fittings for cleanliness, damage and tightness.
- Check prop installation and tightness.
- Clean battery terminal posts with a wire brush or bronze wool. Install batteries, attach cables and tighten. Apply grease to post to exclude air and acid. Check all wire connections for contact corrosion and tightness.
- Check hull valves for easy operation and for condition of hose.
- Check operation of bilge pumps in manual and automatic modes. Check shower sump pump. Check operation of all DC circuits if applicable.
- Check all hose and lines on the fresh water system, install all drain plugs, and close all drain valves.

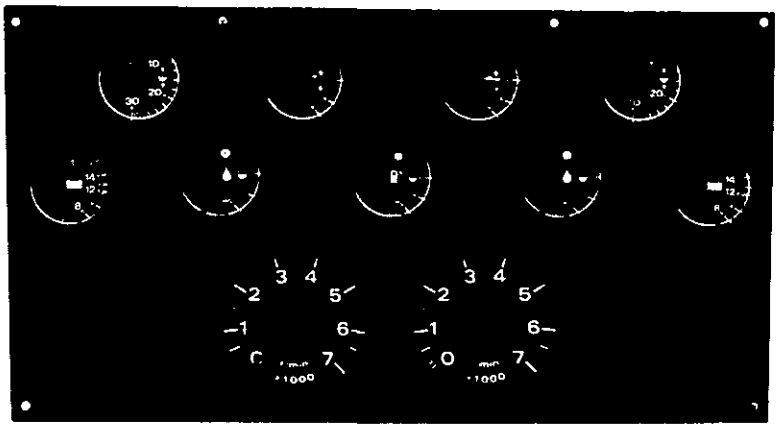
AFTER LAUNCHING

- With boat fully in water, check all sources of possible leaks stem to stern.
- Fill fuel system and thoroughly check out fuel system including all lines, fittings, connections, valves and filters for leaks.
- Perform maintenance on engines according to the manufacture's manual prior to returning them the service.
- Check all engine and steering control cables and linkage for operation. Lubricate cables and linkage as necessary.
- Fill fresh water system and check for leaks.
- Connect to shore power. Check out all electrical equipment, lights, hot water heater, air conditioning system, etc., these are optional on some models and may not apply to your boat.
- Check operation of toilet (reference manufacturer's manual).
- Check and replace as necessary all safety equipment including flares, fire extinguisher, and first aid kits.
- Test run engines and generator (if installed) as directed in manufacturer's manual.

CHAPTER SIX

GAUGES AND SWITCHES

MERCURY AND OMC ENGINE INSTRUMENTATION



FUEL GAUGE

The fuel gauge indicates the fuel level. 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 pickup tube inside the gas tank is not capable of withdrawing all of the fuel from the tank. For these reasons, never operate your boat at extremely low fuel levels.

OIL QUANTITY GAUGE

OMC pre-rigs are equipped with an oil quantity gauge that indicates the oil level in the tank.

TACHOMETER GAUGE

The tachometer indicates engine revolutions per minute (RPMs). Consult your engine Owner's Manual for recommended operating RPMs.

TRIM GAUGE

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

VOLTMETER

The voltmeter indicates the battery charge. 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(s). 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.

WATER PRESSURE GAUGE (OMC RIG ONLY)

The water pressure gauge indicates the water pressure in the engine cooling system. Readings help determine if water pressure is too low for adequate cooling.

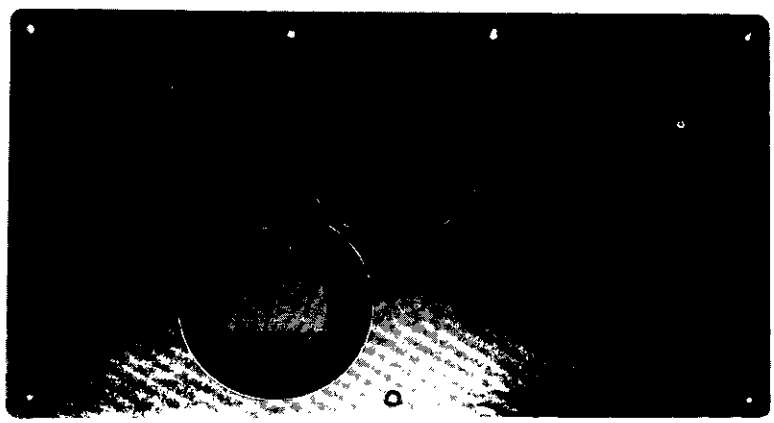
WATER TEMPERATURE GAUGE (MERCURY RIG ONLY)

The water temperature gauge indicates the temperature of the cooling water circulating through your engine. When the temperature exceeds the recommended operating range for your engine, immediately shut off your engine to prevent damage. Overheating is often caused by obstruction of your engine's water intake on the lower unit. Check the water intake first if you experience trouble.

WATER TEMPERATURE, OIL LEVEL, AND FUEL SYSTEM WARNING BUZZER

Your Grady-White has a factory installed warning buzzer, located under the dash, for water temperature and oil level. In addition, OMC rigged boats utilize a fuel system warning buzzer.

YAMAHA ENGINE INSTRUMENTATION



DIGITAL SPEEDOMETER

BATTERY VOLTAGE INDICATOR

This feature indicates the battery charge when the engine is off, and indicates the alternator output when the engine is running. 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 engines. 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.

CLOCK

This feature is battery powered and will need to be reset each time the battery select switch is turned to the "off" position.

FUEL METER

This feature indicates the gas tank fuel level. 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 pickup tube inside the gas tank is not capable of withdrawing all of the fuel from the tank. For these reasons, never operate your boat at extremely low fuel levels.

LOW FUEL WARNING INDICATOR

This feature indicates when the fuel level in the main fuel tank is becoming low.

OVERHEAT WARNING INDICATOR

This feature indicates when the temperature of the cooling water circulating through the engine is too high. When the temperature exceeds the recommended operating 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 water intake first if you experience trouble.

SPEEDOMETER

This feature indicates boat speed in miles per hour, knots per hour, or nautical miles per hour.

TRIP METER

This feature indicates the distance traveled since the meter was last set.

DIGITAL TACHOMETER

OIL LEVEL WARNING LIGHT

Refer to your engine owner's manual for information regarding oil level and warning light.

REVOLUTIONS PER MINUTE (RPM's)

Consult your engine owner's manual for recommended operating RPM range.

TRIM

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

DIGITAL FUEL MANAGEMENT GAUGE

ECONOMIZER

The economizer feature, on the fuel management gauge, gives readings in gallons per hour and miles per gallon.

SYNCHRONIZER

The synchronizer tells the operator when the engines are running at the same RPMs.

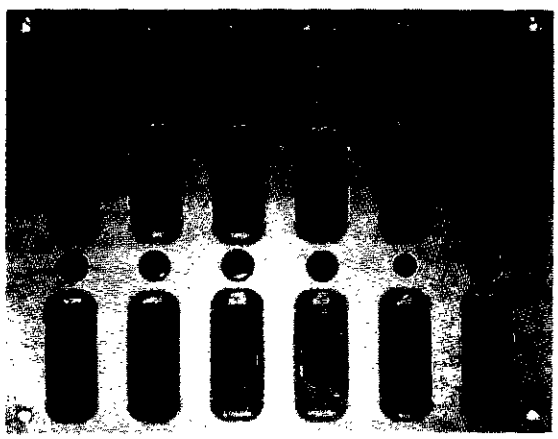
TOTALIZER

The totalizer feature displays the amount of fuel consumed since it was last set. To reset the totalizer, press the SET and MODE buttons together.

The digital fuel meter can display information for the port side only, the starboard side only, and then a total consumption. For more detailed information refer to engine Owner's Manual.

SWITCH PANEL

At the helm station you will find an accessory switch panel. These accessory switches are specified below.



BILGE PUMP

This two-way switch serves as an overriding manual switch in the event of failure of the automatic switch in the bilge.

COCKPIT LIGHTS

The cockpit lights provide illumination for the cockpit area.

FUEL

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

HORN

The horn meets the requirements of the United States Coast Guard's emergency sound signaling device.

continued...

LIVEWELL

This switch activates the livewell. Reference the Livewell/Washdown System diagram in Chapter Seven of this manual for information on the layout of this feature.

WASHDOWN

This switch pressurizes the washdown system. Reference the Livewell/Washdown System diagram in Chapter Seven for information of layout of this feature.

NAVIGATIONAL/ANCHOR LIGHTS

Your yacht is equipped with lights that meet international lighting regulations. The three position switch (NAV-OFF-ANCHOR) changes the lighting configuration to running or anchor lights. Note that this switch operates the gauge lights.

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.

WIPERS

This switch activates the windshield wipers.

ACCESSORY

Switches labeled "ACC" are blank switches, and fuses labeled "ACC" are blank fuses. Both are used for non-factory installed accessories.

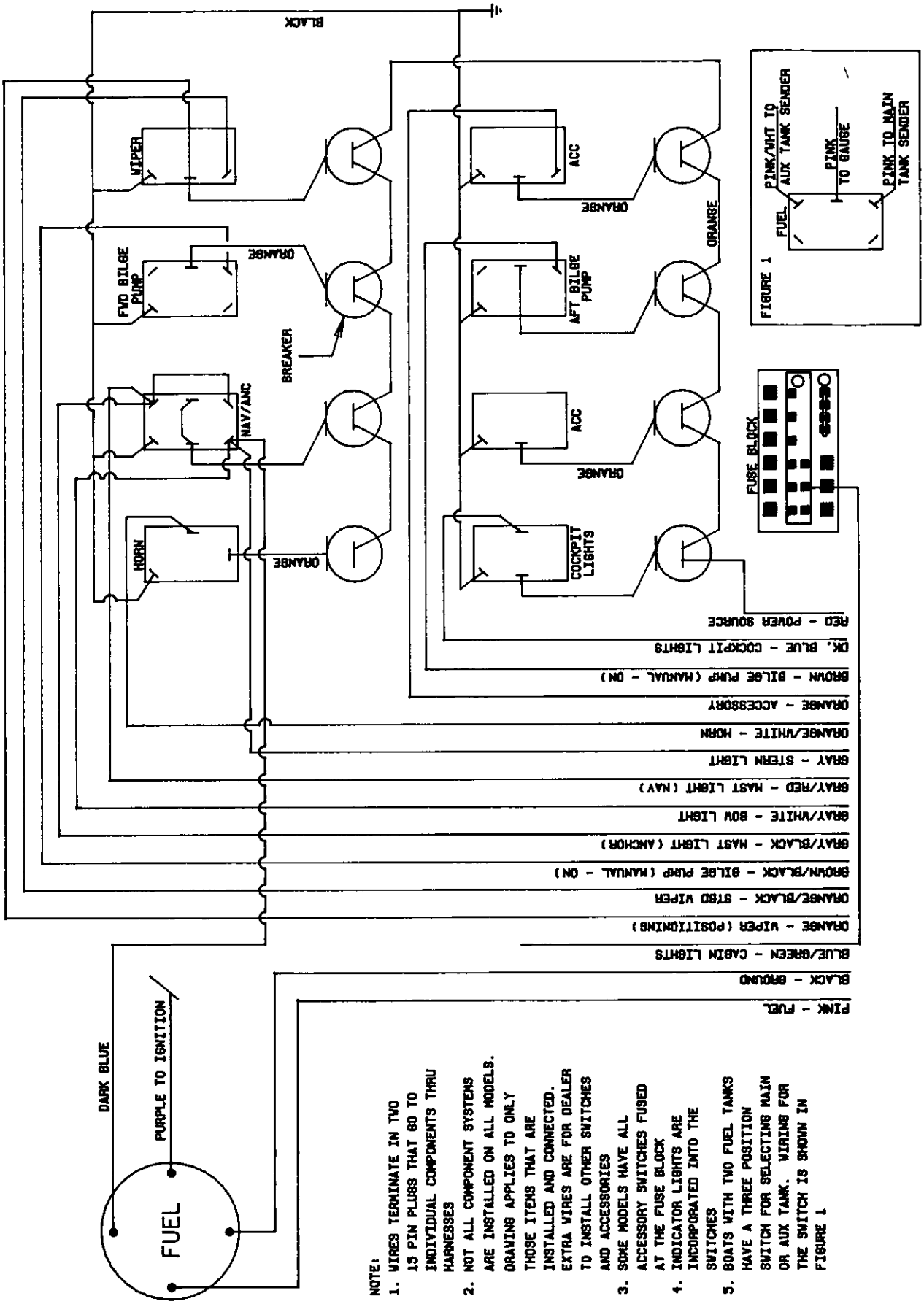
NOTE

Most accessory switch panels have indicator lights and fuse holders for each switch. (See next page for recommended fuse amperages). Switch identification labels are available from your dealer for non-factory installed options.

ACCESSORY WIRING COLOR AND FUSE CHART

ACCESSORY	WIRE SIZE AND COLOR	AMPERAGE	LOCATION
LIGHTS			
BOW LIGHT	16 GA. GRAY	15.0	ACCESSORY PANEL
AFT POLE LIGHT	16 GA GRAY/WHITE	15.0	ACCESSORY PANEL
MAST LIGHT (FORWARD BULB)	16 GA GRAY/RED	15.0	ACCESSORY PANEL
MAST LIGHT (AFT BULB)	16 GA GRAY/BLACK	15.0	ACCESSORY PANEL
PANEL LIGHTS	16 GA DARK BLUE	15.0	ACCESSORY PANEL
CABIN LIGHTS	16 GA DARK BLUE/GREEN	10.0	FUSE BLOCK
COCKPIT LIGHTS	16 GA DARK BLUE	10.0	ACCESSORY PANEL
SPREADER LIGHTS	16 GA DARK BLUE/WHITE	10.0	ACCESSORY PANEL
PUMPS			
BILGE PUMP (FORWARD):			
RULE 1100	16 GA BROWN/BLACK	5.0	ACCESSORY PANEL
RULE 1500	16 GA BROWN/BLACK	7.5	ACCESSORY PANEL
AUTO FLOAT SWITCH (FORWARD)	16 GA BROWN/RED IN LINE	5.0/7.5	NEAR BATTERY
BILGE PUMP (AFT):			
RULE 1100	16 GA BROWN	5.0	ACCESSORY PANEL
RULE 1500	16 GA BROWN	7.5	ACCESSORY PANEL
AUTO FLOAT SWITCH (AFT)	16 GA BROWN/WHITE IN LINE	5.0/7.5	NEAR BATTERY
AERATOR PUMP	16 GA ORANGE/2BROWN	2.0	ACCESSORY PANEL
SHOWER SUMP PUMP (FLOAT SWITCH)	16 GA BROWN/ORANGE	4.0	FUSE BLOCK
WATER PRESSURE PUMP (CABIN SHOWER)	12 GA ORANGE/RED	15.0	ACCESSORY PANEL
WATER PRESSURE PUMP	16 GA ORANGE/BLUE	5.0	FUSE BLOCK
WASHDOWN PUMP	12 GA ORANGE/BROWN	15.0	ACCESSORY PANEL
LIVEWELL PUMP	16 GA ORANGE/BROWN	5.0	ACCESSORY PANEL
IN-LINE MACERATOR PUMP	12 GA ORANGE/GRAY	20.0	ACCESSORY PANEL
PRIMER PUMPS (PORT)	16 GA PINK/RED	5.0	ACCESSORY PANEL
(STARBOARD)	16 GA PINK/BLUE	5.0	ACCESSORY PANEL
MISCELLANEOUS			
BILGE BLOWER	16 GA YELLOW	10.0	ACCESSORY PANEL
HORN	12 GA ORANGE/WHITE	15.0	ACCESSORY PANEL
WINDSHIELD WIPER (ACTUATOR):			
PORT	16 GA ORANGE/GREEN	5.0	ACCESSORY PANEL
STARBOARD	16 GA ORANGE/BLACK	5.0	ACCESSORY PANEL
WINDSHIELD WIPER (POSITION)	16 GA ORANGE		
WINDLASS SOLENOIDS	14 GA ORANGE/PURPLE	*	
	14 GA ORANGE/YELLOW	*	
WINDLASS POWER LEAD	4 GA RED	*	
	4 GA BLACK	*	
ACCESSORY	16 GA ORANGE	10.0	ACCESSORY PANEL
ACCESSORY GROUNDS	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	N/A	ACCESSORY PANEL
AUXILIARY FUEL TANK (SENDER)	16 GA PINK/WHITE	N/A	ACCESSORY PANEL
ACCESSORY PANEL POWER LEAD	10 GA RED CIRCUIT BREAKER	40.0	NEAR BATTERY
VHF (HARDTOP RADIO BOX) POWER LEAD	10 GA RED/WHITE IN LINE	20.0	NEAR BATTERY
MEMORY WIRE	16 GA RED/PINK	2.0	NEAR BATTERY
CO MONITOR	16 GA RED/BLACK	1.0	NEAR BATTERY
OIL SENDER (STBD)	16 GA LT. BLUE	N/A	
OIL SENDER (PORT)	16 GA LT. BLUE/WHITE	N/A	
FUEL GROUNDS	16 GA GREEN	N/A	
VHF GROUND	10 GA BLACK/WHITE	N/A	

TYPICAL OUTBOARD INSTRUMENT AND SWITCH PANEL WIRING



NOTE:
1. WIRES TERMINATE IN TWO 15 PIN PLUGS THAT GO TO INDIVIDUAL COMPONENTS THRU HARNESSES
2. NOT ALL COMPONENT SYSTEMS ARE INSTALLED ON ALL MODELS. DRAWING APPLIES TO ONLY THOSE ITEMS THAT ARE INSTALLED AND CONNECTED. EXTRA WIRES ARE FOR DEALER TO INSTALL OTHER SWITCHES AND ACCESSORIES
3. SOME MODELS HAVE ALL ACCESSORY SWITCHES FUSED AT THE FUSE BLOCK
4. INDICATOR LIGHTS ARE INCORPORATED INTO THE SWITCHES
5. BOATS WITH TWO FUEL TANKS HAVE A THREE POSITION SWITCH FOR SELECTING MAIN OR AUX TANK. WIRING FOR THE SWITCH IS SHOWN IN FIGURE 1

TABLE OF CONTENTS

OPERATION OF STANDARD FEATURES

RIGGING COMPARTMENTS

The rigging compartment is located aft of the fuel tank compartments. This enclosure is functional for rigging ignition protected accessories and for better passage to the rigging components located aft of this compartment. This compartment contains two flats for mounting transducers.

NOTE

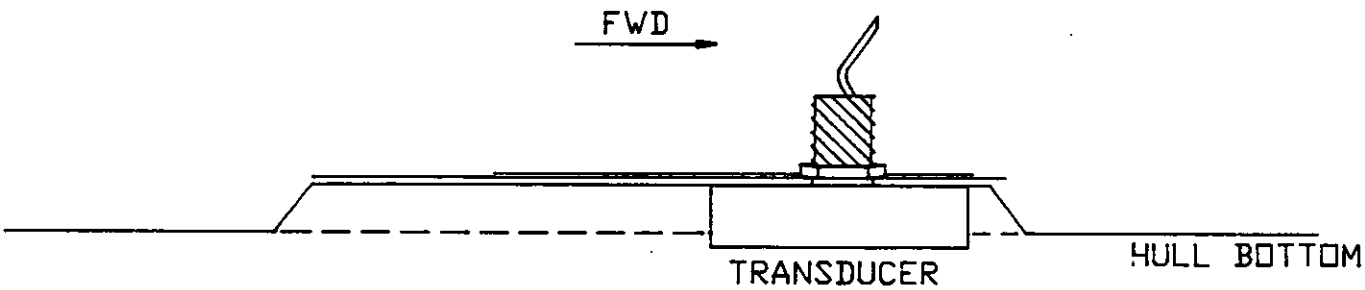
The rigging hatch and mounting screws must be sealed with silicone sealer after rigging is complete. If the lid is removed, it must be resealed to insure watertight integrity.

TRANSDUCER FLATS

The inverted transducer flats are designed primarily for a bronze style, torpedo-shaped transducer. An example of a torpedo shaped unit would be an Aero Mar Tri-Transducer. This transducer is approximately 3/4" thick. This thickness allows the transducer face to protrude below the bottom of the hull. The proper installation location on the inverted flat is mounting the transducer as far forward as possible and parallel with the keel.

NOTE

A flush mount style transducer will not work with the inverted flat.



FLOAT SWITCHES

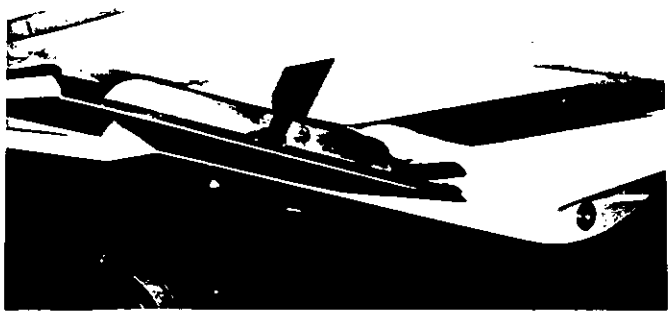
Your boat is equipped with an automatic float switch on the bilge pump. This will enable the bilge pump to come on automatically if a significant amount of water accumulates in the bilge.

This switch is wired directly to the batteries. It functions independently of the battery select switch and can activate the bilge pump with the battery select switch in the "off" position.

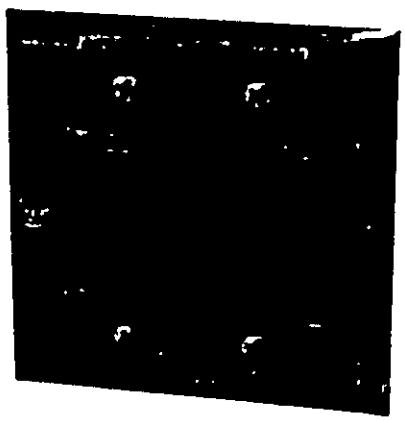
TRIM TABS AND TRIM TAB SWITCH

Trim tabs are electrically-hydraulically operated and are used to modify the attitude of the boat while moving. These trim tabs 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" and "bow up." Trim tabs in the extreme "bow up" positions will have no effect on the boat's ride.



TRIM TAB SWITCH



TRIM TAB

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 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 a port or starboard list. If the boat is listing to the port side, press the starboard trim tab switch toward "bow down." Press the port trim tab switch toward "bow down" to correct a starboard list. This will tend to lower the bow by pulling the higher side to a level position. If your bow is already in a low position, you may correct list by pressing the trim tab switch toward "bow up." 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 to avoid "plowing" water. With the tabs in the "bow down" position, you will be able to maintain a plane at the least possible RPMs.

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 travel most frequently. Variations in speed, 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.

TRIM TAB PUMP LOCATION

The trim tab pump is located in the console rigging compartment.

MAIN CIRCUIT BREAKER

There is a 40 AMP circuit breaker located next to the accessory battery select switch. This is the main breaker protecting the wiring supplying power to the accessory switch panel. If this breaker is tripped, it may be reset by depressing the red button on the breaker box.

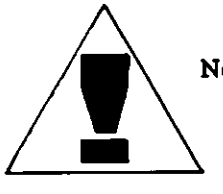
OPERATION OF OPTIONAL FEATURES

BATTERY SELECT SWITCH

A **twin** engine 263 Chase has two batteries and two select switches. One select switch is designated for each engine and the accessories operate from the same switch as the starboard engine.

If your boat is equipped with twin engines, a battery select switch should be connected to each engine. Either engine may be started with either battery by selecting battery #1 or battery #2 on the switches. In normal use, select battery #1 on one switch and #2 on the other so both batteries will be charged simultaneously.

A **single** engine 263 Chase has two batteries and one select switch. The single switch is used for both the engine and the accessories.



WARNING

Never turn the battery select switch to the "OFF" position with the engine running as this could damage the charging system.

SEACOCKS

Ball valve seacocks are installed on the thru hulls. These seacocks are located under the aft rigging lid access plate. It is necessary for the seacock to be in the open position for proper drainage. The open position is identified by the orientation of the handle. If the handle is in line or parallel to the body of the valve, the seacock is in the open position. If the handle is perpendicular to the body of the valve, the seacock is in the closed position.

COCKPIT SHOWER

To operate the cockpit shower, the water pressure switch located on the accessory switch panel must be in the "on" position. Open the flap and pull the shower wand out from the recessed deck fitting. Depress the button on the back of the wand to spray water. To reinstall the shower wand into the recessed fitting, gently feed the hose down through the deck and replace the flap onto the deck fitting.

GUNWALE MOUNT FRESH WATER

To operate the gunwale mount fresh water system, the water pressure switch located on the accessory switch panel must be in the "on" position. Swing the faucet out from the recess to an accessible position. The water flow is controlled by the small white knob at one end of the recess. The faucet should be stored in the recess when not in use to prevent damage.

WASHDOWN OPERATION

To operate the washdown, first open the seacock located on the starboard side of the aft bilge. Depress the washdown switch on the accessory switch panel at the helm. The washdown system will now be pressurized at the washdown faucet outlet. This faucet may be used alone or with a washdown hose. A washdown hose with a spray nozzle attached may be used intermittently without turning the switch "off," basically the same as a home yard hose with a nozzle. The washdown pump has an internal pressurization switch that will maintain water pressure as needed, until the switch is turned "off" at the switch panel.

RAW WATER LIVEWELL

To operate the raw water livewell, first open the seacock on the port side of the aft bilge. Then plug the drain in the bottom of the livewell box. The switch at the helm needs to be in the "on" position. The livewell will fill with water through an inlet fitting, near the bottom of the box. The water level will rise to a point slightly below the top of the livewell and will drain overboard through a screen overflow fitting.

NOTE

If the seacock is left open and the pump is not "on," the boat's forward motion through the water will gradually fill the box. This inadvertent filling may be prevented by closing the seacock when the livewell option is not in use.

AERATED LIVEWELLS

Before operating the aerated livewell, plug the drain in the bottom of the livewell box. Fill the livewell with water, using a bucket or the optional washdown hose. Turn the switch on at the helm designated for the aerated livewell. The aeration process will now begin by one of the following two methods:

- If your boat is equipped with a sprayer type livewell, you will find a pump mounted inside the box. This pump will recirculate the water through a sprayer type fitting. The flow rate of water through the sprayer can be adjusted by a valve built into the top of the fitting.

- If your boat is equipped with the bubbler type livewell, there will be an air pump mounted outside the box. This air pump will force air through a screened fitting located in the lower part of the box. This will create bubbles in the water.

To evacuate water from the livewell box, turn the system "off" at the panel and remove the drain plug.

OUTRIGGERS

Outriggers, an optional feature, allows you to spread the lines trolled from your boat and decrease the chance of entanglement.

ADVANTAGES

Advantages of outriggers include: offering bait throughout a larger area behind the boat, placing bait out of the wake zone, automatic drop back following strikes (which allows for fish to completely accept bait), and a reduction in unnecessary twisting action characteristic of artificial bait.

INSTRUCTIONS

For proper installation and use, refer to the instruction sheet included in your boating package.

CARE AND MAINTENANCE

Outriggers should be washed with fresh water, a mild soap and a soft cloth. The outrigger holders are easy to reach, unlike the poles which should at least be sprayed down with fresh water. Never use acidic or abrasive cleaners to clean your outriggers.

A periodic waxing of your outriggers is suggested, if your boat is frequently exposed to salt water. The wax will provide a protective coating and seal the pores of the metal. A non-abrasive, high quality marine or automotive wax is recommended. Before storage, clean and wax your outriggers.

During assembly grease all threads, bolts and tubes, where one section is inserted into another. On an annual basis, you should disassemble and regrease all applicable surfaces.

A periodic check for stretched or worn spreader wires on the outrigger poles is advised. If wires are stretched, they should be re-tensioned to provide even support.

T-TOP CANVAS INSTALLATION

1. Remove the mast light.

2. Position the canvas evenly around the inside of the frame top.

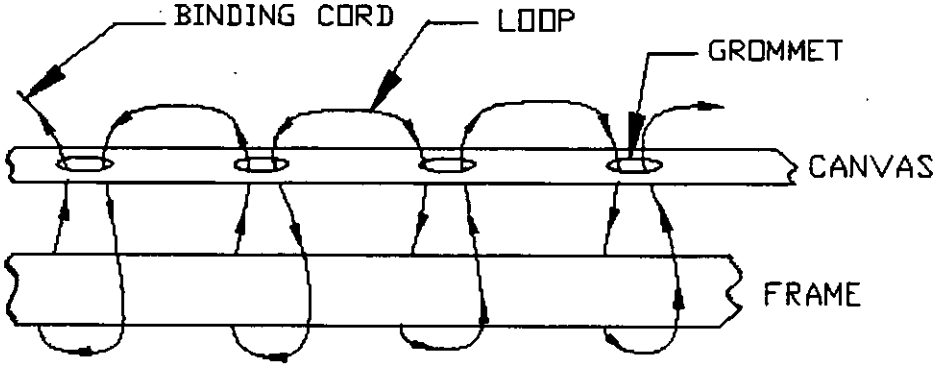
3. Tie all four corners of the canvas temporarily to hold them in position.

4. Locate the two center grommets forward and start your binding cord so that the tag ends are evenly divided.

5. Lace one side at a time to the aft center grommets.

6. Return to the front center and start tightening by lifting on the top loop on the canvas and work the slack from one loop to the next loop until you have reached the aft center. Secure the cord temporarily to the frame. Repeat the steps on the remaining half. Secure both the tag ends of the cord with a square knot. Cut and melt the tag ends to keep them from raveling.

7. When the canvas is installed, drill holes through the canvas using the same location in the frame for the mast light. Apply a small amount of clear silicone sealer around the holes. Mount the mast light. Be sure the mast light wires are attached.



HEAD OPERATING INSTRUCTIONS

PORTABLE HEAD WITH IN-LINE MACERATOR

OPERATION

1. Compress the bellows pump, located on the left corner of the toilet, a few times to add water to the bowl.

2. Flush the toilet by pulling the slide valve handle out (located on the front of the toilet).

3. Compress the bellows pump until the bowl is rinsed.

4. Close the slide valve handle by pushing it in fully.

EMPTYING RESERVOIR BY USE OF OVERBOARD DISCHARGE

1. Place the Y-valve in the overboard discharge position, located on the aft wall, inside of the console.

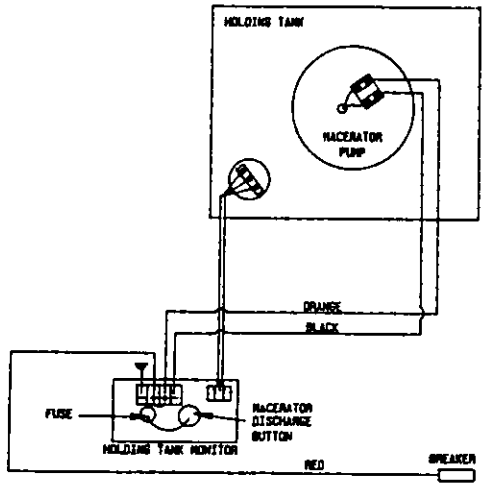
2. Open the overboard seacock, located same as the Y-valve.

3. Turn "on" the head pump switch at the helm and discharge until the reservoir is empty. Close the overboard seacock.

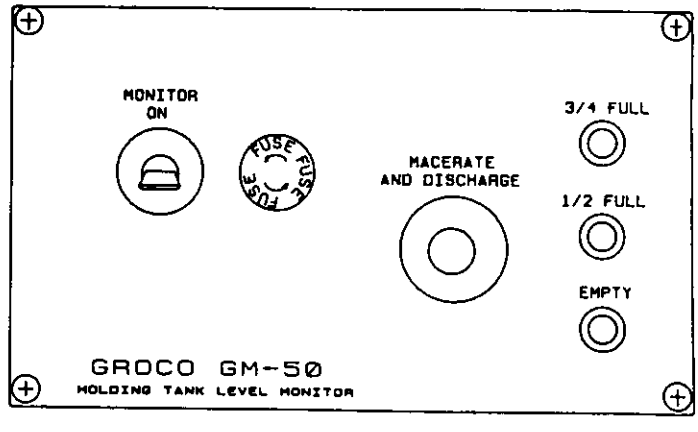
EMPTYING RESERVOIR THROUGH DECK PUMP-OUT

1. Place the Y-valve in the deck pump-out position, located on the aft wall, inside the console.

2. Remove the cap from the deck pump-out, located on the starboard gunwale. Connect the vacuum hose and run until the tank is empty. Replace the cap on the deck pump-out.



WIRING



CONTROL PANEL

PORTABLE HEAD WITH DECK PUMP-OUT

OPERATION

1. Compress the bellows pump, located on the left corner of the toilet, several times to add water to the bowl.

2. Flush the toilet by pulling the slide valve handle out (located on the front of the toilet).

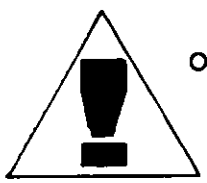
3. Compress the bellows pump until the bowl is rinsed.

4. Close the slide valve handle by pushing it in fully.

EMPTYING RESERVOIR THROUGH DECK PUMP-OUT

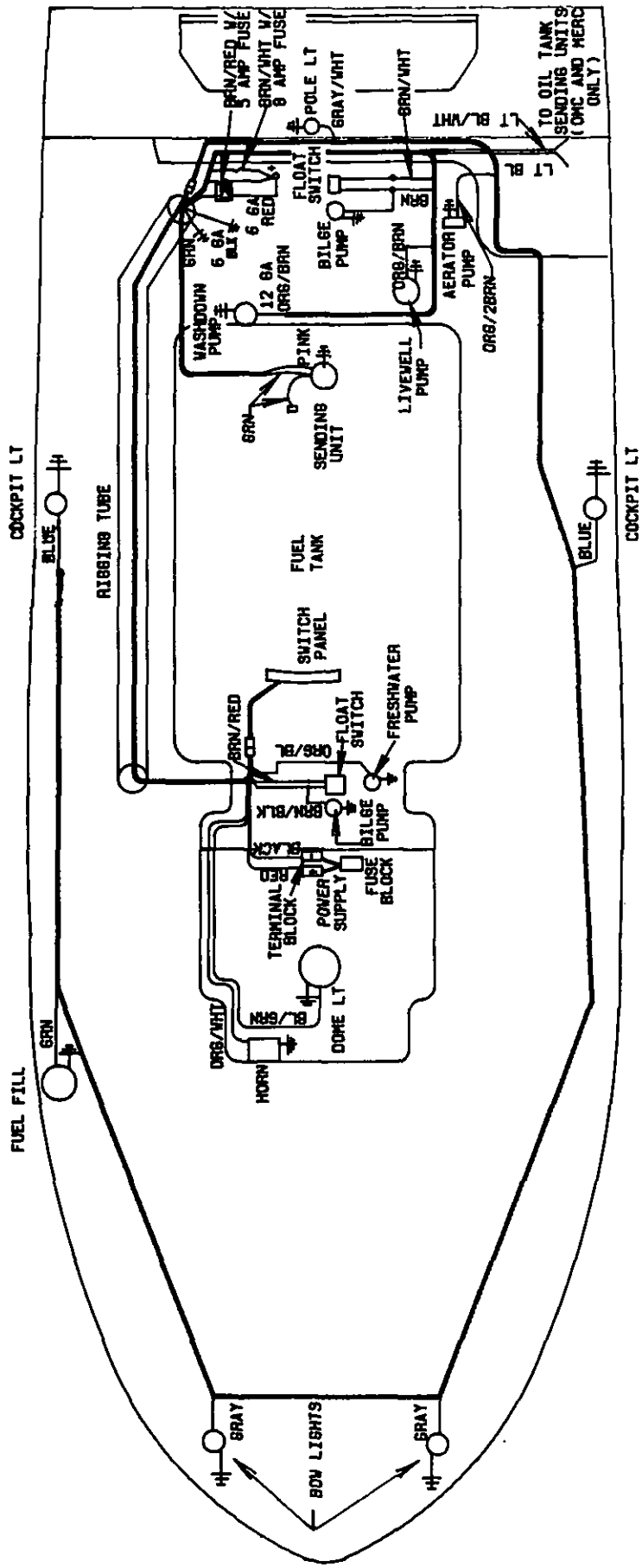
1. Remove the cap from the deck pump-out, located on the starboard gunwale.

2. Connect the vacuum hose and run until the tank is empty. Replace the cap on the deck pump-out.



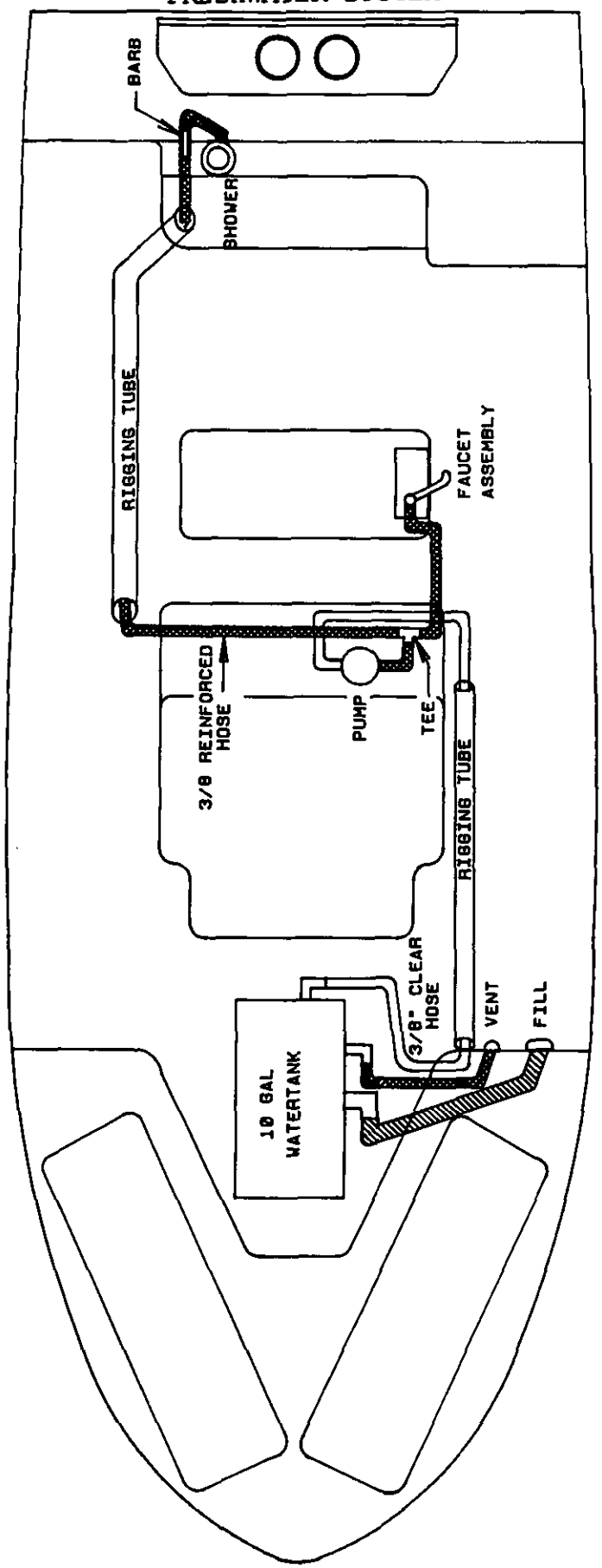
CAUTION
Overboard discharge seacock must be sealed and secured in the closed position within the three mile limit.

ACCESSORY WIRING

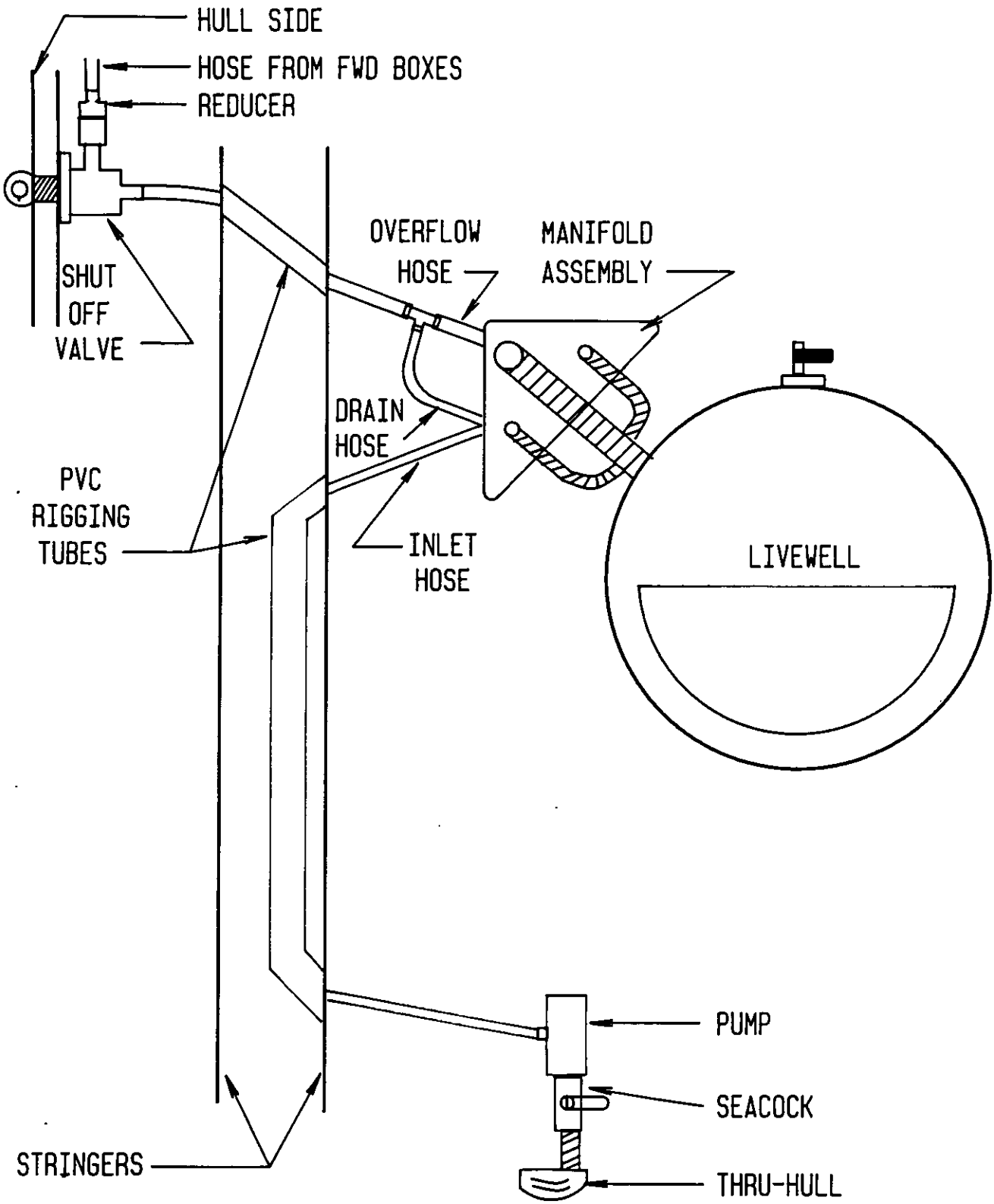


263 CHASE

FRESHWATER SYSTEM

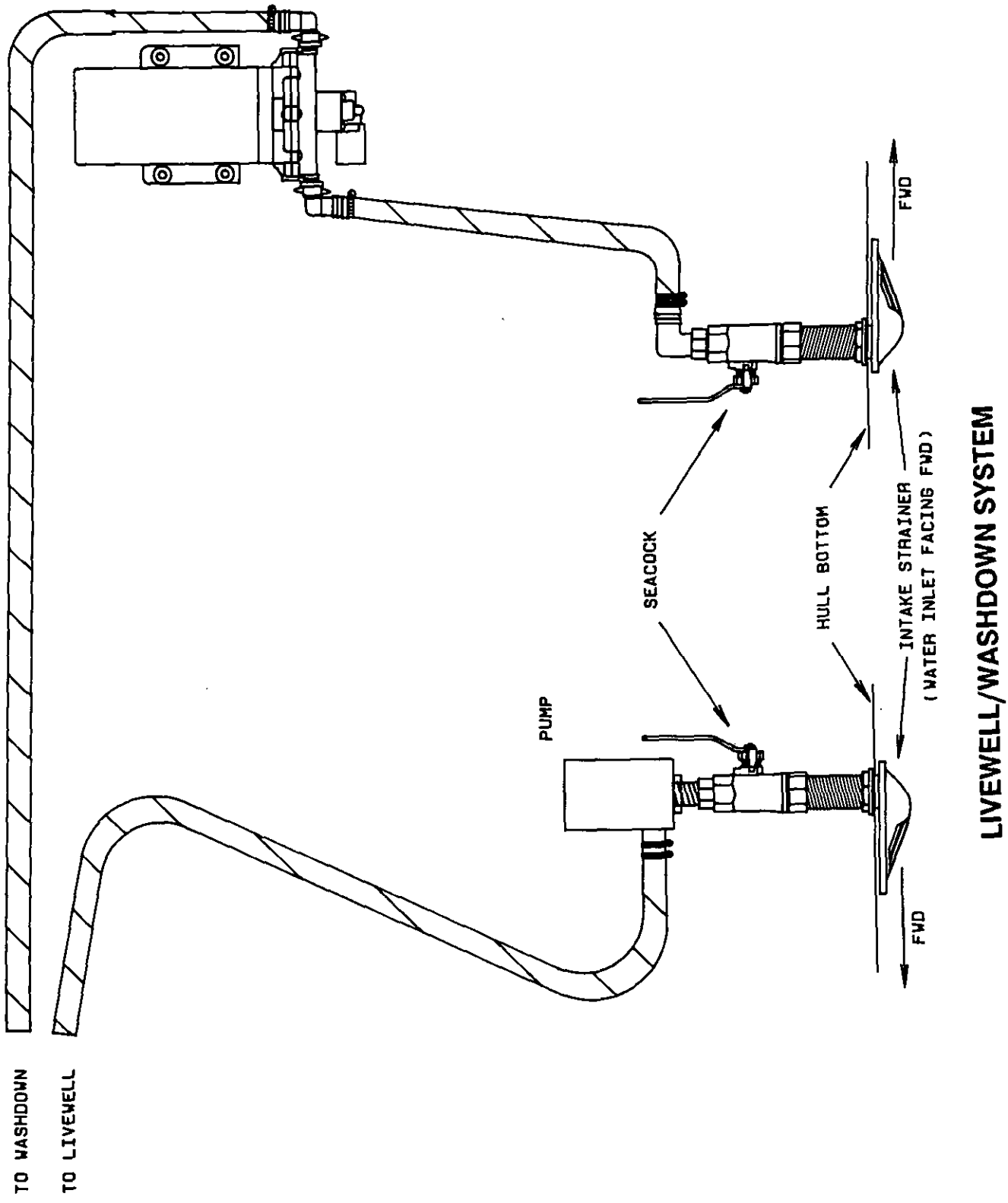


LIVEWELL SYSTEM

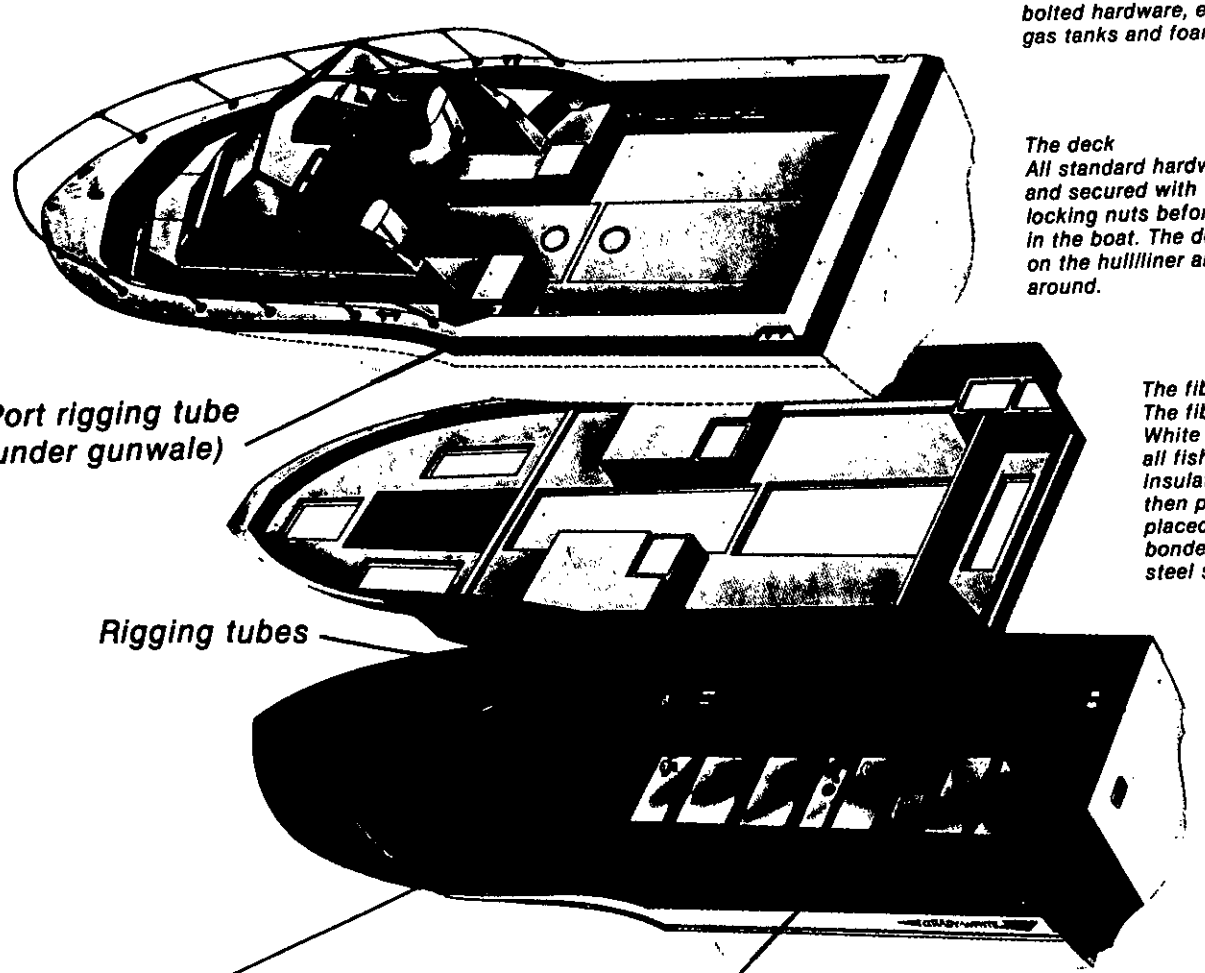


263 CHASE

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 absorbtion.

HULL/LINER/DECK LAYOUT

CHASE 26

OPTIONAL FEATURES

- Battery Select Switch
- Bow Lifting Ring
- Bow Pulpit
- Cockpit Bolsters
- Cockpit Shower W/20-Gallon Fresh Water Tank
- Compass
- Electronics Flush Mount Kit
- Fish Box - 100-Quart Removable Aft Seat Fish Box
- Freshwater System Mounted On Lean Bar
- Head - W/Deck Pump Out
- Head - Portable
- Head - Portable W/In-Line Macerator
- Livewell - Aerated
- Livewell - 23 Gallon Raw Water W/Cushion Seat
- Outrigger Kit 15 Ft. (Gunwale Mount)
- Seating - Forward Platform Cushions
- Steering - Tilt
- Stereo/Cassette System
- T-Top W/Rod Holders & Radio Box
- Washdown - Pressurized Sea Water W/Hose

CANVAS OPTIONS

- Bimini Top W/Boot
- Casting Platform Privacy Curtain
- Casting Platform Sprayhood W/Boot
- Connector Top To Sprayhood
- Console Cover
- Mooring Cover