

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
President

CONSUMER INFORMATION

OWNER'S PACKET

Your Grady-White contains many features and accessories that has existing printed material provided by the various equipment manufacturers. This information is compiled in a package that we will reference throughout this manual as an "Owner's Packet." This Owner's Packet includes a Grady-White Owner's Manual and Engine Manuals to advise on operation, service, specifications, maintenance, warranty, and other useful facts. While reading your Grady-White manual, you will find other technical literature referenced as resources for detailed information. The Owner's Packet will also consist of operation guides, informative labels and product warranties you will need to be acquainted with. Your Owner's Packet can also be utilized to retain instructions and data compiled on additional equipment and accessories installed after delivery.

YOU AND YOUR BOAT, a book published by National Marine Manufacture's Association (NMMA), has been included with your Owner's Packet as a supplement. This publication will be referenced in your Grady-White Owner's Manual to present additional instructions and information on basic boating.

WARRANTY INFORMATION

The Grady-White warranty is located on the last page of this manual. Upon the purchase of your new Grady-White Boat, the dealer will fill out a warranty card. This card will be kept on file at the dealership and the Grady-White factory. A copy will be provided for your records and should be kept with other valuable documents for future reference. For questions regarding your warranty please contact your dealership.

DEALER'S RESPONSIBILITIES

Throughout the fabricating and assembly processes your Grady-White has undergone a series of strict inspections. Subsequent to the final factory overview your dealer must perform additional pre-delivery checks and approve your Grady-White for delivery.

Dealer responsibilities include providing the following:

- An orientation of the general operation of your Grady-White.
- A warranty card to be completed and signed by the dealer and the consumer. This warranty card is to be sent to Grady-White Boats to validate the warranty.
- An explanation of safety considerations regarding the use of containment systems and components.
- A complete Owner's Packet containing literature and information regarding your Grady-White and its separate warranted products, operation, installation and maintenance instructions.
- A review of all warranties, pointing out the importance of mailing warranty and registration to various manufacturers within the required time limits.
- Guidance on acquiring local and out of area service during and out of warranty periods.

CONSUMER RESPONSIBILITIES

The following are responsibilities of the Grady-White owner:

- Read and understand the express limited warranty.
- Study in detail all literature and instructions enclosed and use all equipment in accordance.
- Examine the boat and confirm all systems are working suitably at the time of accepting delivery.
- Render proper maintenance and periodic servicing of the boat in accordance with suggestions in the Owner's Manual.
- Return the boat, following 20 hours of operation, to the selling dealer for its 20 hour inspection.

When contacting your dealer concerning warranties or service, please have all relevant information such as serial numbers, model numbers etc. available. This information is on your copy of the warranty card.

Grady-White Boats has a permanent record of your boat, which is retained under its "**Hull Identification Number**" (HIN). Data regarding equipment and accessories, as well as dealer/shipping information is documented.

The "**Hull Identification Number**," located on the starboard side of the transom, is a significant source for identification and must be noted in all correspondence and orders. Failure to include HIN only creates delay.

HAZARD WARNING SYMBOLS

The hazard warning symbols shown below are applied throughout this manual to alert the customer to potentially dangerous situations which can lead to death, personal injury and/or product damage. We urge you to observe these warnings cautiously and comply with all safety recommendations.

THIS SYMBOL ALERTS YOU TO IMMEDIATE HAZARDS WHICH WILL CAUSE SEVERE PERSONAL INJURY OR DEATH IF THE WARNING IS IGNORED.

⚠ WARNING

THIS SYMBOL ALERTS YOU TO HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN SEVERE PERSONAL INJURY OR DEATH IF THE WARNING IS IGNORED.

⚠ CAUTION

THIS SYMBOL ALERTS YOU TO IMMEDIATE HAZARDS WHICH COULD RESULT IN MINOR PERSONAL INJURY, OR CAUSE PRODUCT OR PROPERTY DAMAGE IF THE WARNING IS IGNORED.

⚠ NOTICE

THIS SYMBOL CALL ATTENTION TO INSTALLATION, OPERATION OR MAINTENANCE INFORMATION WHICH IS IMPORTANT TO PROPER OPERATION, BUT IS NOT HAZARD RELATED.

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WARRANTY

CHAPTER ONE 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 minimum standard of safety. Stipulations vary from State to State. Reference *You and Your Boat* for a better understanding of required safety equipment:

FIRE EXTINGUISHER

Boats should be equipped with a marine approved fire extinguisher.

PERSONAL FLOTATION

All passengers must have a USCG approved personal flotation device(PFD).
Children and non-swimmers are advised to wear a PFD at all times.

SOUND SIGNALING DEVICE (HORN, BELL OR WHISTLE)

If your Grady-White is equipped with a horn, it meets USCG requirements.

VISUAL DISTRESS SIGNALS

USCG approved visual distress signals are required on U. S. waters.

LIGHTING

Your Grady-White is equipped with navigational lights that meet requirements for inland and international waters.

ADDITIONAL RECOMMENDED EQUIPMENT

In addition to the required safety equipment, there are additional items that will provide an extra margin of safety and convenience for you and your passengers while boating. For an extended list of basic gear, tools and spare parts reference the pamphlet *You and Your Boat* enclosed with this manual.

Keep tools and spare parts in good condition. Replace parts removed from spare parts kit. Most importantly use US Coast Guard approved or marine certified parts. Do not attempt repairs or maintenance you do not understand or have proper tools to perform. Contact your Grady-White dealer or another reputable service center.

REGISTRATION NUMBERS

Federal and State laws require a power boat to be registered in the State where it is primarily used. Registration numbers and validation stickers must be displayed according to regulations. The registration certificate must be on board when boating. The boat serial number or Hull Identification Number (HIN), is required on the registration form. The HIN is located on the upper right hand corner of the transom and is the most important identifying factor. The HIN should be included on all documents and any correspondences to provide you timely service.

SAFETY

EMERGENCY STOP SWITCH

Some Grady-Whites are equipped with an emergency stop switch. This is a safety feature that, if used, will shut the engines down if the operator leaves his position. This ignition shutdown switch includes a shut-off switch, switch clip, lanyard and lanyard clip. The lanyard clip is attached to the operator. If a situation arises where the engine must be shut down, a pull on the cord to release the clip from the shut-off will shut down the engines. To reset the ignition shut down switch, simply reinstall the switch clip above the shut-off switch and flip the switch to the up position. The ultimate decision to use the emergency stop switch rests with the owner/driver.

EMERGENCY INFORMATION

While boating unpleasant situations may develop. When emergency situations materialize you should prepare yourself on how to cope with them, whether they happen aboard your vessel or someone else's. Anticipate a gameplan for specific situations such as fire, man overboard or a collision etc., to give you the confidence and ability necessary for an emergency. The key is to remain calm, don't panic, read the procedures in *You and Your Boat* for emergency situations.

RENDERING ASSISTANCE

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

ACCIDENT REPORTING

Report all boating accidents to your local authorities. Federal regulations require boat operators that are involved in an accident to submit a written report within 48 hours.. ***In the event of death or disappearance, notification is required immediately*** by phone or radio, in addition to the written report. These reports can be submitted to the State Boating Law Administrator. Forms can be obtained through USCG, local harbor patrol offices, sheriff, and police stations.

LIGHTNING PRECAUTIONS

This awareness is included to ensure the safety of the owner and passengers. Always be mindful of the weather! When a lightning storm advances obvious safety precautions should be taken. Dock the boat and seek shelter on land. If this is not possible seek refuge inside the boat until the storm has passed. Stay out of the water! Lightning will seek a ground when it strikes, for that reason avoid contact with metal parts of the boat.

SAFETY

GENERAL BOATING SAFETY TIPS

Safety is an important aspect of boating. Your safety as well as the safety of your passengers and vessel are your responsibilities. The following precautions and the ones mentioned in *You and Your Boat* will add to you and your passengers' boating safety and pleasure:

- Before operating your Grady-White, **READ AND STUDY ALL OPERATION AND MAINTENANCE MANUALS**. It is important that you fully understand how to use your boat. If you have any questions, contact your Grady-White dealer. Proper use and service will insure quality performance and longevity of your boat.
- A written float plan left with a RESPONSIBLE person can serve as valuable information in the event of a mishap and you do not return as scheduled. Upon returning, your primary responsibility is to notify the person of your return.
- **NEVER operate or allow anyone to operate your boat while under the influence of drugs or alcohol.**
- Instruct at least one passenger on the fundamentals of basic boating and safe operation in the event of an emergency.
- While boating, passengers should be settled in a safe position. Use handholds and rails for steadiness. Do not allow bow, transom or gunnel riding.
- Keep your boat speed under control. Respect for other boaters and those on shore is common courtesy. The operator of a boat is responsible for injury or damage caused by the boat or the boat's wake (the wave the boat leaves behind). Your wake could swamp or damage a smaller craft and endanger its passengers. Stay alert to areas having signs posted "**No Wake Zones**".
- Become familiar with the handling personality and limitations of your boat.
- **Never allow swimmers/skiers to enter or exit the boat with engines running.** A shift lever in neutral could become engaged accidentally.
- Obtain information and a chart for new areas when possible.
- Clean water and air are responsibilities for all persons. Use litter containers on board and dispose of refuse properly. See discharge regulations in next section.
- **Individuals under the age of 16 should not be allowed to operate your boat. Inexperienced drivers should have constant and direct supervision.**
- Know and obey the "Rules of the Road" in *You and Your Boat* for a better understanding of who has the right of way in tight situations.

SAFETY

LOADING CAPACITY

Though overloading is a primary cause of many boating accidents, improper loading is equally hazardous. Boaters should know the amount of weight and evenly distribute the weight.

Near the steering wheel, you will find a metal Coast Guard Capacity Information Tag indicating the maximum weight and person capacity for your boat. This tag will also designate the maximum horsepower limit for an outboard. You and your passengers will be in jeopardy and your warranty void if any of these stipulations are exceeded.

The capacity plate indicates maximum load under normal conditions. The capacity plate does not release the operator from the accountability of rational judgment. Allow yourself an extra margin in rough waters and adverse conditions by reducing the boat's capacity. Maintain a watch on weather conditions.

Example: 208 Adventure
Capacity Plate

MAXIMUM CAPACITIES

8

PERSONS OR 1130 LBS

2135

LBS. PERSONS, MOTOR, GEAR

230

H.P. MOTOR

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

MANUFACTURER : **GRADY WHITE BOATS**

MODEL: **208 ADVENTURE GREENVILLE, NC 27834**

**DESIGN COMPLIANCE WITH NMMA REQUIREMENTS BELOW IS
VERIFIED. MFGR RESPONSIBLE FOR PRODUCTION CONTROL.**

LOAD AND H.P. CAPACITY * BASIC FLOTATION
STEERING, FUEL AND ELECTRICAL SYSTEMS
COMPARTMENT VENTILATION * NAVIGATION LIGHTS

CERTIFIED



**MANEUVERABILITY
NATIONAL MARINE MANUFACTURERS ASSN**



This label means that your Grady-White is certified by the NMMA (National Marine Manufacturers Association). With this tag, you are assured that your fuel system, lighting, ventilation, steering, flotation, capacities, and horsepower ratings are not only in compliance with the US Coast Guard regulations, but meet the more stringent standards of the NMMA. The NMMA is a national trade organization serving all elements of the recreational boating

industry, as well as manufacturers of boating equipment. With this tag, you can have complete confidence in the quality of your Grady-White.

SAFETY

CARBON MONOXIDE

DO NOT INHALE EXHAUST FUMES! EXHAUST FUMES CONTAINS CARBON MONOXIDE THAT IS A DANGEROUS GAS THAT IS POTENTIALLY LETHAL.

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 CO poisoning can include: dizziness, nausea, headache, sleepiness, vomiting, throbbing in temples, muscular twitching, and the inability to think clearly. **If you or anyone else experience these symptoms, immediately get away from fumes and into an area where plenty of FRESH air can be consumed. If any symptoms from above persist, 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 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 closed.

The boat operator should be aware that CO is emitted from any boat's exhaust. The operation, mooring, and anchoring in an area containing other boats may be in an atmosphere containing carbon monoxide that is not of the operator's making. An operator, likewise, needs to be aware of the consequence of his actions on other boats. Of primary concern is the operation of an auxiliary generator with boats moored along side each other.

WARNING

BE AWARE of the significance your exhaust may have on other vessels. Likewise, **BE AWARE** that the operation of other vessel's equipment may influence the carbon monoxide concentration on *your* vessel.

WARNING

When operating center console or cuddy cabin at cruising speeds, slow speeds, or dead in the water with canvas tops, side curtains and/or back curtains in place, be careful of engine exhaust to ensure that emissions do not accumulate in boat interior. Maintain proper ventilation by adjusting canvas enclosure.

SAFETY

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 manual, a thorough review of the safety rules and regulations for boating is beyond the scope of this manual.

We support the work of the United Coast Guard Auxiliary and the United States Power Squadrons. We urge you to exercise the opportunity to attend any instructional classes sponsored by these organizations. Reference the last page of *You and Your Boat* for different options on education and information on charts and maps. Also available for further knowledge on boating, we advise that you review the following publications:

PILOTING, SEAMANSHIP AND SMALL BOAT HANDLING
(Chapman)*

Motor Boating and Sailing
Post Office Box 2319 -- F.D.R. Station
New York, New York 10022

*Available on CD ROM

PLEASURE BOATING AND SEAMANSHIP

US 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

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

CHAPTER TWO GENERAL INFORMATION

FUELING

WARNING

**Safety during fueling requires
CAUTION and COMMON SENSE.**

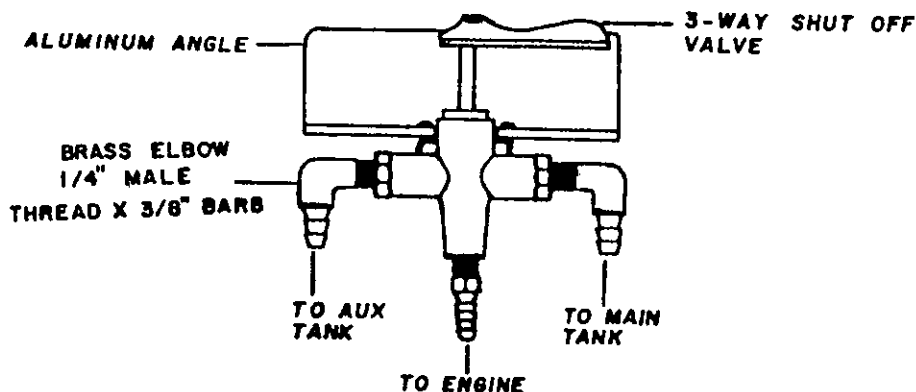
Please study the following precautions carefully, and ask your dealer if you have questions. Check your engine manual to confirm the type of fuel specified by the manufacturer. Do not use gasoline containing alcohol. Alcohol in fuel will deteriorate the rubber material used to make up your fueling system. If you operate an outboard with an oil injection system, check the engine manual for the approved type of oil and fill the tank completely.

- Observe all safety regulations for the safe handling of fuel.
- Extinguish cigarettes and all other lighted materials.
- Before fueling, close all ports, hatches, windows, and engine compartments, to prevent fumes from accumulating in closed areas.
- Before fueling, turn battery select switch(es) to "OFF," this will stop all engines, motors, fans, and lights, etc.
- Keep the fuel supply nozzle in contact with the fuel tank opening to prevent any static sparks.
- Secure the fuel cap and check fuel lines and connections for leakage. Wash and clean any spilled fuel. Dispose of rags or sponges used for clean-up on shore.
- Ventilate all ports, windows, hatches, and other closed areas. Run blower a minimum of four minutes, or until all fumes are expelled from engine compartment (on stern drive models). Conduct a "sniff test" to make certain all fumes are vacant before using the battery select switch(es).
- Select your first tank cautiously. Take into consideration the distribution of your load as fuel is consumed. Performance will be influenced by weight distribution. If your boat is equipped with two fuel tanks, use the fuel select valve (see FUEL SELECT VALVE on next page) to select the proper tank.
- Remove the fuel compartment drain plug periodically, to drain water that may accumulate in this area (see page 5-4, TYPICAL BILGE DRAINAGE). The drain plug is located in the aft bilge compartment, starboard side of the keel drain tube.
- Watch fuel flow constantly to prevent overflow or spills. Over-filled fuel tank(s) will leak fuel from vents causing damage to areas. Allow room for expansion.

GENERAL INFORMATION

FUEL SELECT VALVE

If your boat is equipped with dual fuel tanks, you will have a manual fuel select valve installed. This valve allows you to choose from which tank fuel will be consumed. Select the tank that allows the best performance for your boat. Remember, as the fuel is consumed and the fuel load redistributes, performance will be influenced.



FUEL SYSTEM MAINTENANCE

If you are experiencing fuel flow problems, a simple method to determine if 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 next page) 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.



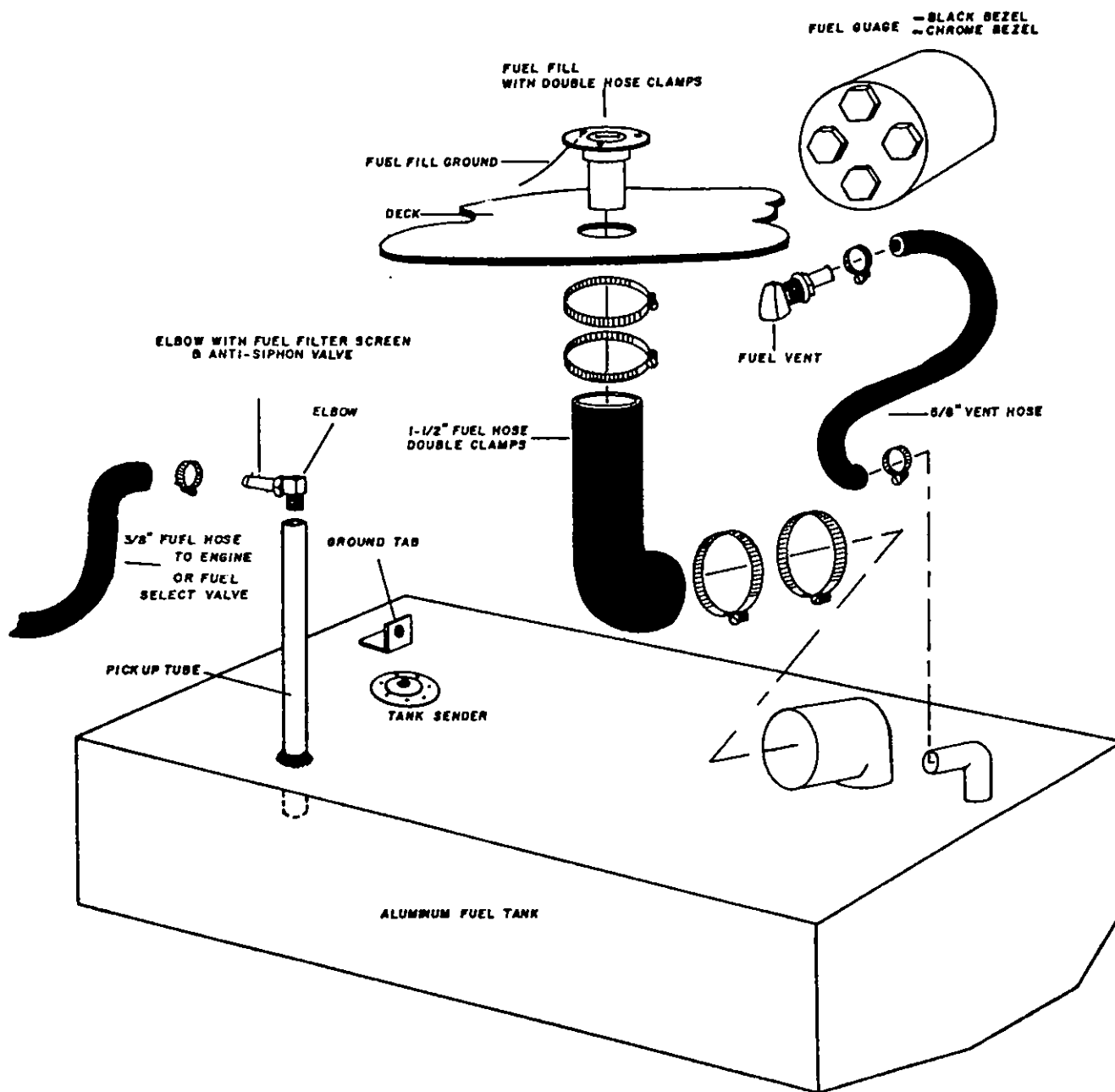
WARNING



LEAKING FUEL IS A FIRE AND EXPLOSION HAZARD. INSPECT SYSTEM REGULARLY. EXAMINE FUEL SYSTEM FOR LEAKS OR CORROSION AT LEAST ANNUALLY.

© NMMA 1990/ NO. 200

GENERAL INFORMATION



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

After fueling, inspect the fuel lines, connections, and fuel tanks for tightness, signs of leaks, and deterioration. Annually, conduct a more precise inspection of fuel system components, especially those hidden from routine inspection. Replace any deteriorated hose, clamps, connections, or fittings.

GENERAL INFORMATION

DISCHARGE REGULATIONS

The Federal Water Pollution Control Act prohibits the discharge of oil or hazardous substances which may be harmful into the US navigable waters. All crew and passengers should be made aware of the discharge restrictions.

DISCHARGE OF OIL

The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into or upon the navigable waters and contiguous zones of the United States, if such discharge causes a film or sheen upon, or discoloration of, the surface of the water, or causes a sludge or emulsion beneath the surface of the water. Violators are subject to a penalty of \$5,000.

DISPOSAL OF PLASTICS AND OTHER GARBAGE IN WATERS OF THE UNITED STATES

NOTICE

**It is illegal for any vessel to dump PLASTIC trash anywhere
in the ocean or navigable waters of the United States.**

The MARPOL ANNEX V is the Act to prevent pollution from ships and other vessels. Federal regulations prohibit the discharge of plastic garbage anywhere in the marine environment. Plastic includes but is not limited to: synthetic fishing nets, ropes, lines, straws, six pack holders, styrofoam cups and lids, bottles, buckets and plastic bags. These regulations also restrict the disposal of other types of garbage within specified boundaries from shore. The following plaque will help you determine the specific distances offshore that certain garbage is permitted.

*It is illegal for any vessel to dump
plastic trash anywhere in the ocean or
navigable waters of the United States.
Annex V of the MARPOL TREATY is an*

*International Law for a cleaner, safer
marine environment. Violation of these
requirements may result in civil penalty
up to \$25,000, fine and imprisonment.**


U.S. Lakes, Rivers,
Bays, Sounds and
3 miles from shore
**ILLEGAL TO DUMP
Plastic & Garbage**
Paper Metal
Rags Crockery
Glass Dunnage
Food


3 to 12 miles
**ILLEGAL TO DUMP
Plastic**
Dunnage, lining &
packing materials
that float, also
if not ground to
less than one inch:
Paper Crockery
Rags Metal
Glass Food

12 to 25 miles
**ILLEGAL TO DUMP
Plastic**
Dunnage, lining &
packing materials
that float

Outside 25 miles
**ILLEGAL TO DUMP
Plastic**



***UP TO \$50,000 AND 5 YRS.**

State and local regulations may further restrict the disposal of garbage.

GENERAL INFORMATION

TRAILERING

The adjustment and balance of your boat on the trailer determines how easily your boat may be transported. The tongue weight on the hitch ball should be 5-10% of the total weight of your boat, motor, and trailer. Tail-heavy loads cause swaying while trailering. The rollers and/or bunkers of your trailer should be adjusted so that the weight is distributed evenly across the stern and forward throughout the keel section. Your dealer should be responsible for adjusting your trailer properly.

You and Your Boat covers the trailering aspect in detail and also provides the checks essential for safe trailering.

DRIVING

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

LAUNCHING

Practice maneuvering the trailer. The trailer always backs in the opposite direction of the vehicle. To maneuver the trailer, turn the steering wheel in the direction you want the trailer to go. Refer to launching in *You and Your Boat*. Prior to initial launch, familiarize yourself with this manual and all aspects of your boat. At the launch site, go through a pre-launch checklist. The list should be suited to your specific needs.

PRE-START CHECKLIST

You and Your Boat covers the essentials for your checklist in the front titled BOATMAN'S CHECKLIST. When your predeparture checks have been completed, you will be ready to leave the dock. Start your engine to check all instruments, if the oil pressure gauge does not respond immediately, shut off the engine.

BOARDING/STOWAGE

Reference *You and Your Boat* for information on how to board your boat and tips for stowage.

APPROACHING/LEAVING THE DOCK

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. Utilize Docking in your publication of *You and Your Boat*.

GENERAL INFORMATION

TOWING OR BEING TOWED

In the event of a mishap or power loss, you may need to tow a boat or be towed. 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 that may occur. Passengers should never grasp a towline, it should be secured to the boat.

Before towing a boat, make a bridle and 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 in contact with the boat to prevent chafing. Attach a tow line to the bridle so that it may 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 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 a towline to the other boat, do not try to run in too close. Send a light line or attach the towline to a life preserver to be collected. Be careful of the other boat's propeller. The towed boat should keep someone at the wheel, to prevent the boat from swaying off course. Start the tow off slowly. A steady pull at a moderate speed should be used during tow. 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

As a precaution, passengers on both boats should stay clear of the towline, lines under stress could snap and fly in either direction causing injury.

SHALLOW WATER

Smaller boats draw 12-15 inches of water. Most boats that become grounded, can be floated off with motor tilted to reduce the draft at the transom. Larger boats draw 15-20 inches of water, and should not be powered off. Sometimes a rocking motion, side to side, will break the suction of mud from the keel. Disperse weight from the point the boat is grounded. Also reference *You and Your Boat*.

CAUTION

**Do not lower or start engines if the propeller is in mud or sand.
Wait until the boat is refloated to avoid damage
to the cooling system(s) of your engine(s).**

When boating in water with tidal changes, be 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 this is not possible, set an anchor to keep the boat from being driven farther aground. The anchor can be set to counteract the wind or current. The anchor can also be used to help pull the boat free. Many inland areas have rocks and stumps that could crack or puncture a fiberglass hull. Be familiar with the boating area. Caution should be taken in shallow water.

GENERAL INFORMATION

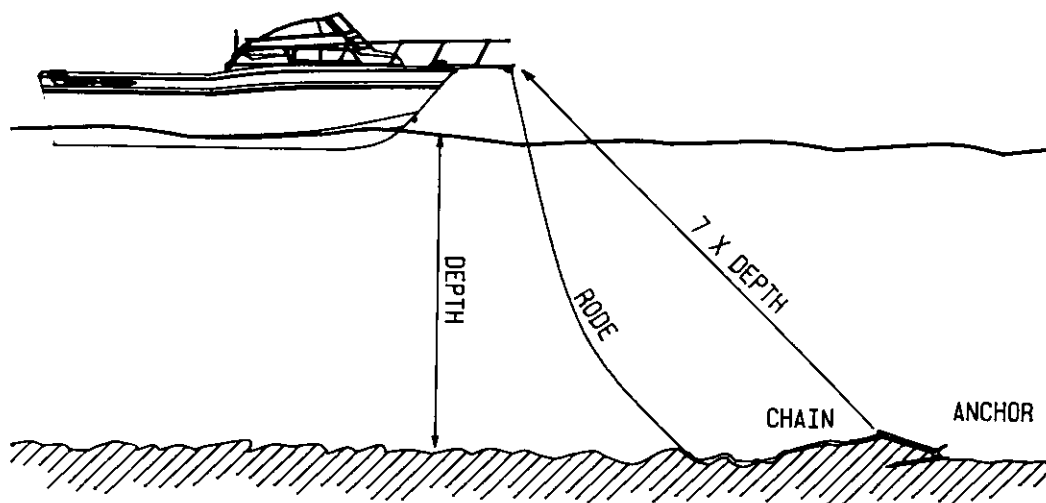
ANCHORING

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. *You and Your Boat* covers anchoring and a list of tips.

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

⚠ NOTICE

It is illegal to tie your boat to navigational aids, such as buoys and markers.



To retrieve the anchor, slowly drive the boat to the point directly above the anchor and pull upward on the anchor line until anchor is retrieved. If the anchor is difficult to break out, tie off the anchor line while directly over the anchor and slowly motor forward to "break" the anchor free.

⚠ 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.

GENERAL INFORMATION

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 load conditions.

We suggest that you make a speed and RPM chart to obtain the most economical operation. Operate the boat at various speeds and check the fuel consumption. Compute 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.

Further 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.
- Accelerating and deceleration rates.
- Time and distance to bring the boat to a stop at different speeds.
- Control of the boat using both engines in close quarters.

Also read the section in *You and Your Boat* for information on safe operating speed.

TWIN ENGINE BOATS

Twin engines 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.

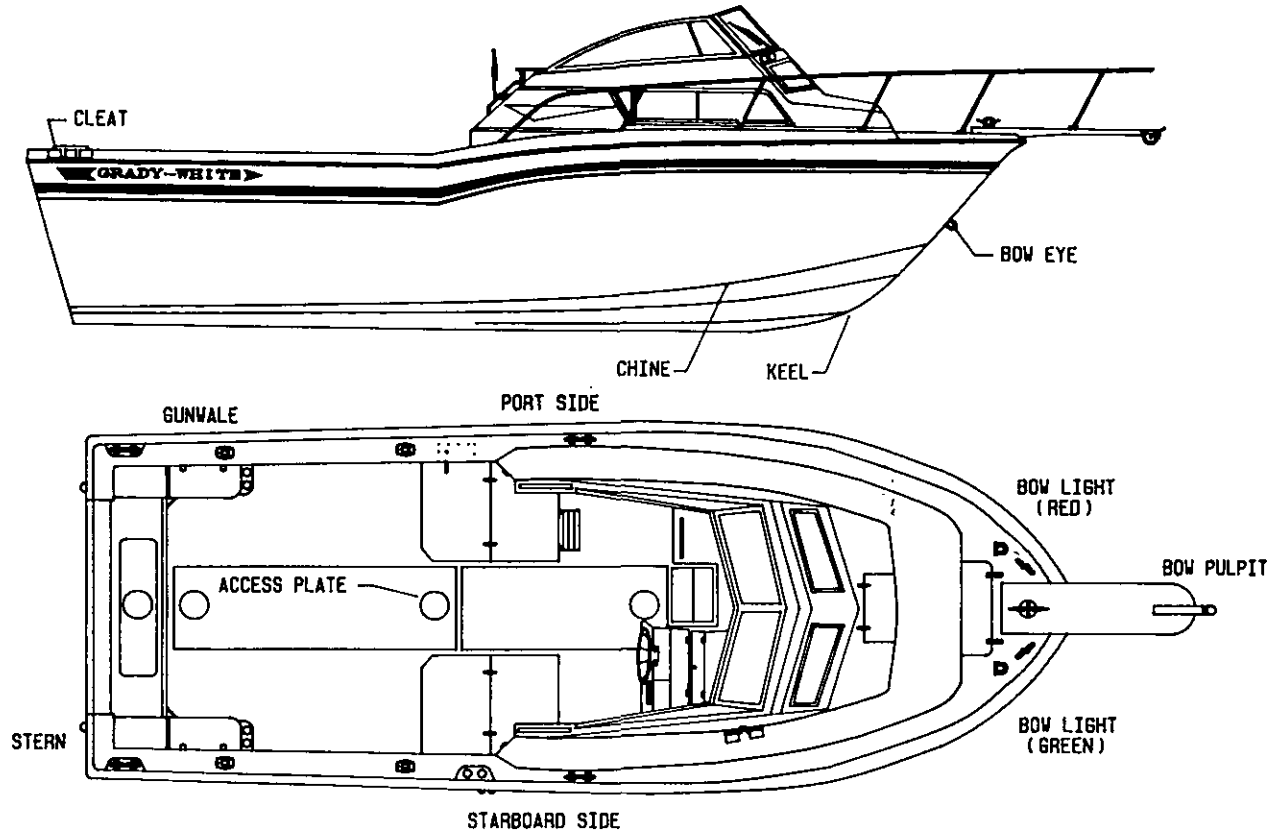
Moving ahead on one engine will cause the bow to swing away from the running engine side and to move forward at the same time. Backing up with one engine will cause the bow to swing toward the running engine side and the boat to move backward.

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.

GENERAL INFORMATION

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

PERFORMANCE FACTORS

Maximum performance is dependent on many factors and cannot be guaranteed. These factors will vary with altering conditions. Reference the trouble shooting guide in *You and Your Boat*. Some of these factors consist of:

ENGINE EFFICIENCY

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

WEATHER CONDITIONS

Weather conditions influence engine performance. Barometric pressure and humidity affect horsepower. The increasing change of weather could amount to a 10% loss in horsepower 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, performance will be affected. Keep the bilge dry to eliminate this type of extra load.

MARINE GROWTH

Maximum performance is only obtained 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.

PROPELLER

The condition of your prop is a major influence on the performance of your boat. Your engine is equipped with the best size prop for normal conditions. If you have unusual uses or weight conditions, special props may be required for altered applications. A damaged prop can affect your boat's top speed, cause vibrations or a sudden drop in RPMs, or even increase fuel consumption. Read more about propellers in *You and Your Boat*; this publication covers ventilation and cavitation.

⚠ CAUTION

When replacing propellers, stay within the engine manufacturer's maximum and minimum RPM ranges. This information is covered in your engine manual. If your boat does not have a tachometer, consult your dealer for propeller changes.

PERFORMANCE

TRIM

Most outboard models are equipped with power tilt and trim mechanisms. The purpose of the tilt is to raise the engine for launching, loading, or trailering your boat. Engine trim is covered in *You and Your Boat*.

PROPULSION SYSTEM

OUTBOARD

Information concerning the outboard engine(s) is located in the Operation and Maintenance Manuals supplied by the engine manufacturer. Details of important engine functions such as the lubrication system, cooling system and alarm/monitoring system are outlined in these manuals. Your familiarization with the engine reference material will result in the proper usage and service that is essential to ensure safe and enduring engine performance. The manual is included with the Owner's Packet.

DO NOT INHALE EXHAUST FUMES! EXHAUST CONTAINS CARBON MONOXIDE THAT IS A DANGEROUS GAS AND IS POTENTIALLY LETHAL.

WARNING

Do not attempt to service any engine or drive component without being totally familiar with the safe and proper service procedures. Certain moving parts are exposed and can be dangerous.

CAUTION

Do not paint the outboard motor with anti-fouling paints designed for boat hulls. Many of these paints can cause severe damage to the engines.

ENGINE WARRANTY

A warranty registration card is included with all engine manuals and should be completed and returned to the engine manufacturer as soon as possible.

PERFORMANCE

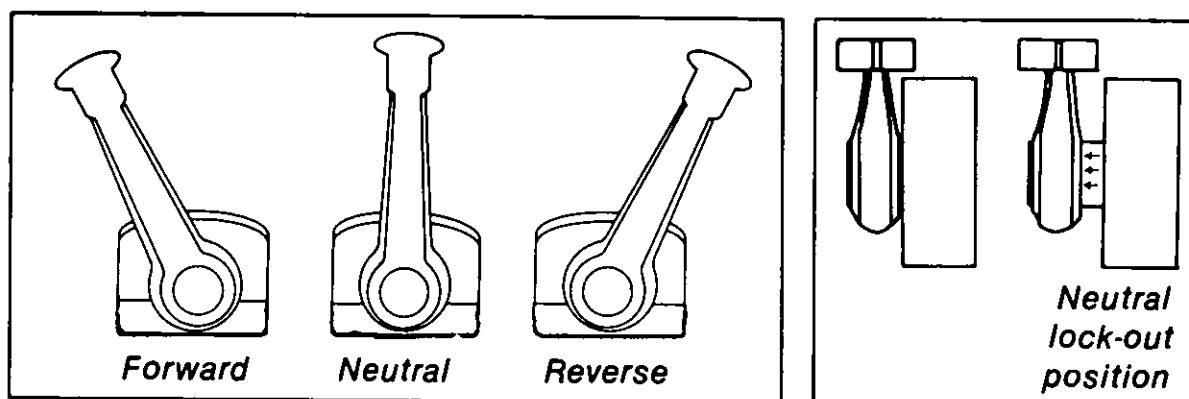
THROTTLE/SHIFT CONTROL

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

The vertical position of the throttle control is usually the neutral position. Move the control forward to engage the shifting mechanism, which creates a forward thrust of the propeller. Advance the forward movement to increase the fuel flow to the engine and boost the forward lunge.

Move the control lever aft of the neutral position to reverse the shift mechanism and create a reverse thrust of the propeller. Increase the aft movement to increase the reverse thrust. Remember that propellers are designed for maximum forward thrust, so reverse thrust will not be as efficient.

All controls have a safety mechanism. This mechanism will not allow the engine to start when the control is in gear. 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.



As the boat is moving forward, you may reverse the shift mechanism that will provide a "braking action," slowing the boat.

CAUTION

THIS BRAKING ACTION CAUSES A FOLLOWING WAKE WHICH MAY RISE ABOVE THE TRANSOM AND FLOOD THE BOAT IF IT IS MOVING AT TOO GREAT A SPEED. ALLOW ENGINE RPMs TO DECREASE BEFORE SHIFTING INTO REVERSE.

Reference *You and Your Boat* for maintenance. If your throttle or shift cables need replacing, reference the specification sheet at the front of this manual.

PERFORMANCE

STEERING

MECHANICAL STEERING

Grady-White boats that use mechanical steering are equipped with No Feedback Mechanical Steering. No feedback steering provides easier steering and increased control by offsetting the engine torque.

The mechanical steering system is designed to require a minimum of maintenance; however, you should periodically inspect the steering system (especially the control heads, cable ends, and attachments) for wear, rust or corrosion, and lubricate the parts when needed. If you notice a change in the "feel" of the system, such as binding, looseness, noise, or sticking, immediately have a qualified marine technician perform a thorough check.

On outboard models, the push rod at the end of the cable is vulnerable to freezing if it is not greased routinely. When the boat is not in use, the motor should be turned so that the push rod is not exposed to the elements. If you operate in salt water areas, lubrication is extremely important and you should make frequent inspections for corrosion.

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 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 steering system for oil leaks. Unobserved leaks, in time, will result in unresponsive and/or possible loss of steering.

All moving mechanical linkages, sliders, etc. must be greased as needed with a high quality marine grease. Refer to the steering 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 a qualified marine technician.

TILT STEERING

Tilt steering is available as an optional feature on certain models. This accessory will be in conjunction with either mechanical steering or hydraulic steering depending on the model. This feature enables the operator to tilt the wheel up or down. Refer to the steering system's manual for information on oil levels with hydraulic tilt steering.

CHAPTER FOUR MAINTENANCE AND SERVICE

GENERAL

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

Keep bilge area clean and dry. Leaks found early and corrected will less likely cause damage. Do not allow grease, grime and dirt to build up.

Conditions found requiring corrective action should be done by a qualified mechanic. If you are away from home, contact your dealer for an authorized repair shop. Repairs should correspond with US Coast Guard specifications.

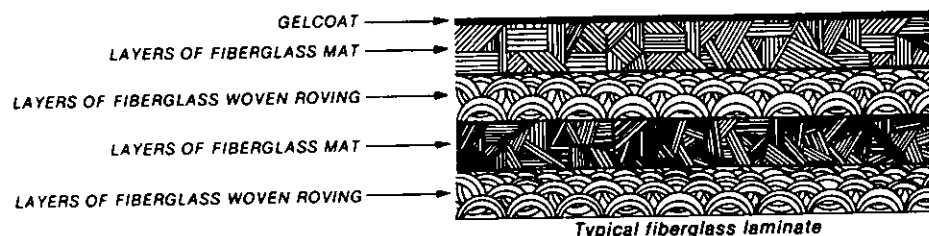
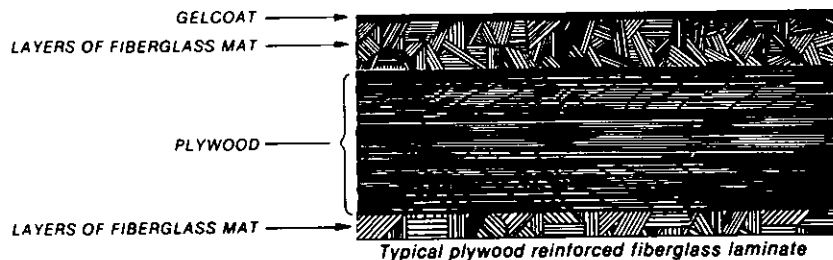
EXTERIOR

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 a 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 finish of your Grady-White is a thin layer of resin with a finished color pigment called gelcoat. 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.



MAINTENANCE AND SERVICE

MAINTENANCE

Normal maintenance of your Grady-White boat is similar to the care you would give your automobile. Do not use caustic, highly alkaline cleaners or those containing ammonia. These cleaning agents may darken gelcoat. The resulting staining is a chemical reaction and can be removed with a rubbing compound then waxing.

CLEANING

The best way to prevent discoloration and soil build-up is to hose with fresh water after each outing or on a regular basis. This soil is the result of use and environmental pollutants. Clean the boat regularly with a mild household detergent and plenty of fresh water. Use a sponge on smooth surfaces and the deck. A brush can be used on the nonskid areas. Be sure to rinse away all grime and residue.

WAXING

As the gelcoat begins to lose gloss from constant exposure to the natural environment and pollutants, it will require some special attention to restore the original gloss and color. Check with a local dealer for advice on a suitable wax for that boating region. 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, as they will become slippery.** While waxing your boat, inspect the surface for any damage. Have the damage corrected as soon as possible.

Gelcoat will age or dull naturally. Discoloration's are shallow in depth. Factors that will affect the rate of discoloration are: the sun, pollution, old wax accumulation and the salt content of the water. Polishing compound (fine abrasive) or rubbing compound (coarser abrasive) is recommended for use on fiberglass finishes to remove scratches, stains or severely weathered surface. These products can be applied by hand or mechanical means. The following process will restore discoloration to your fiberglass finish:

- Clean the affected area with a good detergent.
- Remove stubborn stains or discoloration by gently wet sanding only the affected areas with 600 grit "wet or dry" sandpaper. **ALWAYS SAND IN ONE DIRECTION.** Use plenty of water and sand curves in the same direction. Dry the area to make sure all the discoloration has been removed. If not repeat this process.
- Buff using a polishing compound suitable for fiberglass, an electric buffer (1750-1800 RPM.) and an 8 inch lambs' wool pad.

CAUTION

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

- When buffing is complete, wash away compound with clear water. Then dry area.
- When the area is clean, wax the boat with a high grade automotive wax. This will enhance the gloss while providing a seal to retard staining or soil accumulation.

CAUTION

**Compounding too often or excessive compounding
can wear away the gelcoat.**

MAINTENANCE AND SERVICE

REPAIRING

Though gelcoat is a very durable material, it is susceptible 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 effect the structural integrity of your boat.

Some gelcoat damage and imperfections, such as nicks and scratches, can be repaired by obtaining a color match patch kit. This kit can be purchased through your Grady-White dealer. Acetone, the most suitable cleaning agent for gelcoat, can also be purchased through your dealer. Instructions are included in the patch kit.

WARNING

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 soon heat up and put off fumes. When finished with catalyzed chemicals or when they start building up heat, submerge completely in water until cool.

BOTTOM PAINT

If you leave your boat in the water for more than a few days, the hull bottom, below the waterline, should be treated with anti-fouling paint. This paint will help protect the bottom from marine growth and barnacles, which inhibit performance. Since anti-fouling paint slowly dissolves to prevent marine growth, yearly inspection and cleaning of the hull bottom is advised. 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. For more information see your local dealer.

GRADY DRIVES

Since there is a chance of moisture entering the engine bracket, a drain has been provided. Any moisture entering the bracket should drain to the bottom. The drain plug should be removed periodically to drain the bracket. The Grady Drive is made of aluminum; therefore, it is very important to use the proper type of bottom paint.

CANVAS

Although 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, Apsel or Uniseal to the seams.

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

MAINTENANCE AND SERVICE

MAINTENANCE

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

Fabric should be cleaned regularly to prevent the buildup of dirt, roof particles etc., to accumulate and become embedded in the fabric. Simply brush off any loose dirt etc., and hose down canvas and clean with a mild solution and warm water. Do not use petroleum-based or ammonia cleaners on canvas or clear vinyl as they will yellow. For heavily soiled fabric, remove top from frame. Soak the fabric in a solution of 1/2 cup of Clorox and 1/4 cup of Ivory or Lux soap per gallon of warm water. Let soak until mildew and stains can be brushed out with a common kitchen brush. Rinse thoroughly with cold water until all soap is removed. Allow fabric to air dry completely. **DO NOT STEAM PRESS OR DRY IN ELECTRIC OR GAS DRYER.** This will damage the canvas fabric. A water repellent was applied to your canvas during manufacturing. After extensive cleaning some of the repellent may have diminished and is recommended you retreat the fabric. Do not use wax based products. Use a water based repellent such as Apseal or Uniseal. Scotchguard is effective for short term use only.

SNAPS

- Zippers and snaps will loosen with use. Use care when starting the zipper to prevent damage. Lubricate the snap buttons and zippers with petroleum jelly or paraffin. Fasteners should be unsnapped as close to the button as possible.

VINYL

- 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 the 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!**

STORAGE

Consider the following steps when putting your folding top canvas option in the stored position:

⚠ CAUTION

**Secure the folded top when in the stowed position,
this will prevent damage or the loss of your canvas.**

- Fold the top and zip it into the canvas cover provided.
- Pivot the covered top into the stowed position on the foredeck. The canvas cover is equipped with a strap on each side and an eyelet in each strap. Place the eyelet over the male fasteners located on the port and starboard foredeck.
- Twist the male fasteners 90 degrees to engage.

MAINTENANCE AND SERVICE

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.

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.

⚠ CAUTION

DO NOT MACHINE-WASH THESE FABRICS.

DURATRIM/POLYETHYLENE/PLEXIGLAS

In the cockpit area of your boat, duratrim is used for the toe rails, and polyethylene are used for the rod racks. Duratrim has an appearance similar to teak, but requires almost no maintenance. Maintenance of your duratrim should include regular cleaning with soapy water. Apply a surface protector at least twice per year. Polyethylene can be cleaned with products such as 409, or any spray and wipe cleaner. Plexiglas, used to cover your instruments and radio box, can be maintained by use of a glass cleaner and a soft cloth.

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 regularly. In the sump pump box, there is a trap which contains a filter. Remove filter and rinse with water to clean. Then snap filter back in place.

SCUPPERS

All Grady-White boats have self-bailing cockpits, meaning that water on the cockpit floor drains through overboard drains rather than into the bilge. The stern drains (scuppers) have an external scupper flap assembly, 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.

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. Repair the caulking when necessary or have your dealer do the repair.

MAINTENANCE AND SERVICE

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. Refer to Hardware and Fittings in *You and Your Boat*.

HARDWARE/HARDTOP FRAME/STAINLESS STEEL RAILS

Your hardware is made of laboratory grade 316 stainless steel, and needs regular cleaning to maintain its "less staining" properties. The key to maintaining your stainless steel is to keep it clean with a mild solution of soap and FRESH water. If acid rain is a problem, rinse your boat with fresh water after each rainfall. Rinse hinges on lids and lubricate with penetrating oil to avoid sticking.

MAINTENANCE

- Wash with warm water and a mild detergent or a mild stainless steel cleaner.
- After cleaning, rinse with fresh water, wipe dry with to avoid water marks.
- If discoloration or deposits persist, use a non-scratching 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 cleaner and water. Rub lightly in the direction of the polish lines. Too much pressure, may 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.

FUEL TANK COMPARTMENT

The fuel tank area needs to be rinsed periodically, especially when used in a salt water environment. Dirt that accumulates in this area attracts salt and causes salt crystals to form on your metal fuel tank; salt crystals can eat holes in most metal surfaces. To help prevent your tank from rust and corrosion, rinse the compartment out with FRESH water. Remove access plates from the fuel tank lid and inspect area for leaks or unsecured lines. If you have a stern drive boat, remove plug in fuel tank compartment to check for leaks and to drain area when flushing with fresh water. Remember to return plug!

The access plates on your fuel tank lid(s) keep the fuel compartment sealed. 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.

MAINTENANCE AND SERVICE

BATTERY

Battery(ies) should be secured in a non-metallic tray to avoid electrolyte spills. Battery terminals should be covered by an insulated boot. Fluid levels should be checked at least once a month, depending on usage. Fill the battery to the upper level with distilled water. **Never** overfill the battery.

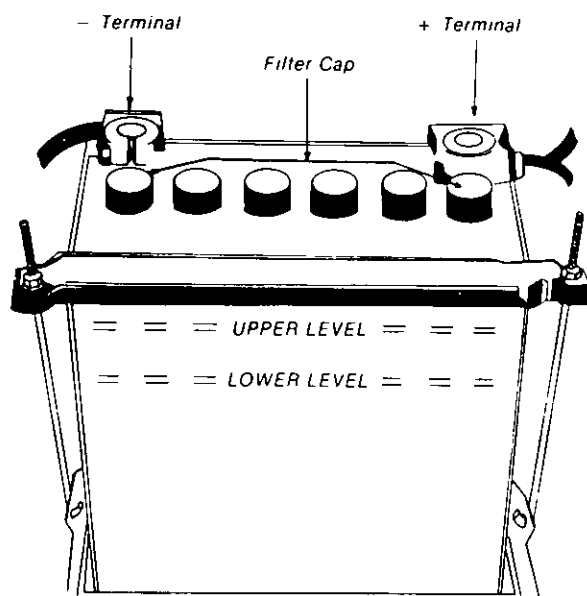
Keep terminals clean by scrubbing them with a stiff brush and a mixture of baking soda and water. Afterwards, apply a light coat of grease. Be careful not to let any of the baking soda/water mixture enter the battery.

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

⚠ CAUTION

Never disconnect the 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 type battery due to your engines charging system.

Use ONLY cranking type batteries.



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, a beaten egg or vegetable oil. Contact 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

For boats stored during the winter or an extended period of time, some precautions should be taken. This information is a basic guide and the actual storage should be performed by a professional, qualified dealership. Prior to and during the storage process, the boat and it's systems should be checked for maintenance or repairs. Arrange repairs during the storage period. 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.

In climates where freezing occurs, it is important that the bilge be drained and dried when the boat is laid up for the winter. Make sure the keel, chines, and transom are fully supported. If using a storage building, it should not be sealed airtight, but should be sufficiently ventilated. Ventilation is extremely important both around and through the boat.

To prevent "sweating," a canvas cover should be used for outdoor storage. An example is to build a frame 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 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.

⚠ WARNING

**BOAT IS NOT TO BE LIFTED AND HUNG BY THE PAD EYES.
IF BOAT IS LIFTED PAD EYES SHOULD
BE INSPECTED PERIODICALLY.**

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. Remove marine growth and other foreign matter from the hull. Clean the inside of hull openings, thru hull fittings and scupper drains. Inspect the hull for damage.

Check cleats and rails for corrosion and tightness. Clean stainless steel as directed under MAINTENANCE AND SERVICE. Use a quality metal preservative like T-9™ (see page 5-3) on metal surfaces to prevent salt water damage. Check for loose silicone, hinges, 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 hinges for corrosion and lubricate.

WINTERIZATION AND STORAGE

DRAINING & WATER SYSTEM

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, then 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. This will cause 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. Keep tanks full, do not overfill, as fuel will leak 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 battery and fully charge the battery before storing. Store the battery in a cool, dry area on a wood board. Do not store the battery on concrete, because cold, moist surfaces will drain the battery. A weak battery loses its charge more rapidly than a strong battery. Ideally, you should disconnect the battery and cover the terminals with grease to prevent corrosion.

ENGINES

Consult your Engine Operator'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 engine(s), bent shafts or bent propellers.

WINTERIZATION AND STORAGE

STORAGE CHECKLIST

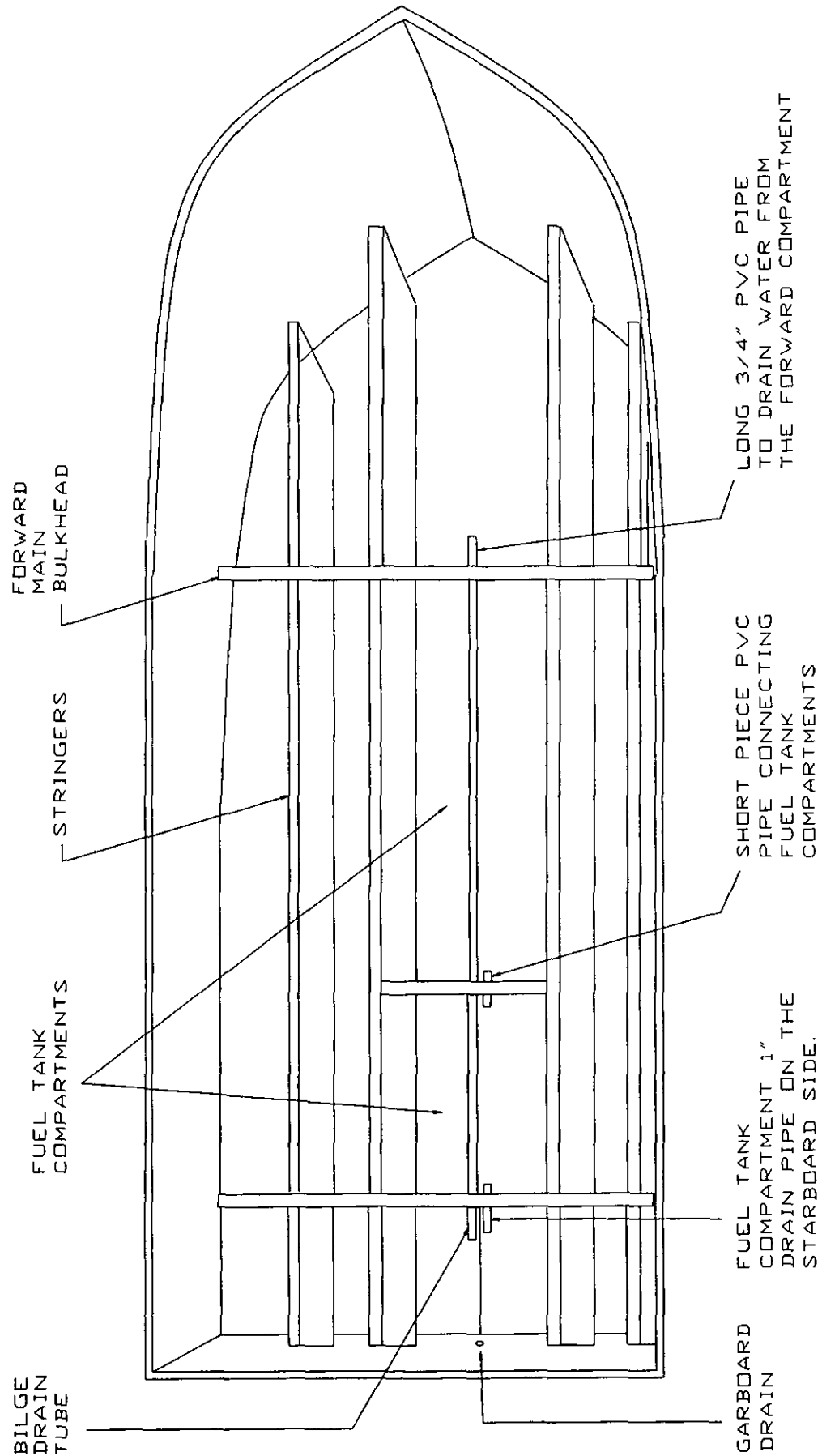
In addition to the previous explanations of winterization guidelines, the following checklist can be used as a guide to the proper storage procedures of your boat. Additional details should be added as needed for your personal inspection.

- Remove all loose and personal effects.
- Remove any detachable and valuable equipment and electronics. Store all electronics inside. Your compass, if built in, should be covered for the winter since ultraviolet rays from the sun will "cloud" the compass and make it difficult to read.
- Winterize all equipment as directed in the manufacturer's manual.
- Store cushions indoors to prevent mildew.
- Drain portable heads. Remember to drain the upper and lower tanks. Water should be removed from deck pump-outs lines.
- Clean the exterior and interior of the boat. Remove all grease, oil, salt spray, etc.
- Remove all garbage. Clean storage compartments, fish boxes, and livewells. Prop fishbox lids open.
- Lubricate hinges, valves, back of fuse and instrument panels, and other surfaces that will rust.
- Check underwater items. Hardware should be 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.

WINTERIZATION AND STORAGE

TYPICAL BILGE DRAINAGE



LIMITED WARRANTY

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

FIVE YEAR HULL WARRANTY

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

ONE YEAR MATERIAL AND WORKMANSHIP WARRANTY

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

EXCLUSIONS

This warranty specifically does not include the following:

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

WARRANTY CLAIM PROCEDURES

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

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

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

CHAPTER SIX

247 ADVANCE

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OPTIONAL FEATURE LIST

ACCESSORIES

- Accessory Outlet - 12 volt
- Battery Select Switch
- Bow Lifting Ring
- Bow Pulpit
- Cockpit Bolsters
- Cockpit Shower W/20 Gallon Fresh Water Tank
- Compass
- Electronics Flush Mount Kit
- Gunwale Mounted Freshwater System
- Head - Portable
- Head - Portable W/In Line Macerator
- Livewell - 23 Gallon Raw Water W/Cushion Seat
- Outrigger Kit 15 Ft. (Gunwale Mount)
- Rod Storage Holders On Deluxe Lean Bar W/Backrest
- Seating - Deluxe Helm & Companion Chairs
- Seating - Deluxe Lean Bar W/Backrest
- Seating - Forward Platform Cushions
- Spreader Lights w/ T-top Option
- Steering - Hydraulic Tilt
- Stereo/Cassette System
- Storage - Lockable Storage In Lean Bar Seat
- Storage - Lockable Tackle Trays In Lean Bar Seat
- T-Top W/Rod Holders & Radio Box
- Washdown - Pressurized Sea Water W/Hose

CANVAS

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

OPERATION OF STANDARD FEATURES

INSTRUMENTATION AND SWITCHES

Grady White installs full instrumentation on pre-rig boats. The instruments are electrically connected to the ignition key. To operate instruments, the ignition switch should be in the "on" position. See electrical systems in *You and Your Boat*.

INSTRUMENT PANEL

Not all boats are equipped with the same type of instrumentation. Consult your dealer for specific information on the type of instrumentation included on your boat.

ENGINE WATER TEMPERATURE GAUGE

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.

FUEL GAUGE

The fuel gauge indicates the fuel level. When reading this gauge remember:

- The accuracy of your gauge varies with the attitude of your boat in the water (trim or list).
- 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 very low fuel levels.

OIL LEVEL GAUGE

This gauge indicates the quantity of oil in the oil tank.

TACHOMETER GAUGE

The tachometer indicates engine revolutions per minute (RPMs). Consult engine manual for recommended operating RPMs.

TRIM GAUGE

The trim gauge indicates the angle of thrust of the lower unit of the engine(s). See TRIM, page 3-2, for adjustment advice.

VOLTMETER

The voltmeter indicates the battery charge. A reading of 12 or 13 volts is normal, denoting a fully charged battery. Readings below 11 imply a weak battery, and may cause the engine(s) to fail. A reading of 13-15v while engine is running is normal. Readings over 15v may indicate regulator problems. Low or fluctuating readings may imply loose connections (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.

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WATER PRESSURE GAUGE

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, OIL LEVEL, AND FUEL SYSTEM WARNING BUZZER

Outboard models may have a warning buzzer. The buzzer is located in the throttle control or under the dash. Consult your engine manual for exact location and functions.

SWITCH PANEL

At the helm station you will find an accessory switch panel. Not all boats are equipped with the same accessories. Consult your dealer for information or questions regarding the accessories included on your boat.

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 in the cockpit area.

FUEL

Dual tanks have a three-position switch (MAIN-OFF-AUX) which gives separate readings for each tank. However, this switch only reads levels of fuel, **it does not convert tank** (See FUEL SELECT VALVE page 2-2).

HORN

The horn meets the requirements of the USCG sounding device.

LIVEWELL

This switch activates the livewell system.

NAVIGATIONAL/ANCHOR LIGHTS

The three position switch (NAV-OFF-ANC) changes the lighting configuration to running or anchor lights.

TRIM/TILT

The trim/tilt switch is located on the throttle control. Trim changes the angle of thrust of the engine (reference, page 3-2). Tilt raises the drive unit for trailering.

TRIM TAB

Trim tab switches are used for adjusting the attitude of the boat. See the TRIM TABS for more details.

WASHDOWN

This switch activates the washdown system.

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WATER PRESSURE

This switch activates the pressurized fresh water system.

WINDSHIELD WIPERS

This switch powers the windshield wipers.

ACCESSORY

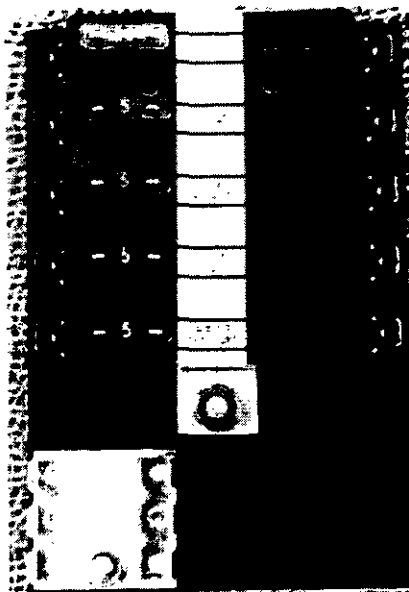
Switches and breakers labeled "ACC" are blank. Both are used for non-factory installed accessories. See ACCESSORY WIRING COLOR CODE AND FUSE/BREAKER SIZE CHART, page 6-6, for recommended breaker amperages. Switch labels are available from your dealer for non-factory installed options.

⚠ NOTICE

Use an anti-corrosion spray on the back of panels and exposed wires to prevent the rust or corrosion that could lead to an electrical system failure.

AUXILIARY FUSE PANEL

The auxiliary fuse panel, located under the dash, offers the ability to install electronics in addition to the accessory switches located in the dash. Your model utilizes the automotive type fuse.



MAIN CIRCUIT BREAKER

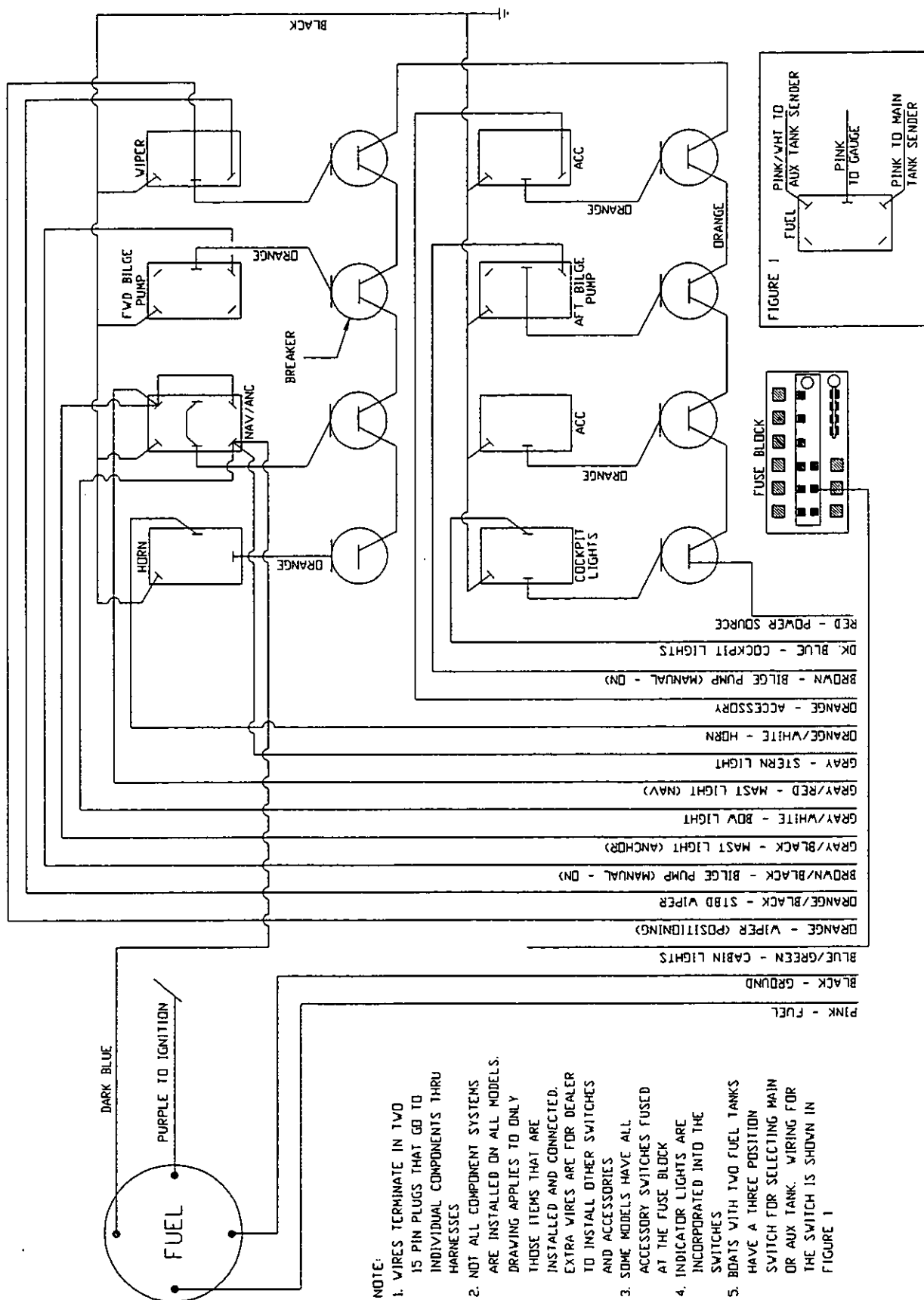
There is a 40 AMP circuit breaker, located under the aft seat. This is the main breaker protecting the wiring supplying power to the accessory switch panel. If this breaker is tripped, it may be reset by depressing the red button on the breaker box.

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ACCESSORY WIRING COLOR CODE AND FUSE/BREAKER SIZE 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	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	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 (IND)	16 GA BLACK	N/A	
ACCESSORY GROUNDS MAINS	10 GA BLACK	N/A	
HYDRAULIC TRIM TABS	16 GA HARNESS (SUPPLIED)	20.0	FUSE BLOCK
MAIN FUEL TANK (SENDER)	16 GA PINK	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
VHF GROUND	10 GA BLACK/WHITE	N/A	

TYPICAL OUTBOARD INSTRUMENT AND SWITCH PANEL WIRING



RIGGING COMPARTMENT

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 rigging components located aft of this compartment. This compartment contains two flats for mounting transducers.

⚠ NOTICE

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.

⚠ NOTICE

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

BILGE PUMP & FLOAT SWITCH

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 battery. The battery should be inspected frequently to ensure proper operation. The pump is equipped with a switch at the helm. When the switch is in the MANUAL position, the pump will run continuously. The pump should not be left in the MANUAL mode unless the bilge is being pumped out for servicing.

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

⚠ CAUTION

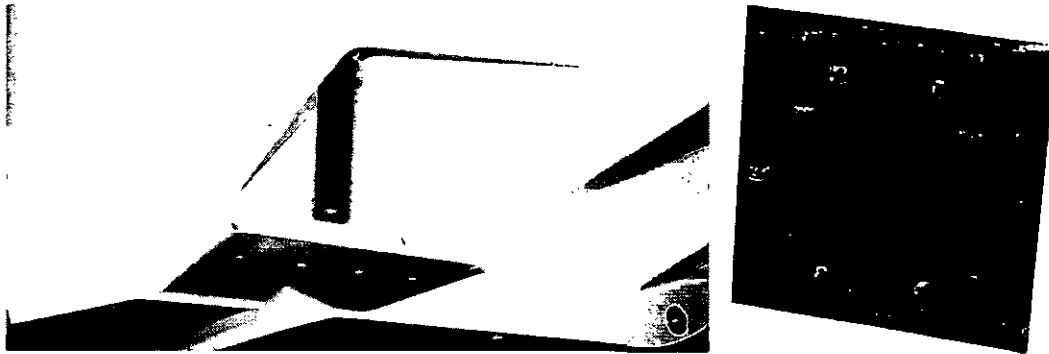
Do not run the pump dry for a prolonged period of time.

BILGE PUMP LOCATION

The bilge pump is located in the motorwell under the access plate just forward of the transom.

TRIM TABS

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

**TRIM TAB****TRIM TAB SWITCH**

The trim tabs are operated by a two rocker switch panel and will aid in trimming the boat fore and aft for a smoother ride. The switches are marked "bow down." Trim tabs in the extreme "bow up" positions will have no effect on the boat's ride.

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

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. The running angle will also gradually improve.

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

OPERATION OF OPTIONAL FEATURES

ACCESSORY OUTLET - 12 VOLT

A 12 volt outlet at the helm is available as an option on all models. This outlet provides an easily accessible power supply for accessories such as cellular phones and spotlights.

⚠ NOTICE

This outlet cannot be used with a cigarette lighter.

COMPASS

The compass is located at the helm station in direct view of the operator when navigating the boat. Compensation adjustments to the compass may be made by following the instructions included in the "Owners Packet".

COCKPIT SHOWER

To operate the cockpit shower, the water pressure switch, located on the accessory 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, gently feed the hose down through the deck and replace the flap onto the fitting.

GUNWALE MOUNT FRESH WATER SYSTEM

To operate the gunwale mount fresh water system, the water pressure switch, located on the accessory 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 starboard side under the aft seat lid. 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.

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LIVEWELL - RAW WATER

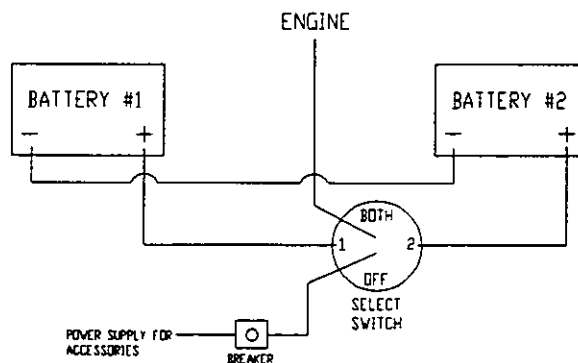
To operate the raw water livewell, first open the seacock, located on the port side under the aft seat. Then plug the drain in the bottom of the livewell box. The switch, at the helm, needs to be in the "on" position. The livewell will then fill with water through an inlet fitting, near the bottom of 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.

⚠ NOTICE

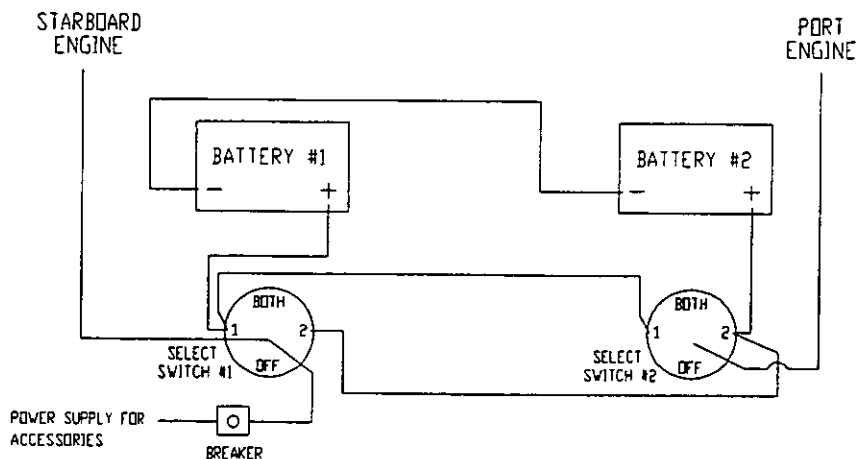
If the seacock is left open and the pump is not "on," the boat's forward motion through the water will gradually fill the box. This inadvertent filling may be prevented by closing the seacock when the livewell option is not in use.

BATTERY SELECT SWITCH

Boats that are equipped with two batteries use a select switch to indicate which battery will be used. The switch is labeled Battery 1, Battery 2, BOTH, and OFF.



On twin engine boats with two select switches, a switch should be connected to each engine. Either engine may be started by either battery by selecting battery #1 or battery #2 on the switches. In normal use, select battery #1 on one switch and battery #2 on the other so that both batteries will be charged simultaneously.



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In an emergency situation, when neither battery will start the engine(s), the select switches allow you to combine the power of both batteries by selecting BOTH. The switches should be returned to either the #1 or #2 position after the engines are started to allow each battery to be charged.

⚠ WARNING

Never turn the battery select switch to the "OFF" position with the engine(s) running, or the charging system could be damaged.

OUTRIGGERS

Outriggers are an optional feature, which allow 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

Guidelines for proper installation and use are provided in your Owner's Packet.

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 be sprayed down with fresh water. Never use acidic or abrasive cleaners on outriggers.

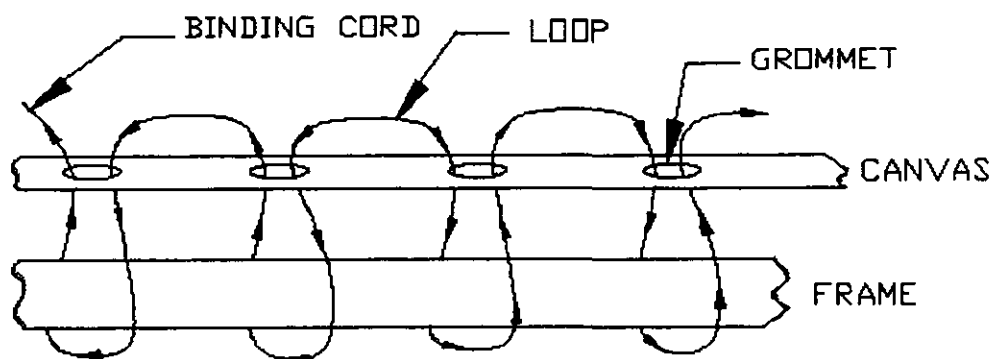
A periodic waxing of your outriggers is suggested if your boat is frequently exposed to salt water. The wax will provide a protective coating and seal the pores of the metal. A non-abrasive, high quality marine or automotive wax is recommended. Before storage, clean and wax the outriggers.

During assembly, grease all threads, bolts and tubes where one section is inserted into another. Once a year, 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

- Remove the mast light.
- Position the canvas evenly around the inside of the frame top.
- Tie the four corners of the canvas temporarily, to hold in position.
- Locate the two center grommets forward. Start the binding cord so that the tag ends are evenly divided.
- Lace one side at a time to the aft center grommets.
- Return to the front center and start tightening by lifting the top loop on the canvas. 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 these steps on the remaining half. Secure both the tag ends of the cord with a square knot. Cut and melt the tag ends to control raveling.
- When the canvas is installed, drill the holes in the canvas for the mast light, from hole location in the frame. Apply a small amount of clear silicone sealer around the holes, and mount the mast light. Be sure the mast light wires are attached.



HEAD OPERATING INSTRUCTIONS

PORTABLE HEAD WITH IN-LINE MACERATOR

OPERATION

- Compress the bellows pump, left corner, a few times to add water to the bowl.
- Flush the toilet by pulling the slide valve handle out (front of toilet).
- Compress the bellows pump until the bowl is rinsed. Close the slide valve handle by pushing it in fully.

EMPTYING RESERVOIR BY USE OF OVERBOARD DISCHARGE

- Place the Y-valve in the overboard discharge position. The Y-valve is located on the aft wall inside of the console.
- Open the overboard seacock, located the same as the Y-valve.
- 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

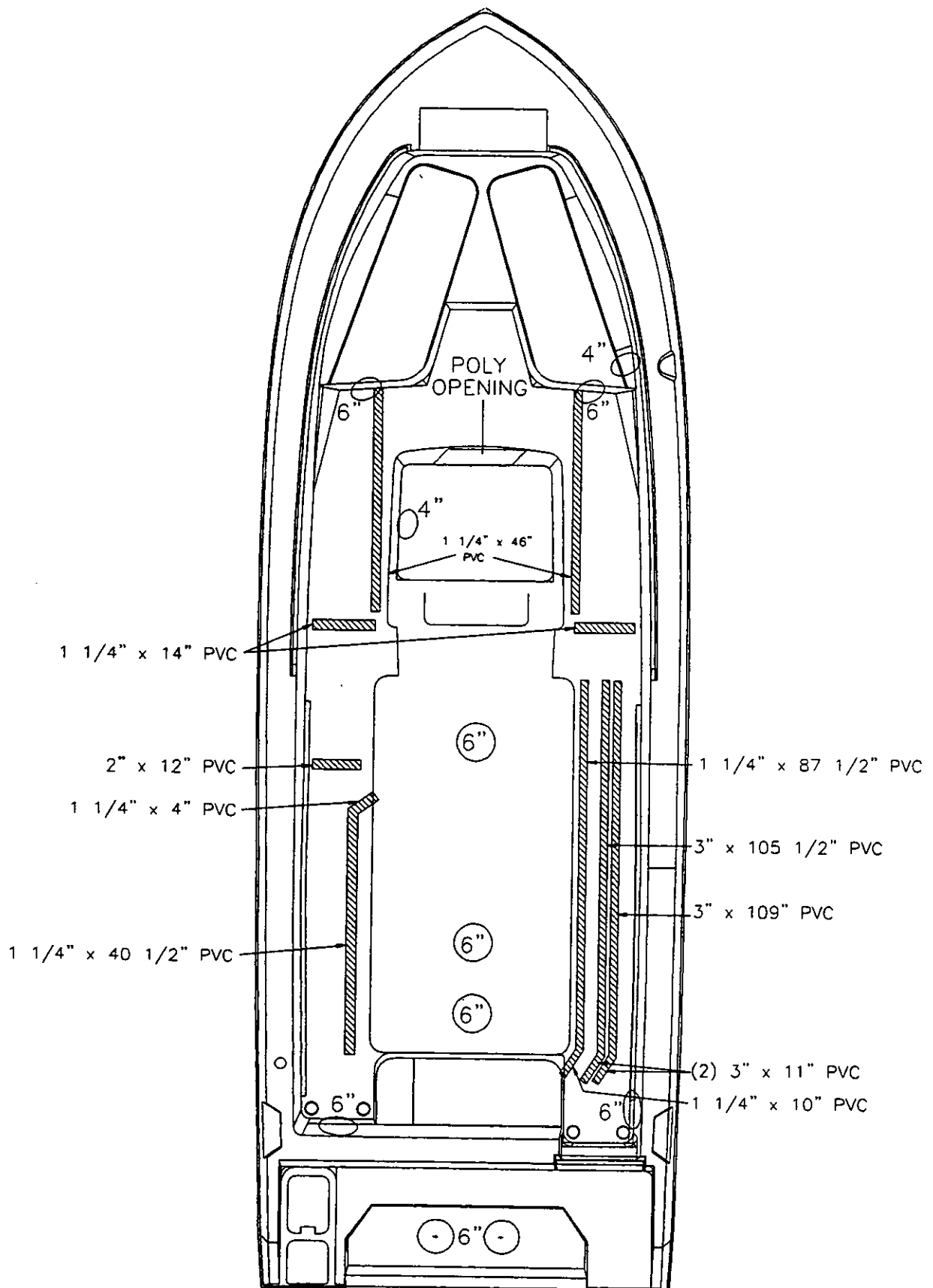
- Place the Y-valve in the deck pump-out position. The Y-valve is located on the aft wall inside the console.
- Remove the cap from the deck pump-out, located on the starboard gunwale. Connect the vacuum hose and run until the tank is empty. Replace the cap on the deck pump-out.

⚠ CAUTION

The USCG requires that the overboard discharge seacock be sealed and secured in the closed position within the specified limits. Contact the local authorities for more information on the range in your area.

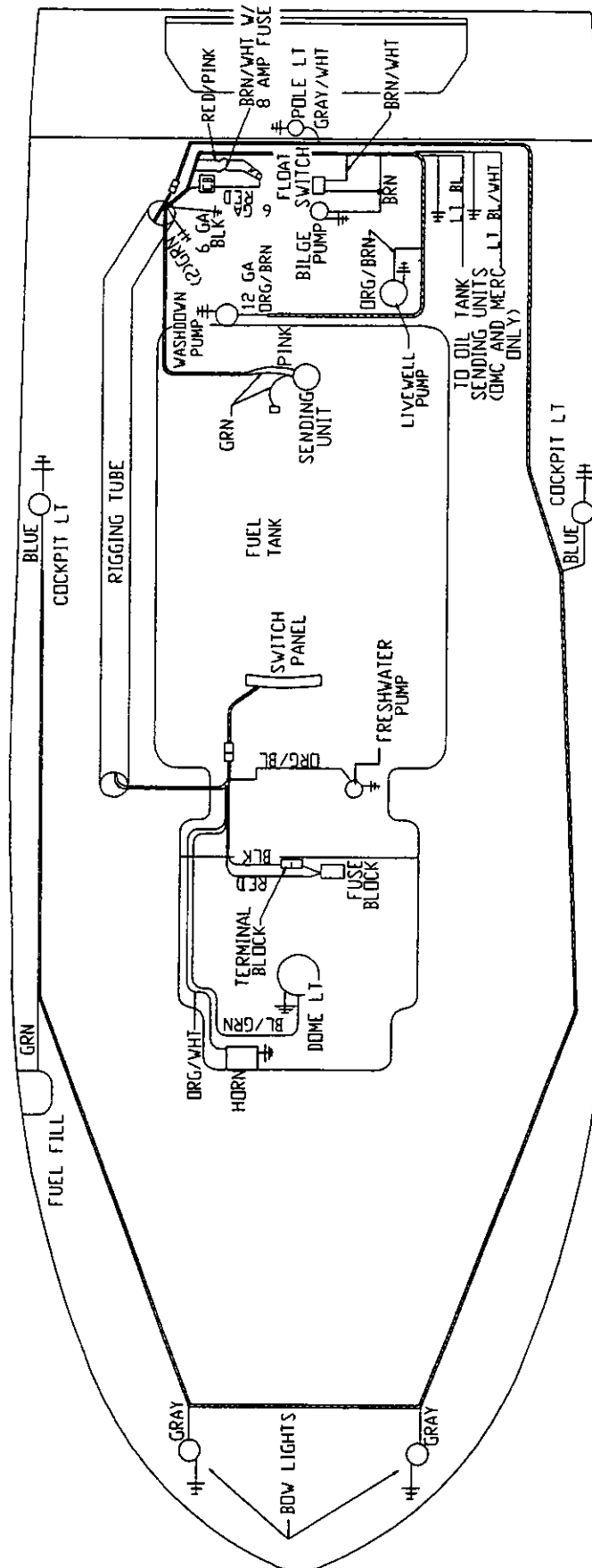
247 ADVANCE

ACCESS PLATE AND RIGGING TUBE LOCATION



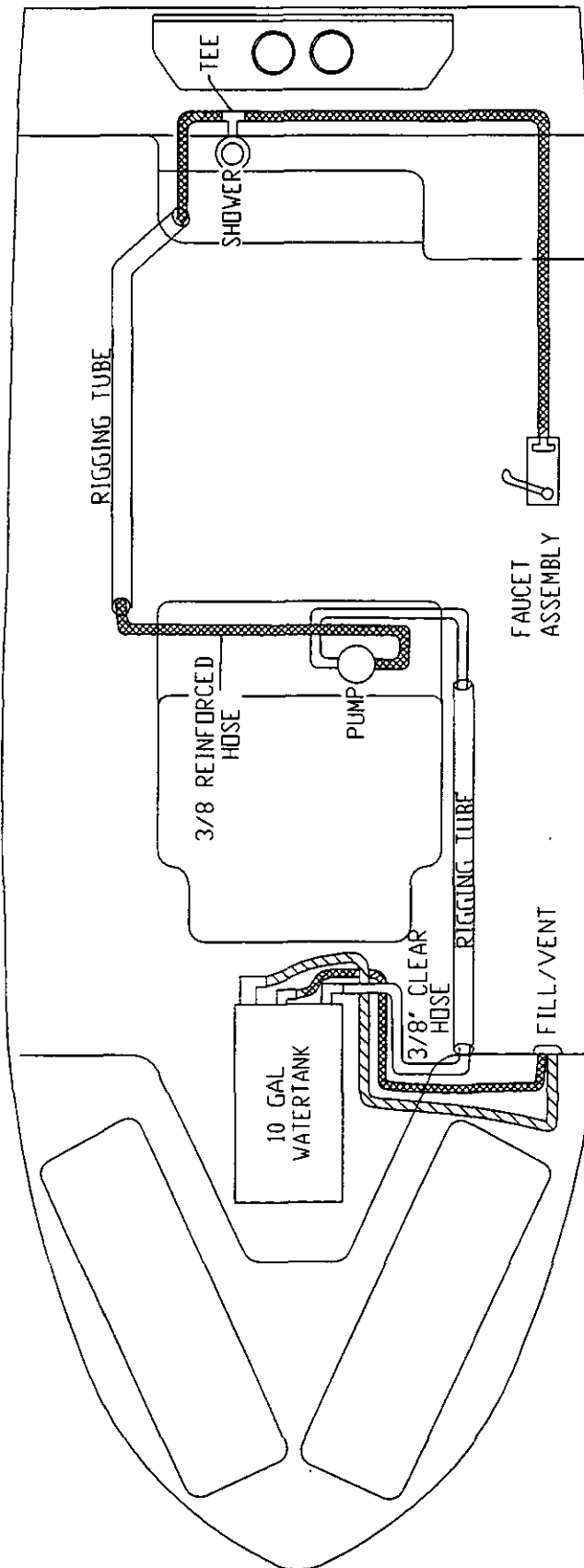
247 ADVANCE

ACCESSORY WIRING



247 ADVANCE

FRESH WATER SYSTEM



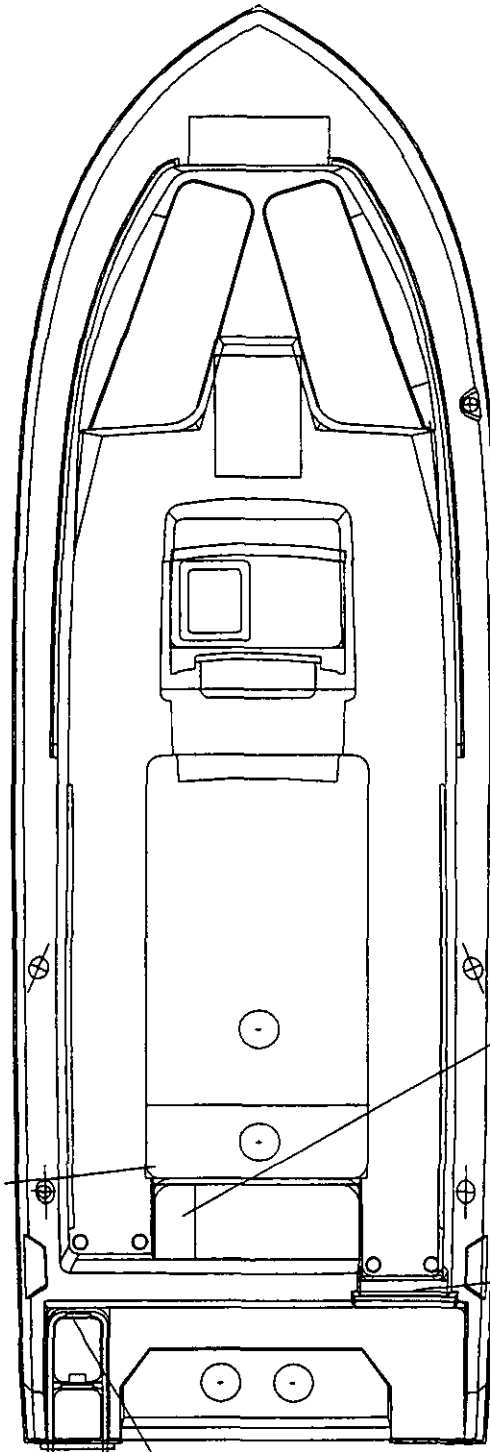
28-757
cockpit shower
option

28-756 Combo
FW + ckpt
shower.
option.

247 ADVANCE

LABELS AND LOCATION

TO REORDER LABELS
PLEASE CONTACT
YOUR DEALERSHIP.



WARNING
ACCESS HATCH AND MOUNTING
SCREWS MUST BE SEALED AFTER
RIGGING TO INSURE WATERTIGHT
INTEGRITY. INSPECT FREQUENTLY
AND RE-SEAL WITH SILICONE
SEALER IF REQUIRED.

AFT FLOOR LID

WARNING
LEAKING FUEL IS A FIRE AND
EXPLOSION HAZARD. INSPECT SYSTEM
REGULARLY. EXAMINE FUEL SYSTEM
FOR LEAKS OR CORROSION AT LEAST
ANNUALLY.

NORMA 198/NL 200

IN RIGGING
COMPARTMENT

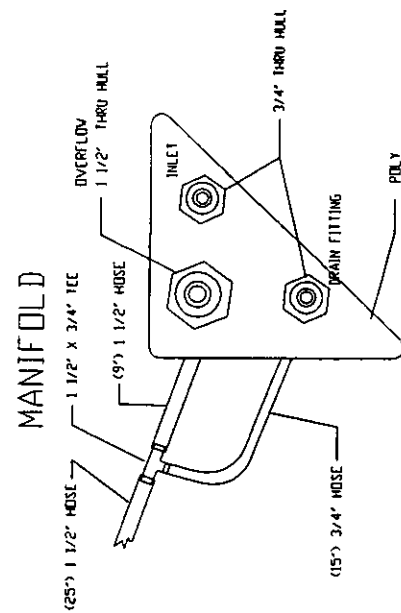
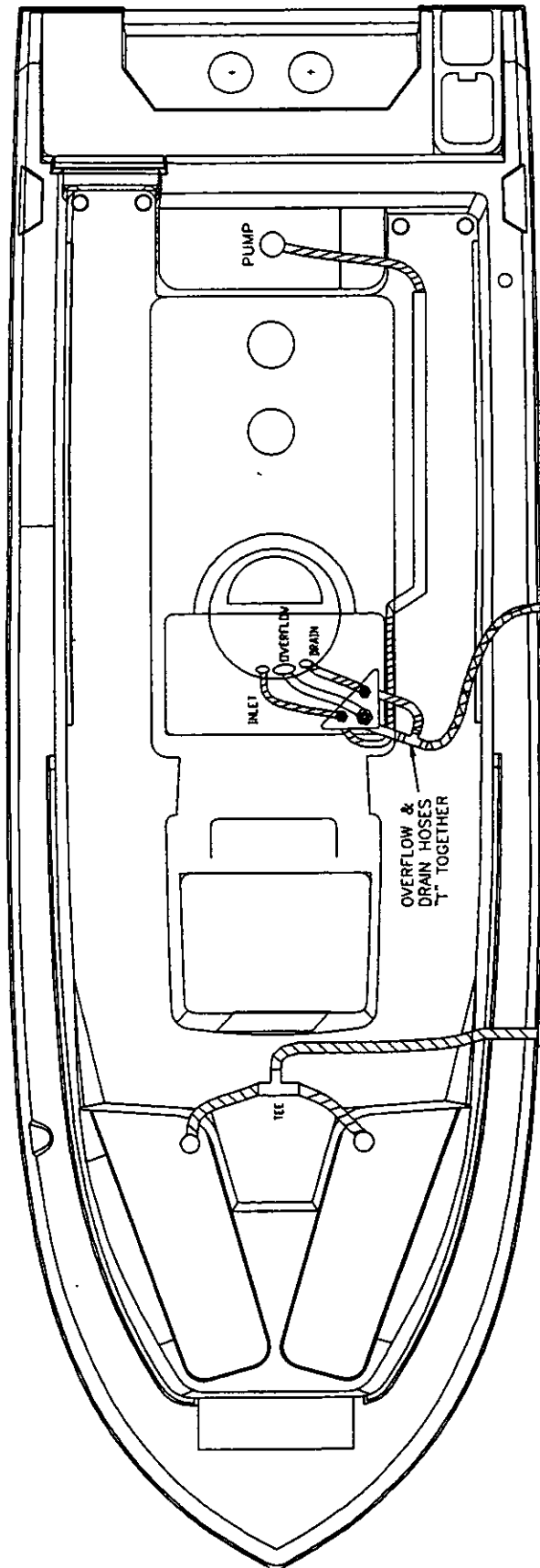
WARNING
DOOR MUST BE
CLOSED AND LOCKED
WHILE ENGINES
ARE IN OPERATION.

ON TRANSON
DOOR

DANGER
DO NOT BOARD
PLATFORM WITH
ENGINE(S) RUNNING.

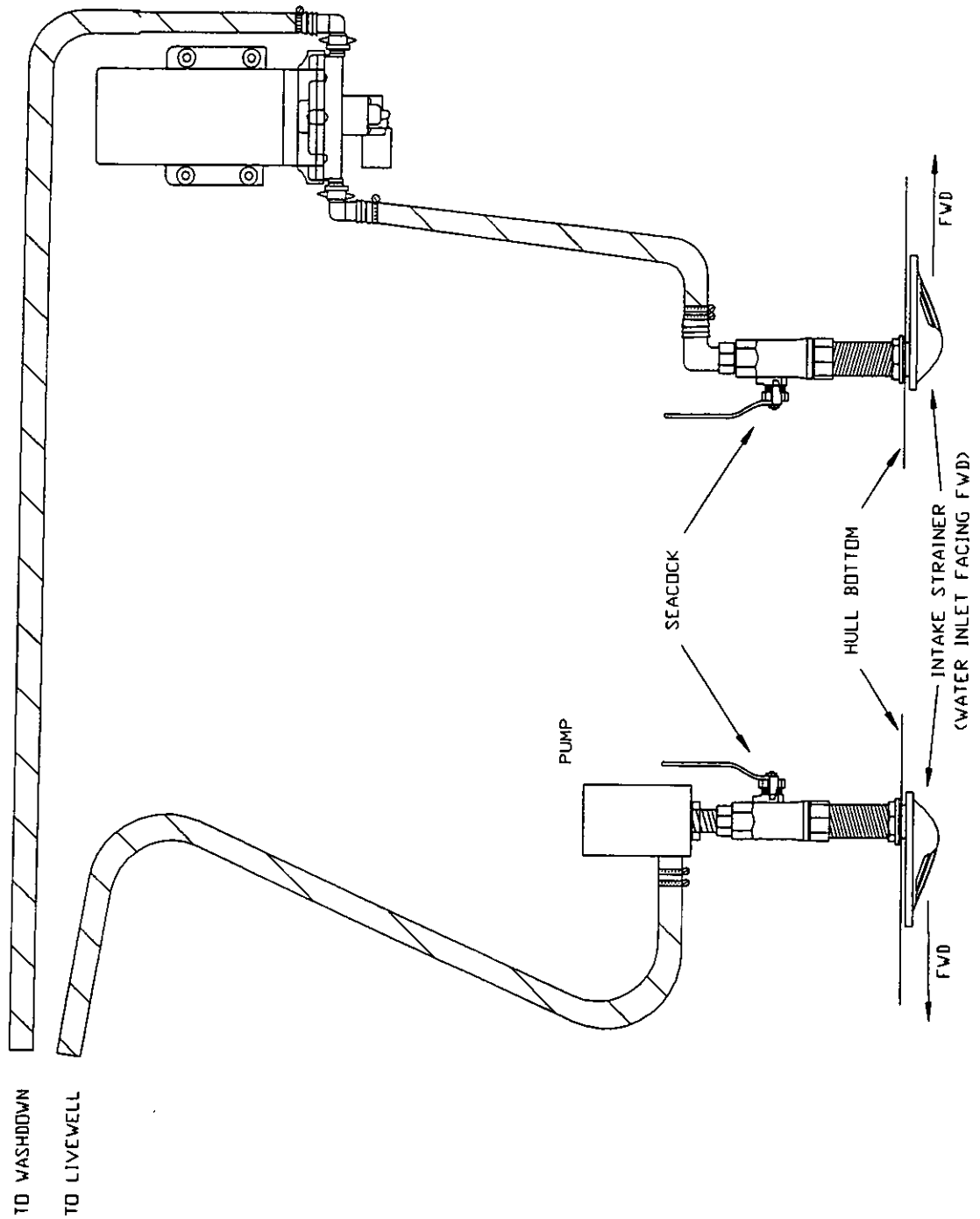
TRANSON

247 ADVANCE LIVEWELL LAYOUT



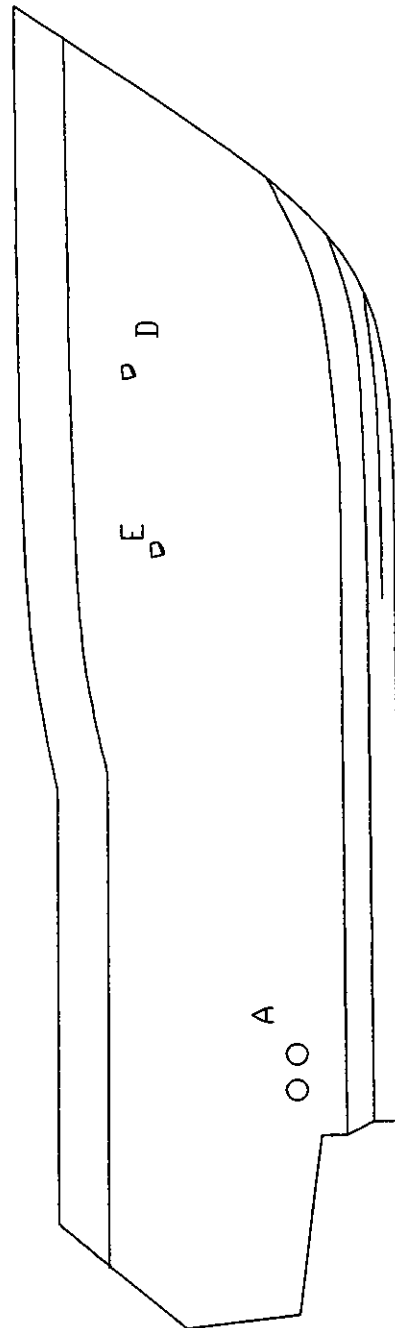
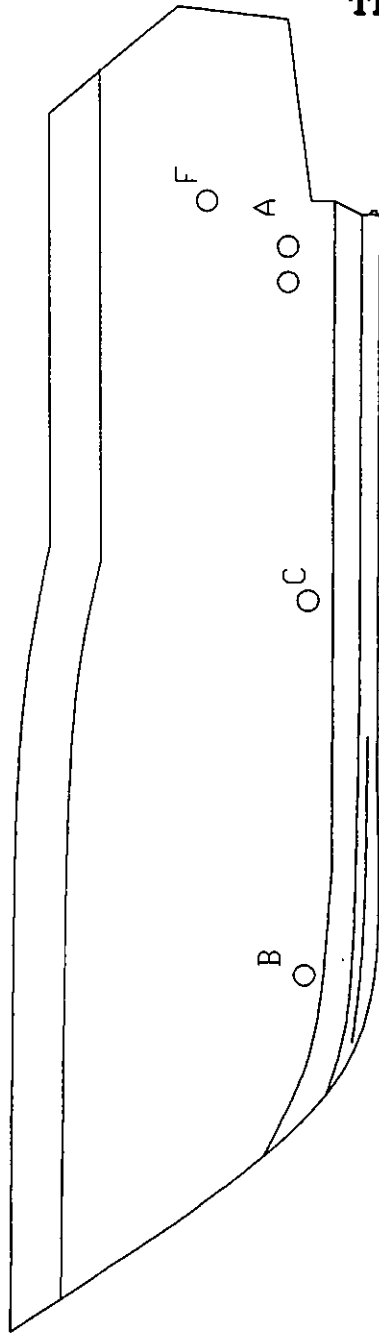
247 ADVANCE

LIVEWELL/WASHDOWN SYSTEM



247 ADVANCE

THRU HULL DETAIL



T-HULL	DESCRIPTION
A	SCUPPERS
B	FWD BOXES
C	CLW OPTION
D	FUEL VENT
E	MACERATOR VENT
F	AFT BILGE