

# 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 the descriptions, explanations and technical support that you need to enjoy your Grady-White with confidence and security.

Your Grady-White exceeds all US 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 the operation, maintenance and care of your boat, so please read this manual thoroughly and keep it around for reference. 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 additional 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 has many features and accessories that have 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 Manual(s) 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 used to retain instructions and data compiled on additional equipment and accessories installed after delivery.

*YOU AND YOUR BOAT*, a book published by the National Marine Manufacturer'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 at 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 customer. This warranty card is to be sent to Grady-White Boats to validate the warranty.
- An explanation of safety issues 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 product's 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 a 20 hour inspection.

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

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

### **HAZARD WARNING SYMBOLS**

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

#### **DANGER**

**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 CALLS ATTENTION TO INSTALLATION, OPERATION  
OR MAINTENANCE INFORMATION WHICH IS IMPORTANT FOR  
PROPER OPERATION, BUT IS NOT HAZARD RELATED.**

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### **WARRANTY**

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## **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 the following 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 correspondence 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 properly will shut the engines down if the operator leaves or falls from the helm 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 boat should stop, a pull on the cord to release the clip from the shut-off switch will shut down the engines. To reset the emergency stop switch simply reinstall the switch clip. The 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 collision etc., to give you the confidence and ability necessary for an emergency. The key is to remain calm and don't panic. See the recommendation in *You and Your Boat*.

### 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 the 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 and may pass through metal components if it hits your boat. For this reason avoid contact with metal parts of the boat under these conditions.

## 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 if you have a mishap and 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 any 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 right of ways, signals and waterway markers.

## **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 on board 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  
MANEUVERABILITY

CERTIFIED



**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 safety of your Grady-White.

## SAFETY

### CARBON MONOXIDE

**DO NOT INHALE EXHAUST FUMES! EXHAUST FUMES CONTAIN CARBON MONOXIDE, A DANGEROUS AND POTENTIALLY LETHAL GAS.**

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 aware 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 text.

We support the work of the United States 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. 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.**

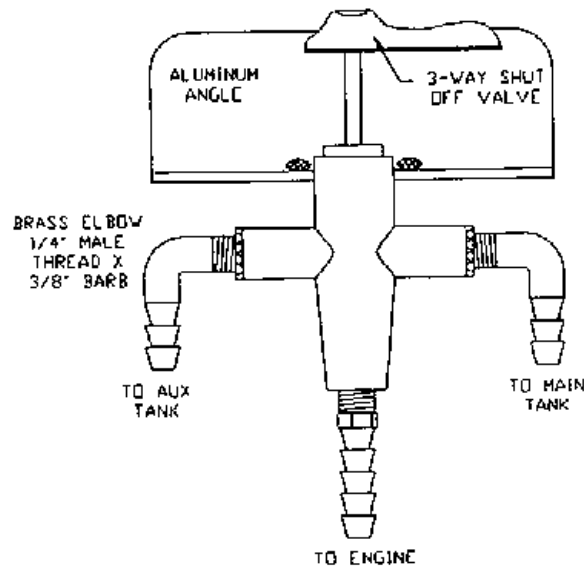
Please study the following precautions carefully and ask your dealer if you have questions. Check your engine manual to confirm the type of fuel specified by the manufacturer. Do not use gasoline containing alcohol. Alcohol in fuel will deteriorate the rubber material used to make up your fueling system. If operating 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 shut down all engines.
- 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" to insure that all fans, lights, etc. are off
- 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 up any spilled fuel. Dispose of clean up rags or sponges on shore. Do not store these clean up rags in the boat.
- After fueling ventilate all ports, windows, hatches and other closed areas. 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.

## 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. Remember, as the fuel is consumed and the fuel load redistributes performance will be influenced. Select the tank that allows the best performance for your boat.



### FUEL SYSTEM MAINTENANCE

If you are experiencing fuel flow problems there is a simple method to determine if the problem is in your fuel system or your engine. Connect a six gallon portable tank to your engine. If the problem persists the likely cause is with the engine(s) itself. If the problem goes away the source must be in the boat fuel system. One component that should be inspected if a restriction occurs is the anti-siphon valve. If fuel does not flow properly through this part it must be cleaned and/or replaced. DO NOT remove the anti-siphon valve and replace with a regular barb.



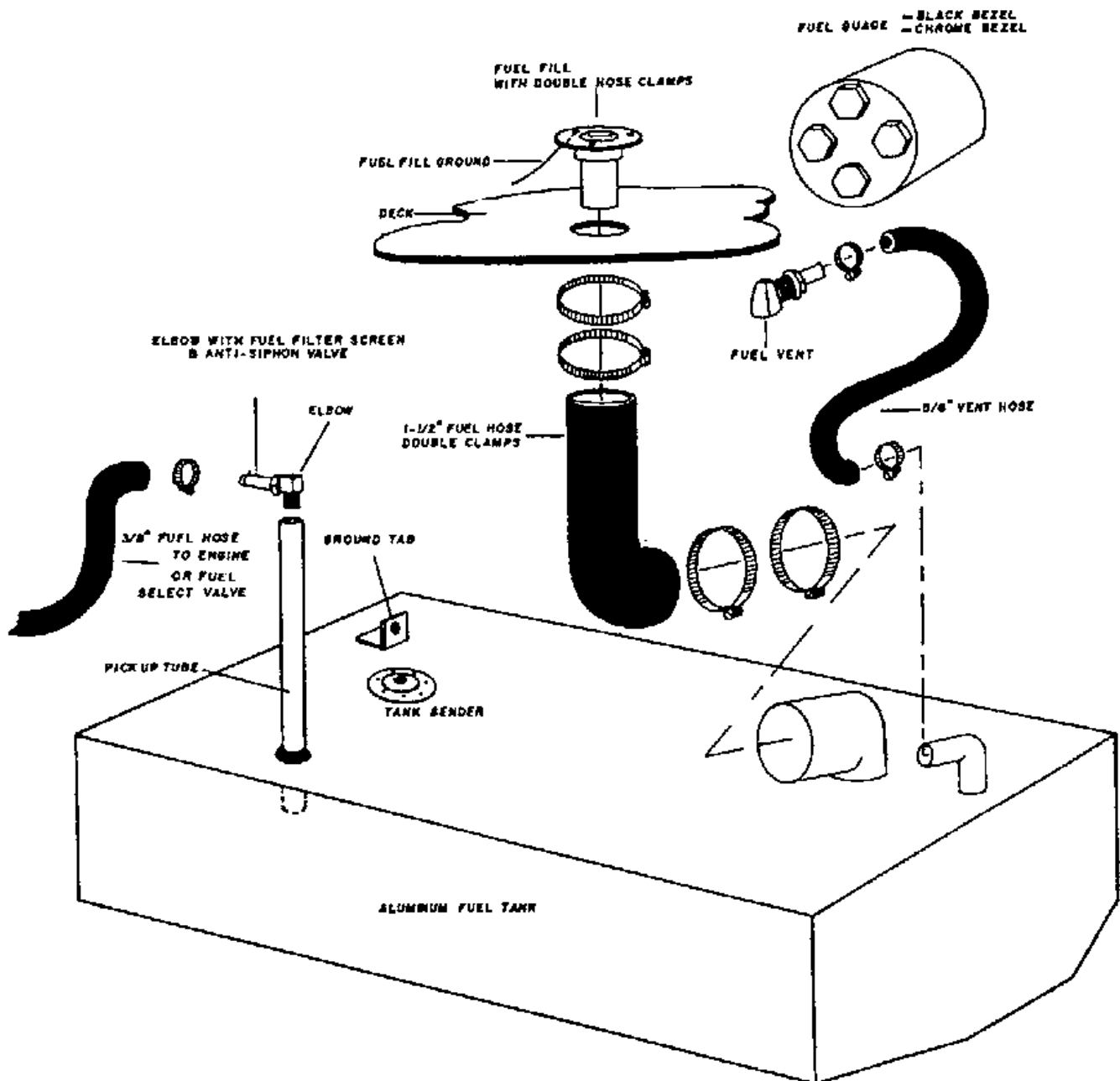
### WARNING



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.

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

## 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(s). 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

Most boats that become grounded can be floated off with motor(s) tilted to reduce the draft at the transom. 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

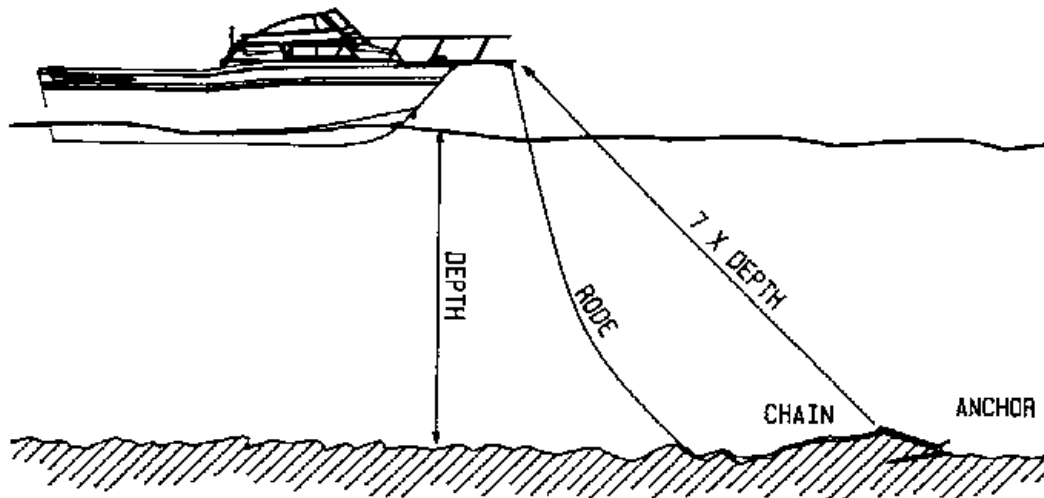
### ANCHORING

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 area. *You and Your Boat* has a list of tips concerning anchoring.

A 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 using your boat.

Further statistics you may want to determine 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. While backing the engines can be used to steer to port as well as starboard.

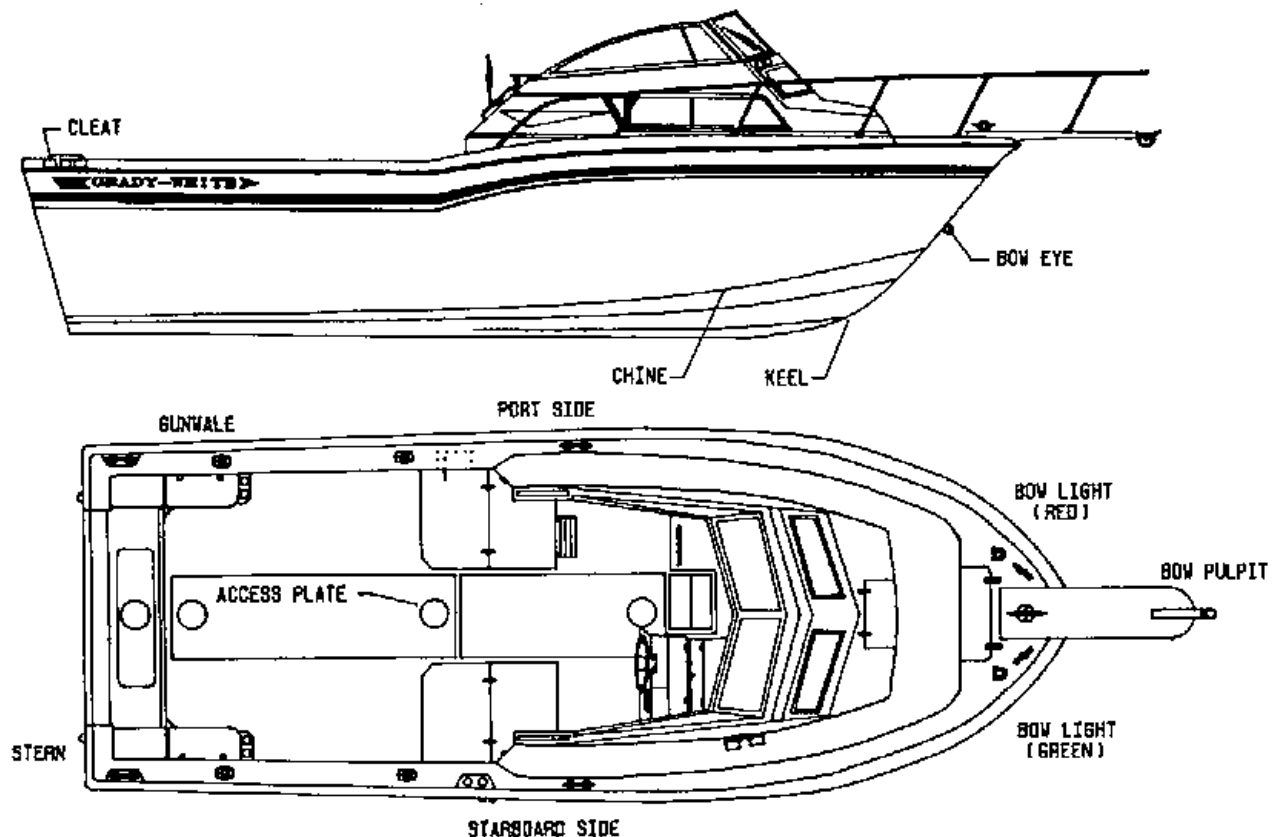
Moving ahead on one engine will cause the bow to swing away from the running engine side and to move forward at the same time. Backing up with one engine will cause the bow to swing toward the running engine side and the boat to move backward.

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 changing conditions. Some of these factors are listed below. Reference the trouble shooting guide in *You and Your Boat* for additional suggestions for adjusting performance.

#### **ENGINE EFFICIENCY**

Assuming your boat is equipped with the correct engine, the engine is properly tuned and the drive system is in good condition, operation will be most efficient at the RPM stated in the engine manual. Efficiency will decrease if normal care and maintenance are not performed. If the engine is 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 Manuals.

#### **WEATHER CONDITIONS**

Weather conditions sway engine performance. Barometric pressure and humidity affect horsepower. A 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. Another type of extra load that could affect performance is the accumulation of water in the bilge. Keep the bilge dry to eliminate this type problem.

#### **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. These conditions will also increase fuel consumption.

### **PROPELLER**

The condition of the prop has a major influence on the performance of your boat. The engine should be equipped with the best size prop for normal conditions. Unusual uses or weight conditions may require special props. A damaged prop can affect your boat's top speed, cause vibrations, create a sudden drop in RPMs or even increase fuel consumption. More information about propellers including ventilation and cavitation can be found in *You and Your Boat*.

#### **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 power tilt is to raise the engine for launching, loading or trailering the boat. Power trim may be used to adjust the boat's planing performance and running attitude. Power trim is covered in detail 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 on engine functions such as the lubrication system, cooling system and alarm/monitoring system are outlined in these manuals. Your familiarization with this engine reference material will result in the proper usage and service that is essential for safe and enduring engine performance. These manuals are included with the Owner's Packet.

**DO NOT INHALE EXHAUST FUMES! EXHAUST CONTAINS CARBON MONOXIDE, A GAS THAT IS DANGEROUS AND 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 paint 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

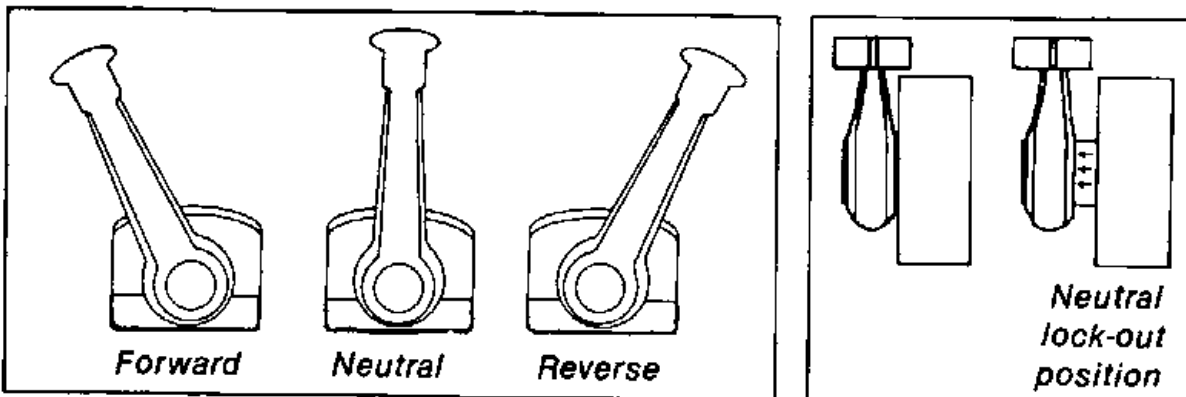
### THROTTLE/SHIFT CONTROL

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

The middle 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 neutral 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 warm up feature on the control.



To stop a boat that is moving forward reverse the shift mechanism. This change in direction 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 THE BOAT IS MOVING TOO FAST. ALLOW ENGINE RPMs TO DECREASE BEFORE SHIFTING INTO REVERSE.**

Reference *You and Your Boat* for maintenance. If your throttle or shift cables need replacing use the same style and length as the original equipment.

# **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 the helm pump must be maintained within acceptable operating levels. A low oil level will allow air to get into the steering system and result in unresponsive steering. The oil level should always be within 1/2 inch from the base of the fill hole, located on the front top portion of the helm pump. Check the entire steering system regularly for oil leaks. Unobserved leaks over a period of 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 to maintain the appearance is dependent on how the boat is used, amount of usage, salt or fresh water, geographic location, etc.

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.

Keep the 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.

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

### **EXTERIOR 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**

Normal exterior finish maintenance of your Grady-White 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 stain is a chemical reaction and can be removed with a rubbing compound followed by waxing.

#### **CLEANING**

The best way to prevent discoloration and soil build-up is to hose the boat with fresh water after each outing or on a regular basis. This build-up 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 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.

## MAINTENANCE AND SERVICE

Gelcoat will age or dull naturally. 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 (coarse abrasive) is recommended for use on fiberglass finishes to remove scratches, stains or restore severely weathered surfaces. Compound can be applied by hand or mechanical means. The following process will help restore your fiberglass finish:

- Clean the affected area with a good detergent.
- Remove stubborn stains or discoloration by gently wet sanding 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. Repeat this process if necessary.
- 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 the area.
- Once the area is clean it may be waxed. This will enhance the gloss while providing a seal to retard staining or soil accumulation.

### CAUTION

**Excessive compounding can wear away the gelcoat.**

## REPAIRING

Gelcoat is a very durable material but is susceptible to scratches, blistering, and web-like cracks (crazing) over time. Gelcoat 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 and instructions can be purchased through your Grady-White dealer. Acetone, a cleaning agent for gelcoat, can also be purchased through your dealer.

### WARNING

**M.E.K. (Methyl ethyl ketone peroxide), gelcoat and acetone are flammable and hazardous chemicals that must be 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 if they start to build up heat submerge completely in water until cool.**

## MAINTENANCE AND SERVICE

### 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

Moisture may enter the engine bracket so 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

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, Apseal® 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

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

Fabric should be cleaned regularly to prevent the buildup of soil and penetrate the fabric. Simply brush off any loose dirt 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 AN ELECTRIC OR GAS DRYER.** This will damage the canvas fabric. A water repellent was applied to your canvas during manufacturing. After extended cleaning some of the repellent may have diminished and retreatment of the fabric is recommended. Do not use wax based products. Use a water based repellent like Apseal® or Uniseal™. Scotchguard® is effective for short term use only.

Apseal® is a register trademark of Astrup.  
Uniseal™ is a trademark of Unitex.  
Scotchgard® is a registered trademark of 3M.

## MAINTENANCE AND SERVICE

### 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:

- 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 eyelets over the male fasteners located on the port and starboard foredeck.
- Twist the male fasteners 90 degrees to engage.

### CAUTION

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

### 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 CABIN FABRICS.**

## **MAINTENANCE AND SERVICE**

### **DURATRIM/POLYETHYLENE/PLEXIGLAS**

In the cockpit area of your boat duratrim is used for the toe rails and polyethylene is 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 boat may be equipped with an optional shower in the head compartment. This shower drains into a contained "sump" which is used to prevent hair, soap, scum and bacteria from accumulating in the bilge and creating odors. This sump should be cleaned regularly. In the sump pump box there is also a filter. Remove this filter and rinse with water to clean. Then filter should always be installed when using the shower to prevent the sump pump from becoming clogged.

### **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 may need periodic replacement if the rubber becomes damaged or no longer seals properly in the thru-hull.

### **CAULKING**

Deck fittings, bow rails, window, hatches, etc., have been caulked or gasketed 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 or gaskets for leaks. Recaulk or replace the gaskets necessary or have your dealer do the repair.

### **HARDWARE MOUNTING**

When drilling mounting holes in boat surfaces make sure each hole is sealed properly. Sealing will prevent water leakage which is crucial 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. Reference Hardware and Fittings in *You and Your Boat*.

## MAINTENANCE AND SERVICE

### HARDWARE/HARDTOP FRAME/STAINLESS STEEL RAILS

The hardware, bow and hand rails on your Grady-White 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. If your boat is equipped with an optional hardtop, the frame for this top is made from brushed aluminum. This aluminum should also be cleaned with soap and water and may be protected from corrosion by a light application of Boeshield T-9®.

#### MAINTENANCE (For Stainless Steel and Aluminum)

- Clean with warm **FRESH** water and a mild detergent or stainless steel cleaner.
- Then rinse with fresh water and wipe dry with a soft cloth 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 products will damage the finish.**

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

The T-9® metal protection product was developed by Boeing Aviation for long-term protection of aircraft. It works by coating and penetrating 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.

### FUEL TANK COMPARTMENT

The fuel tank storage 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 corrode most metal surfaces if left untreated over a period of time. To help protect your tank from rust and corrosion rinse the compartment out with **FRESH** water. Remove access plates from the fuel tank lid and inspect this area for leaks or unsecured lines.

The access plates on your fuel tank lids keep the fuel compartments sealed. Over a period of time the opening and closing of these plates causes the o-rings to wear-out. Replace these o-rings as necessary to maintain the watertight integrity of the plates.

## MAINTENANCE AND SERVICE

### BATTERY

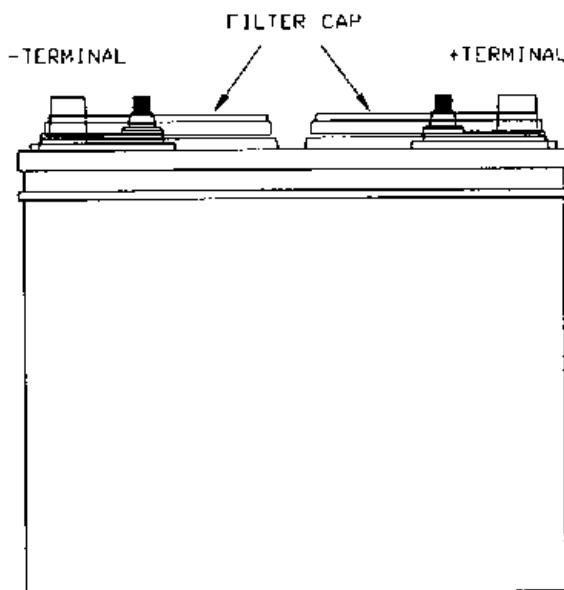
Battery(ies) should be secured in a non-metallic tray to avoid electrolyte spills. Battery terminals should be covered by an insulated boot. Fluid levels should be checked at least once a month depending on usage. Fill the battery to the upper level with distilled water. **Never** overfill the battery.

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.

#### **CAUTION**

**Never disconnect the battery when the engine is running. This can cause damage to the charging system. When replacing your battery reference your engine Owner's Manual for recommended battery type and required performance specifications.**



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.

**SHIELD EYES WHEN WORKING NEAR BATTERIES.**

Batteries produce explosive gases. Keep sparks, flame and cigarettes away. Ventilate when charging or using in an enclosed space.

### KEEP OUT OF REACH OF CHILDREN

#### **CAUTION**

**When disconnecting and reconnecting battery cables, the black cable must be connected to the negative terminal and the red cable must be connected to the positive terminal. 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 by having it stored and winterized properly. Listed below are some of the general guidelines that should be considered before storage.

### **BOAT STORAGE**

To avoid personal injury and property damage it is advised to take extra precautions when lifting or moving the boat for storage. Grady-White boats are built with pad eyes forward and aft. These pad eyes are provided for moving or temporary lifting. No boat should be lifted and continuously hung by the pad eyes. Pad eyes should be inspected regularly to insure structural integrity.

#### **⚠ WARNING**

**THE BOAT IS NOT TO BE STORED BY USE OF THE PAD EYES.**

While transporting a boat by lift or tow motor the structure should remain as close to ground level as possible. If slings are necessary for lifting or transporting they should be in proper condition and tied together to prevent any movement (separating or slipping) which could cause damage to the boat. If tow motors are used to move the boat the forks should be padded and in a secure location under the hull near the chine. The forks should be long enough to prevent the boat from rocking forward and aft causing it to become unbalanced.

When 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 the manufacturer's instructions.

Make sure the keel, chines and transom are fully supported. Indoor storage is beneficial particularly if your climate produces freezing weather. The storage unit should not be airtight but should be ventilated. Ventilation is extremely important both around and through the boat.

For outdoor storage a canvas cover should be used to prevent "sweating". One method 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 securely so that winds cannot remove it or cause it to chafe the boat. A poor covering job will eventually cost more than the price of a well-made cover.

#### **⚠ WARNING**

**IF THE BOAT IS SHRINK WRAPPED WITH PLASTIC DURING STORAGE  
THE FUEL FILL AND VENT FITTING MUST BE OUTSIDE OF THE  
ENCLOSURE TO PREVENT THE TRAPPING OF DANGEROUS  
FUMES OR SPILLAGE FROM THERMAL EXPANSION.**

# Grady-White Boats Transferable Warranty Form

(Not for original owner use)

\* Note: For second owner use in transferring remainder of 5 year hull structural warranty.

Hull Identification # \_\_\_\_\_

## ABOUT YOUR BOAT

1. What is your boat model number? (Example: 192, 272, etc.) \_\_\_\_\_
2. Date purchased? \_\_\_\_\_
3. What type of power is your boat equipped with?  
☐ 1 Single Outboard      ☐ 2 Dual Outboard      ☐ 3 Inboard/Outboard
4. Which engine brand does your boat have?  
☐ 1 Johnson      ☐ 2 Mercury      ☐ 3 Evinrude      ☐ 4 Yamaha      ☐ 5 Other
5. Engine horsepower (total if twin power)  
H.P.. \_\_\_\_\_
6. Engine serial # \_\_\_\_\_  
Engine serial # \_\_\_\_\_
7. Propeller size \_\_\_\_\_

## ABOUT YOUR DECISION TO BUY A GRADY-WHITE BOAT

8. Is your Grady-White boat the first boat you have owned?  
☐ 1 yes      ☐ 2 no      (If no, please complete the following about your last boat.)  
Builder's name: \_\_\_\_\_ Length: \_\_\_\_\_  
Why did you sell this boat? \_\_\_\_\_  
How long did you own this boat? \_\_\_\_\_
9. Please rank your two most important uses for your Grady-White. (1 = most important 2 = second most important)  

<input type="checkbox"/> 1 Weekend Living Aboard	<input type="checkbox"/> 5 Serious Offshore Fishing	<input type="checkbox"/> 9 Skin Diving
<input type="checkbox"/> 2 Socializing/Entertainment	<input type="checkbox"/> 6 Extended Cruising/Traveling	<input type="checkbox"/> 10 Other (please specify) _____
<input type="checkbox"/> 3 Water Skiing & Water Sports	<input type="checkbox"/> 7 Tournament Fishing	
<input type="checkbox"/> 4 Casual Fishing	<input type="checkbox"/> 8 Casual Cruising	
10. Concerning your most important use of your boat (ranked number 1 in question #9), what percentage of your boating time do you spend in your most important use?  

<input type="checkbox"/> 1 0 - 25%	<input type="checkbox"/> 2 26 - 50%	<input type="checkbox"/> 3 51 - 75%	<input type="checkbox"/> 4 76 - 99%	<input type="checkbox"/> 5 100%
------------------------------------	-------------------------------------	-------------------------------------	-------------------------------------	---------------------------------
11. What percentage of your time do you spend in your second most important use?  

<input type="checkbox"/> 1 0 - 25%	<input type="checkbox"/> 2 26 - 50%	<input type="checkbox"/> 3 51 - 75%	<input type="checkbox"/> 4 76 - 99%	<input type="checkbox"/> 5 100%
------------------------------------	-------------------------------------	-------------------------------------	-------------------------------------	---------------------------------
12. Please rank your three most important reasons for buying your Grady-White boat. (1 = most important 2 = second most important 3 = third most important)  

<input type="checkbox"/> 1 Boat Show	<input type="checkbox"/> 6 Brand of Motor	<input type="checkbox"/> 11 Safety/Seaworthiness
<input type="checkbox"/> 2 GW Dealer	<input type="checkbox"/> 7 Friends Recommendation	<input type="checkbox"/> 12 Low Maintenance
<input type="checkbox"/> 3 Reasonable price	<input type="checkbox"/> 8 Exterior Styling	<input type="checkbox"/> 13 Resale Value
<input type="checkbox"/> 4 Hull Design/Ride	<input type="checkbox"/> 9 Previous GW Experience	<input type="checkbox"/> 14 Cabin Features
<input type="checkbox"/> 5 Cockpit Layout	<input type="checkbox"/> 10 Quality	<input type="checkbox"/> 15 Other

# PLEASE TELL US ABOUT YOURSELF

13. Which of the following magazines do you subscribe to or read often?

1 ☐ ALASKA MAGAZINE

2 ☐ BOATING

3 ☐ BOATING WORLD

4 ☐ CHESAPEAKE BAY

5 ☐ DUCKS UNLIMITED

6 ☐ FLORIDA SPORTSMAN

7 ☐ GREAT LAKES FISHERMAN

8 ☐ LAKELAND BOATING

9 ☐ LONG ISLAND FISHERMAN

10 ☐ LA SPORTSMAN

11 ☐ MOTORBOATING & SAILING

12 ☐ NEW ENGLAND FISHERMAN

13 ☐ NEW JERSEY FISHERMAN

14 ☐ OFFSHORE

15 ☐ POWER & MOTORYACHT

16 ☐ SALT WATER FLY FISHING

17 ☐ SALTWATER SPORTSMAN

18 ☐ SEA MAGAZINE

19 ☐ SKIN DIVER

20 ☐ SPORTFISHING

21 ☐ TEXAS FISH & GAME

22 ☐ TRAILER BOATS

23 ☐ TIDE

24 ☐ WALL STREET JOURNAL

25 ☐ WESTERN OUTDOOR NEWS

26 ☐ YACHTING

27 ☐ OTHER

14. What is your age?

1 ☐ Under 25

2 ☐ 25 - 34

3 ☐ 35 - 44

4 ☐ 45 - 54

5 ☐ 55 - 64

6 ☐ 65 +

15. Are you...?

1 ☐ Married

2 ☐ Single

3 ☐ Widowed

16. You are...?

1 ☐ Male

2 ☐ Female

17. Do you have any children living at home?

1 ☐ Yes

2 ☐ No

If yes, how many?

What is the age of your oldest child?

1 ☐ 0-5

2 ☐ 6-10

3 ☐ 11-15

4 ☐ 15 +

18. Which of the following best describes your educational background?

1 ☐ Some High School

4 ☐ College Graduate

2 ☐ High School Graduate

5 ☐ Some Post - Graduate Work

3 ☐ Some College or Technical School

6 ☐ Post - Graduate Degree or More

19. What is your total annual household income?

1 ☐ Under \$ 30,000

4 ☐ \$ 70,001 - \$ 85,000

2 ☐ \$ 30,001 - \$ 40,000

7 ☐ \$ 85,001 - \$ 100,000

3 ☐ \$ 40,001 - \$ 50,000

8 ☐ \$ 100,001 - \$ 150,000

4 ☐ \$ 50,001 - \$ 60,000

9 ☐ Over \$ 150,000

5 ☐ \$ 60,001 - \$ 70,000

20. Does your family own a second home, where you most often do your boating?

1 ☐ yes

2 ☐ no

If yes, where is your second home? \_\_\_\_\_

City

State

21. Compared to other boaters, would you say you use your boat...

1 ☐ Much more often

2 ☐ More often

3 ☐ About the same  
amount of time

4 ☐ Less often

5 ☐ Much less  
often

22. Please complete the following:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_

Zip Code: \_\_\_\_\_

Telephone: \_\_\_\_\_

Dealership: \_\_\_\_\_

## **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.

### **TRANSFERABLE HULL STRUCTURAL WARRANTY**

The Five Year Hull Structural Warranty is transferable to second and subsequent owners for the remainder of the five (5) years from the date of delivery to the original purchaser. There is no fee involved in the transfer of warranty to the new owner. The Grady-White Boats Transferable Warranty Form must be completed and returned to Grady-White at the time of sale. Upon receipt of this form, Grady-White will update our records to reflect the new ownership and warranty coverage will be provided for the remainder of the five years. Please refer to the Hull Structural Warranty for specific details of warranty coverage.

### **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, 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.

# SPECIFICATIONS

MODEL	CENTER- LINE LENGTH	BEAM- AMID SHIP	SHAFT LENGTH	RANSO WIDTH	HULL DRAFT	O/B MAX H.P.	MAIN FUEL CAP. (GAL)	AUX. FUEL CAP. (GAL)	FRESH WATER CAP. (GAL)	BRIDGE CLEARANCE
180	17'10"	7'5"	25"	7'2"	14"	150	60			5'7"
192	19'2"	8'	25"	7'8"	14"	200	60		10	4'9"
208	20'4"	8'1"	25"	7'10"	14"	230	82		10	5'9"
209	20'4"	8'1"	25"	7'10"	14"	230	82		10	5'9"
223	22'	8'	25"	7'11"	15"	230	92		10	5'5"
225G	22'	8'	25"	7'11"	15"	230	92		10	5'5"
226	22'2"	8'	25"	7'11"	15"	250	92	56	10	6'2"
228G	22'2"	8'	25"	7'11"	15"	250	92	56	10	6'2"
232G	23'5"	9'3"	25"	8'10"	17"	350	92	56	10	6'5"
232GT	23'5"	9'3"	25"	8'10"	17"	350	92	56	10	6'5"
S/30"										
247	24'9"	8'6"	D/25"	7'10"	15"	350	151		20	6'10"
S/30"										
248	24'9"	8'6"	D/25"	7'10"	15"	350	105	56	10	7'
263S	26'10"	8'6"	30"	7'10"	15"	400	203		10	6'10"
263D	26'10"	8'6"	25"	7'10"	15"	400	203		10	6'10"
268S	26'11"	8'6"	30"	7'10"	15"	400	134	71	32	7'
268D	26'11"	8'6"	25"	7'10"	15"	400	134	71	32	7'
272	27'10"	9'6"	25"	9'	18"	450	150	52	32	7'7"
300	30'6"	10'7"	25"	9'6"	19"	500	156	150	32	8'3"

If the boat has a hardtop add 21" to the bridge clearance. Bridge Clearance does not include T-Top. Add 24" to the 248 and the F26 with a Hardtop for bridge clearance.

MODEL	STEERING TYPE	CABLE LENGTH	WEIGHT (LBS)
180*	No Feedback	16' Teleflex	1800
192*	No Feedback	17' Teleflex	2075
208*	No Feedback	18' Teleflex	2650
209*	No Feedback	16' Teleflex	2450
223*	No Feedback	19' Teleflex	2875
225G	Sea Star I		3000
226*	No Feedback	19' Teleflex	2875
228G	Sea Star I		3000
232G	Sea Star I		4025

MODEL	STEERING TYPE	CABLE LENGTH	WEIGHT (LBS)
232GT	Sea Star I		4092
247	Sea Star I		3975
248	Sea Star I		4043
F26	Sea Star I		5400
263S	Sea Star I		3950
263D	Sea Star I		3950
268S	Sea Star I		4200
268D	Sea Star I		4200
272	Sea Star I		5500
300	Sea Star II		7000

\*If boat has hydraulic steering, then the steering type is Sea Star I with no cable length.

**CE SPECIFICATIONS**  
**GRADY-WHITE BOATS, INC.**  
**POST OFFICE BOX 1527**  
**GREENVILLE, NC 27835-1527**

MODEL	DESIGN CAT.	MAX ENGINE PWR		WEIGHT		MAX LOAD		# OF PEOPLE
		KW	HP	KG	LB	KG	LB	
180	INSHORE (C)	112	150	1342	1800	595	1309	7
192	INSHORE (C)	150	200	1547	2075	680	1496	8
208	OFFSHORE (B)	171.5	230	1976	2650	680	1496	8
209	OFFSHORE (B)	171.5	230	1827	2450	680	1496	8
223	OFFSHORE (B)	172	230	2144	2875	680	1496	8
225G	OFFSHORE (B)	172	230	2237	3000	680	1496	8
226	OFFSHORE (B)	208.76	250	2144	2875	680	1496	8
228G	OFFSHORE (B)	208.76	250	2237	3000	680	1496	8
232G	OFFSHORE (B)	261	350	3001	4025	680	1496	8
232GT	OFFSHORE (B)	261	350	3051	4092	680	1496	8
247	OFFSHORE (B)	261	350	2610	3500	680	1496	8
248	OFFSHORE (B)	261	350	3015	4043	680	1496	8
F26	OFFSHORE (B)	300	400	3726	5000	680	1496	8
263	OFFSHORE (B)	298	400	2964	3975	680	1496	8
268	OFFSHORE (B)	300	400	3475	4660	680	1496	8
272	OFFSHORE (B)	336	450	4101	5500	680	1496	8
300	OFFSHORE (B)	373	500	5220	7000	850	1870	10

**CE COUNTRIES:** ITALY, GREECE, GERMANY, FRANCE, UNITED KINGDOM, SPAIN, NETHERLANDS  
 BELGIUM, SWEDEN, AUSTRIA, PORTUGAL, DENMARK, FINLAND, IRELAND, LUXEMBOURG

**CERTIFICATIONS/ITEMS COVERED:** HARMONIZED STANDARDS, RSG GUIDELINES, OR  
 OTHER METHODS AS NECESSARY TO CONFORM WITH THE RECREATIONAL CRAFT  
 DIRECTIVE 94/25/EC, AND EMC DIRECTIVE 89/336/EEC WHERE REQUIRED.

**CHAPTER SIX**  
**248 VOYAGER**

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## **248 VOYAGER**

### **OPTIONAL FEATURE LIST**

#### **ACCESSORIES**

- Auxiliary Fuel Capacity - 56 Gallons (Twins Only)
- Battery Select Switch
- Bow Lifting Ring
- Bow Pulpit
- Cockpit Bolsters
- Cockpit Shower W/ 10 Gallon Fresh Water Tank
- Compass
- Gunwale Mounted Freshwater System
- Hardtop Rod Holders
- Hardtop W/ Radio Box & Spreader Lights
- Head - Marine Head W/ Electric Flush
- Head - Marine Head W/ Holding Tank & Pump Out
- Head - Portable
- Head - Portable W/ Deck Pump Out
- Head - Portable W/ In Line Macerator
- Livewell - Aerated
- Livewell - Recirculating
- Outrigger Kit 15 Ft. (Gunwale Mount)
- Outrigger Kit 15 Ft. (Hardtop Mount)
- Rod Storage - Folding Cabin Rack (6)
- Seating - Deluxe Helm & Companion Chairs
- Steering - Hydraulic Tilt
- Stereo/ Cassette System
- Washdown - Pressurized Sea Water W/ Hose
- Windshield Wiper - (Port)

#### **CANVAS**

- Covers For Pedestal Chairs
- Drop Curtain
- Hardtop Curtains
- Helm Station Cover
- Vista Top W/ Curtains And Boot

## 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.

## FUEL GAUGE

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

- The accuracy of the 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 RPM ranges.

## TRIM GAUGE

The trim gauge indicates the angle of thrust of the lower unit of the engine.

## VOLTMETER

The voltmeter indicates the battery charge with the engine off and the charging system output with the engine running. A reading of 12 or 13 volts with the engine off 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 13-15 volts while engine is running is normal. Readings over 15 volts may indicate regulator problems. Low or fluctuating readings may imply loose connections or trouble in the regulator and alternator circuit.

## 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 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.

## 248 VOYAGER

### 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 behind 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 tanks**. See FUEL SELECT VALVE in Chapter 2 for converting tanks.

#### 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 Trim in Chapter 3). 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.

#### WATER PRESSURE

This switch activates the pressurized fresh water system.

#### WINDSHIELD WIPERS

This switch powers the windshield wipers.

## 248 VOYAGER

### ACCESSORY

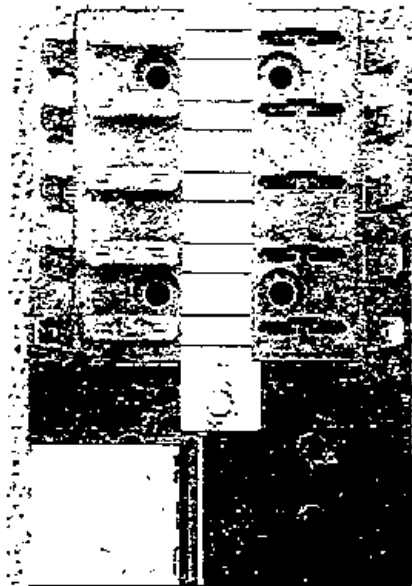
Switches and breakers labeled "ACC" are blank. Both are used for non-factory installed accessories. See ACCESSORY WIRING COLOR CODE AND FUSE/BREAKER SIZE CHART on page 6-7 for recommended breaker amperages. Switch labels are available from your dealer for non-factory installed options.

### NOTICE

**Use an anti-corrosion spray on the back of panels and on 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 breaker is the main protection for 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.

**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**

**The accessory outlet cannot be used with a cigarette lighter.**

**LIGHT BULB REPLACEMENT GUIDE**

The following chart provides identification of replacement light bulbs for your Grady-White. All of the lights shown may not be used on every model boat. If you have difficulty finding replacement bulb under the part numbers listed contact your Grady-White dealer for further assistance. Always use the specified replacement bulb. Improper substitution may result in electrical malfunction, insufficient lighting, boat damage or personal injury.



18' HARDTOP MAST LIGHT  
LIGHT MANF.: PERKO  
REPLACEMENT BULB #: PERKO 71 DP CLR



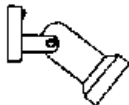
INTERIOR CABIN LIGHT  
LIGHT MANF.: RAMCO  
REPLACEMENT BULB #: RAMCO 286 OR  
GE OR SYLVANIA OR PHILLIPS G4



COCKPIT LIGHT  
LIGHT MANF.: ATTWOOD  
REPLACEMENT BULB #: ATTWOOD #90



STERN POLE LIGHT  
LIGHT MANF.: PERKO  
REPLACEMENT BULB #: PERKO 337 012 DP



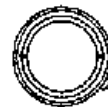
READING LIGHT FOR CABIN  
LIGHT MANF.: GEM  
REPLACEMENT BULB #: GEM 1801 21CP OR  
GE/SYLVANIA #1142



TOP MOUNT LIGHT (WINDSHIELD)  
LIGHT MANF.: PERKO  
REPLACEMENT BULB #: PERKO 71 DP CLR



COMBINATION BOWLIGHT  
LIGHT MANF.: PERKO  
REPLACEMENT BULB #: PERKO 71 DP CLR



DOMELIGHT  
LIGHT MANF.: PERKO  
REPLACEMENT BULB #: PERKO 337-012 DP



SEPARATE SIDE BOWLIGHTS  
LIGHT MANF.: PERKO  
REPLACEMENT BULB #: PERKO 71 DP CLR



NIGHT VISION DOMELIGHT  
LIGHT MANF.: GUEST  
REPLACEMENT BULB #: GUEST #-13650 OR GE 912

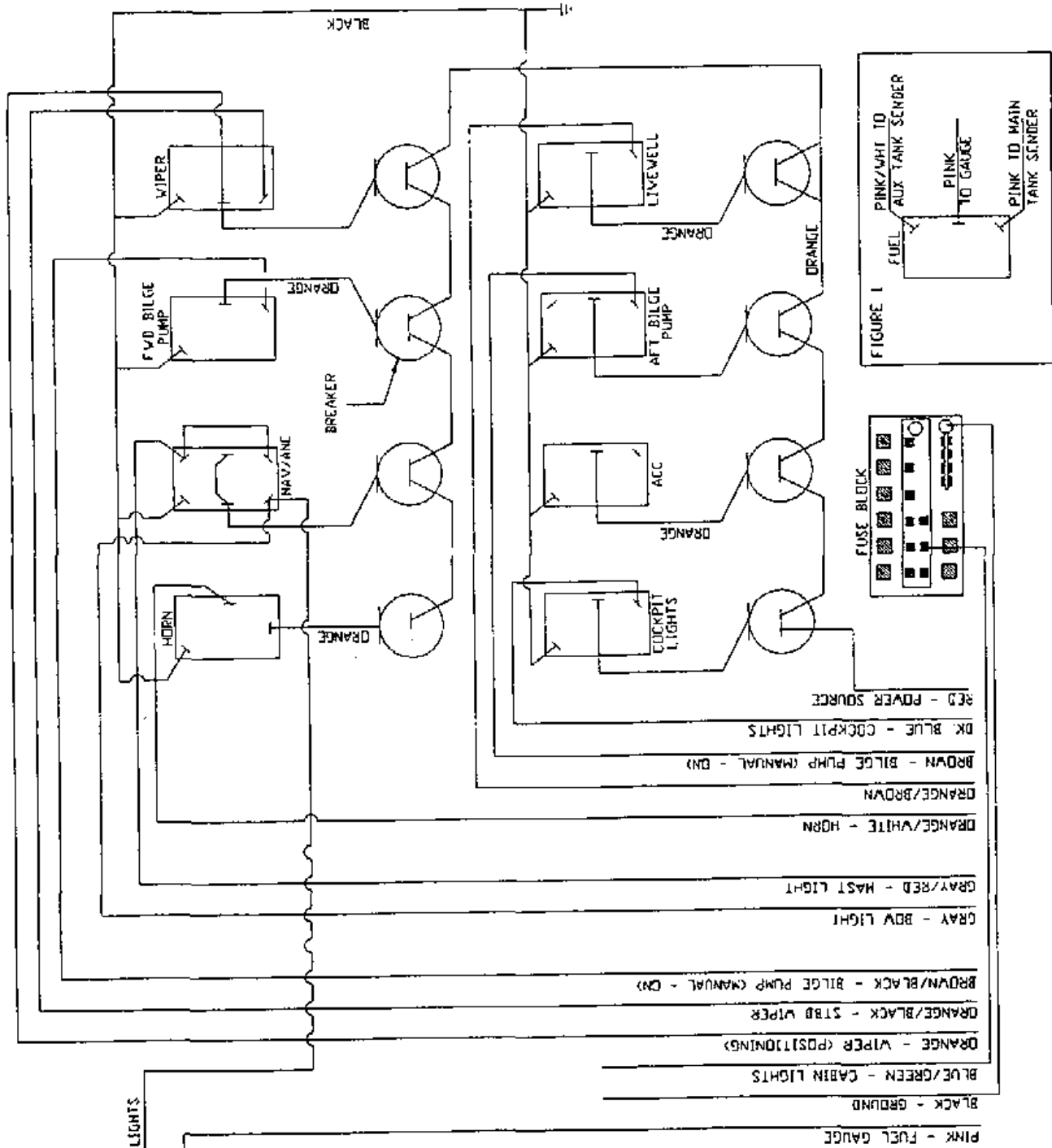
The following are Registered Trademarks: Perko, Attwood, Gem, Ramco, Guest, GE, Sylvania and Phillips.

# 248 VOYAGER

## ACCESSORY WIRING COLOR CODE AND FUSE/BREAKER SIZE CHART

ACCESSORY	WIRE SIZE AND COLOR	AMPERAGE	LOCATION
<b>LIGHTS</b>			
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
<b>PUMPS</b>			
<b>BILGE PUMP (FORWARD):</b>			
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
<b>BILGE PUMP (AFT):</b>			
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
<b>AERATOR PUMP</b>			
AERATOR PUMP	16 GA ORANGE/2BROWN	2.0	ACCESSORY PANEL
<b>SHOWER SUMP PUMP (FLOAT SWITCH)</b>			
SHOWER SUMP PUMP (FLOAT SWITCH)	16 GA BROWN/ORANGE	4.0	FUSE BLOCK
<b>WATER PRESSURE PUMP (CABIN SHOWER)</b>			
WATER PRESSURE PUMP (CABIN SHOWER)	12 GA ORANGE/RED	15.0	ACCESSORY PANEL
<b>WATER PRESSURE PUMP</b>			
WATER PRESSURE PUMP	16 GA ORANGE/BLUE	5.0	FUSE BLOCK
<b>WASHDOWN PUMP</b>			
WASHDOWN PUMP	12 GA ORANGE/BROWN	15.0	ACCESSORY PANEL
<b>LIVWELL PUMP</b>			
LIVWELL PUMP	16 GA ORANGE/BROWN	5.0	ACCESSORY PANEL
<b>IN-LINE MACERATOR PUMP</b>			
IN-LINE MACERATOR PUMP	12 GA ORANGE/GRAY	20.0	ACCESSORY PANEL
<b>PRIMER PUMPS (PORT)</b>			
PRIMER PUMPS (PORT)	16 GA PINK/RED	5.0	ACCESSORY PANEL
<b>(STARBOARD)</b>			
(STARBOARD)	16 GA PINK/BLUE	5.0	ACCESSORY PANEL
<b>MISCELLANEOUS</b>			
<b>BILGE BLOWER</b>			
BILGE BLOWER	16 GA YELLOW	10.0	ACCESSORY PANEL
<b>HORN</b>			
HORN	12 GA ORANGE/WHITE	15.0	ACCESSORY PANEL
<b>WINDSHIELD WIPER (ACTUATOR):</b>			
<b>PORT</b>			
PORT	16 GA ORANGE/GREEN	5.0	ACCESSORY PANEL
<b>STARBOARD</b>			
STARBOARD	16 GA ORANGE/BLACK	5.0	ACCESSORY PANEL
<b>WINDSHIELD WIPER (POSITION)</b>			
WINDSHIELD WIPER (POSITION)	16 GA ORANGE		
<b>WINDLASS SOLENOIDS</b>			
<b>WINDLASS SOLENOIDS</b>			
WINDLASS SOLENOIDS	14 GA ORANGE/PURPLE	*	
<b>WINDLASS POWER LEAD</b>			
WINDLASS POWER LEAD	14 GA ORANGE/YELLOW	*	
<b>WINDLASS POWER LEAD</b>			
WINDLASS POWER LEAD	4 GA RED	*	
<b>WINDLASS POWER LEAD</b>			
WINDLASS POWER LEAD	4 GA BLACK	*	
<b>ACCESSORY</b>			
ACCESSORY	16 GA ORANGE	10.0	ACCESSORY PANEL
<b>ACCESSORY GROUNDS (IND)</b>			
ACCESSORY GROUNDS (IND)	16 GA BLACK	N/A	
<b>ACCESSORY GROUNDS MAINS</b>			
ACCESSORY GROUNDS MAINS	10 GA BLACK	N/A	
<b>HYDRAULIC TRIM TABS</b>			
HYDRAULIC TRIM TABS	16 GA HARNESS (SUPPLIED)	20.0	FUSE BLOCK
<b>MAIN FUEL TANK (SENDER)</b>			
MAIN FUEL TANK (SENDER)	16 GA PINK	N/A	ACCESSORY PANEL
<b>AUXILIARY FUEL TANK (SENDER)</b>			
AUXILIARY FUEL TANK (SENDER)	16 GA PINK/WHITE	N/A	ACCESSORY PANEL
<b>ACCESSORY PANEL POWER LEAD</b>			
ACCESSORY PANEL POWER LEAD	10 GA RED CIRCUIT BREAKER	40.0	NEAR BATTERY
<b>VHF (HARDTOP RADIO BOX) POWER LEAD</b>			
VHF (HARDTOP RADIO BOX) POWER LEAD	10 GA RED/WHITE IN LINE	20.0	NEAR BATTERY
<b>VHF GROUND</b>			
VHF GROUND	10 GA BLACK/WHITE	N/A	

## TYPICAL OUTBOARD SWITCH PANEL WIRING



- NOTE:**
1. WIRES TERMINATE IN TWO PLUGS THAT GO TO INDIVIDUAL COMPONENTS THROUGH ACCESSORY HARNESSSES
  2. NOT ALL COMPONENT SYSTEMS ARE INSTALLED ON ALL MODELS. DRAWING APPLIES TO ONLY THOSE ITEMS THAT ARE INSTALLED AND CONNECTED. EXTRA WIRES ARE FOR DEALER TO INSTALL OTHER SWITCHES AND ACCESSORIES
  3. INDICATOR LIGHTS ARE INCORPORATED INTO THE SWITCHES WHERE NEEDED
  4. BOATS WITH TWO FUEL TANKS HAVE A THREE POSITION SWITCH FOR SELECTING MAIN OR AUX TANK. WIRING FOR THE SWITCH IS SHOWN IN FIGURE 1

## 248 VOYAGER

### RIGGING COMPARTMENT

The rigging compartment is located under the aft seat area. 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. They function independently of the battery select switches and can activate the bilge pump with the battery select switches in the "off" position. The battery should be inspected frequently to ensure proper operation. The pump is equipped with a switch at the helm. When the helm switch is in the MANUAL position, the pump will run continuously. The pump should not be left in the MANUAL mode unless someone is monitoring the system and can turn the pump off when the bilge is dry.

#### CAUTION

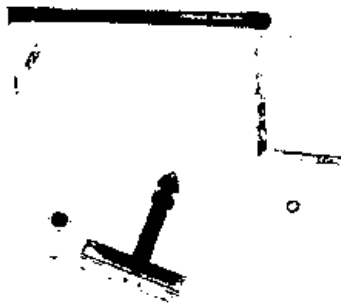
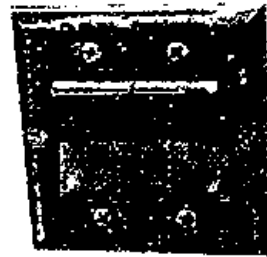
**Do not run the pump dry for a prolonged period of time.**

### BILGE PUMP LOCATION

Your 248 has two bilge pumps. One is located in the motorwell under the access plate just forward of the transom and the other one is in the cabin under the sole floor. This pump can be reached through the access plate in the cabin floor.

**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 and will aid in trimming the boat fore and aft for a smoother ride. 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. Experimenting with trim tabs in various sea conditions will help you determine the best position under different load conditions.

Trim tabs are also useful in correcting a port or starboard list. If the boat is listing to the port side press the starboard trim tab switch toward "bow down". Press the port trim tab switch toward "bow down" to correct a starboard list. This will tend to lower the bow by pulling the higher side to a level position. If your bow is already in a low position you may correct list by pressing the trim tab switch toward "bow up". This will cause the low side to rise and level the boat. 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.

**TRIM TAB PUMP LOCATION**

The pump is located on the starboard side of the aft rigging compartment.

**OPERATION OF OPTIONAL FEATURES****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 on 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 open the seacock located on starboard side under the aft seat lid. Depress the washdown switch on the accessory switch panel. 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.

**SEACOCKS**

Ball valve seacocks are installed on the inlet thru hulls for the livewell and washdown systems and on the discharge thru hull for some head systems. It is necessary for the seacocks to be in the open position to operate the livewell and washdown systems. The open position is identified by the orientation of the handle. If the handle is in line or parallel to the body of the valve, the seacock is in the open position. If the handle is perpendicular to the body of the valve, the seacock is in the closed position.

**NOTICE**

**All seacocks should be in the closed position if not in use  
or if the boat is unattended to prevent the taking on  
of water if a plumbing component fails.**

**LIVEWELL - RECIRCULATING**

To operate the recirculating livewell open the seacock located on the port side under the aft seat. Then plug the drain in the bottom of the livewell box. The livewell 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.

**NOTICE**

Under certain conditions placing the outboard engine(s) in reverse will ventilate the water under the boat and create an airlock in the livewell pump. To prevent this situation from occurring it is recommended that the livewell be turned "OFF" prior to any high RPM or continuous reverse operation. In the event the livewell pump becomes airlocked, this situation may sometimes be corrected by turning the pump "OFF" for 15-20 seconds.

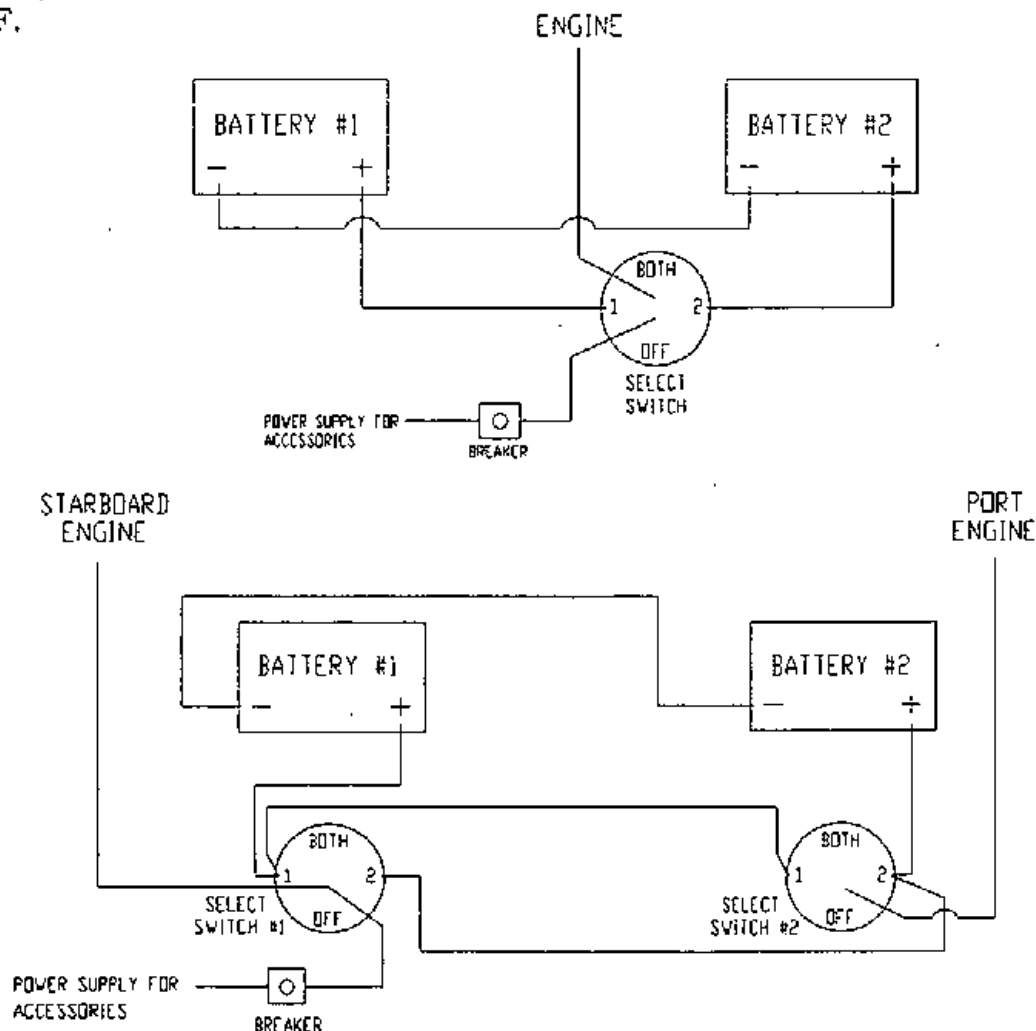
**LIVEWELL - AERATED**

Before operating the aerated livewell plug the drain in the bottom of the livewell box. Fill the livewell with water using a bucket or the optional washdown hose. Turn the switch on at the helm designated for the aerated livewell. The aeration process occurs by a pump mounted inside the box. This is a sprayer type livewell. This pump will recirculate the water through a sprayer type fitting. The flow rate of water through the sprayer can be adjusted by a valve built into the top of the fitting.

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

**BATTERY SELECT SWITCH**

Boats that are equipped with two batteries use a select switch to indicate which battery will be used. The select 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 bank by selecting position #1 or position #2 on the select switches. In normal use select position #1 on the starboard switch and position #2 on the port switch that both batteries will be charged simultaneously.

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 that allow you to spread the fishing lines trolled from your boat and decrease the chance of entanglement.

**ADVANTAGES**

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

**INSTRUCTIONS**

For proper installation and use reference the instruction sheet included in your "Owner's Packet".

**CARE AND MAINTENANCE**

Outriggers should be washed with fresh water, mild soap and a soft cloth. The poles should at least be sprayed down with fresh water. Never use acidic or abrasive cleaners to clean your outriggers.

A periodic waxing of the 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. Disassemble and regrease all applicable surfaces on an annual basis.

**HEAD OPERATING INSTRUCTIONS****MARINE HEADS****HAND PUMP MARINE HEAD OPERATION**

1. Open the marine head inlet seacock (handle in the vertical position). This seacock is located in the aft port v-berth.
2. Position the wet/dry bowl selector in the wet bowl setting. Fill the toilet with water by pumping the handle several times.
3. **Flush** the toilet by pumping the handle several more times in the wet bowl position.
4. Move the bowl selector to the dry bowl position and pump the handle until almost all of the water is removed. Leave the toilet in the dry bowl position when not in use.

**ELECTRIC MARINE HEAD OPERATION**

1. Open the marine head inlet seacock (handle in the vertical position). This seacock is located in the aft port v-berth.
2. **Flush** the toilet by turning the flush control knob clockwise on the pump beside the bowl. Turn the flush control knob counter clockwise to remove most of the water from the bowl.

**EMPTYING MARINE HEAD HOLDING TANK  
BY USE OF OVERBOARD DISCHARGE**

1. Open the marine head discharge seacock (handle in the vertical position). This seacock is located in the aft port v-berth
2. Turn the monitor "ON" at the control panel.
3. Press the discharge button until the light on the control panel indicates the tank is empty.
4. Turn the monitor "OFF" and close the discharge seacock (handle in the horizontal position).

**CAUTION**

**Overboard discharge seacock must be sealed and secured in the closed position in accordance with the laws in your boating area.**

**EMPTYING MARINE HEAD HOLDING TANK  
THROUGH DECK PUMP-OUT**

1. Remove the cap from the deck pump-out fitting located in the port walkaround.
2. Connect a vacuum hose from a pump-out station to the deck fitting and run until the tank is empty. Replace the cap on the deck pump-out fitting.

**Reference the Marine Head Layout diagram at the end of this chapter.**

**PORTABLE HEADS**

**PORTABLE HEAD OPERATION**

1. Compress the bellows pump located on the left corner of the toilet a few times to add water to the bowl.
2. **Flush** the toilet by pulling the slide valve handle out (located on the front of the toilet).
3. Compress the bellows pump until the bowl is rinsed.
4. Close the slide valve handle by pushing it in fully.

**NOTICE**

**The upper fresh water reservoir must be filled with water prior to use.**

**PORTABLE HEAD WITH DECK PUMP-OUT**

For flushing instructions follow the steps outlined under PORTABLE HEAD OPERATION.

To empty the portable head reservoir by use of a deck pump-out follow the instructions below.

1. Remove the cap from the deck pump-out fitting located in the port walkaround.
2. Connect a vacuum hose from a pump-out station to the deck fitting and run until the reservoir is empty. Replace the cap on the deck pump-out fitting.

**PORTABLE HEAD WITH IN-LINE MACERATOR**

For flushing instructions follow the steps outlined under PORTABLE HEAD OPERATION.

There are two ways to empty the portable head reservoir with this type of set-up. The waste may be vacuumed out through the deck fitting or discharged through a seacock in the hull bottom.

To empty the portable head reservoir by use of a deck pump-out follow the instructions below.

1. Locate the Y-valve in the forward starboard v-berth compartment. Place the Y-valve handle in the deck pump-out position (handle pointed up).
2. Follow the steps outlined under PORTABLE HEAD WITH DECK PUMP-OUT.

To empty the portable head reservoir through the discharge seacock using the in-line macerator follow these instructions.

1. Locate the Y-valve in the forward starboard v-berth compartment. Place the Y-valve handle in the overboard discharge position (handle pointed down).
2. Open the head discharge seacock (handle in the vertical position). This seacock is located in the forward starboard v-berth compartment.
3. Turn "ON" the head pump switch at the helm and discharge until the reservoir is empty. Close the discharge seacock (handle in the horizontal position).

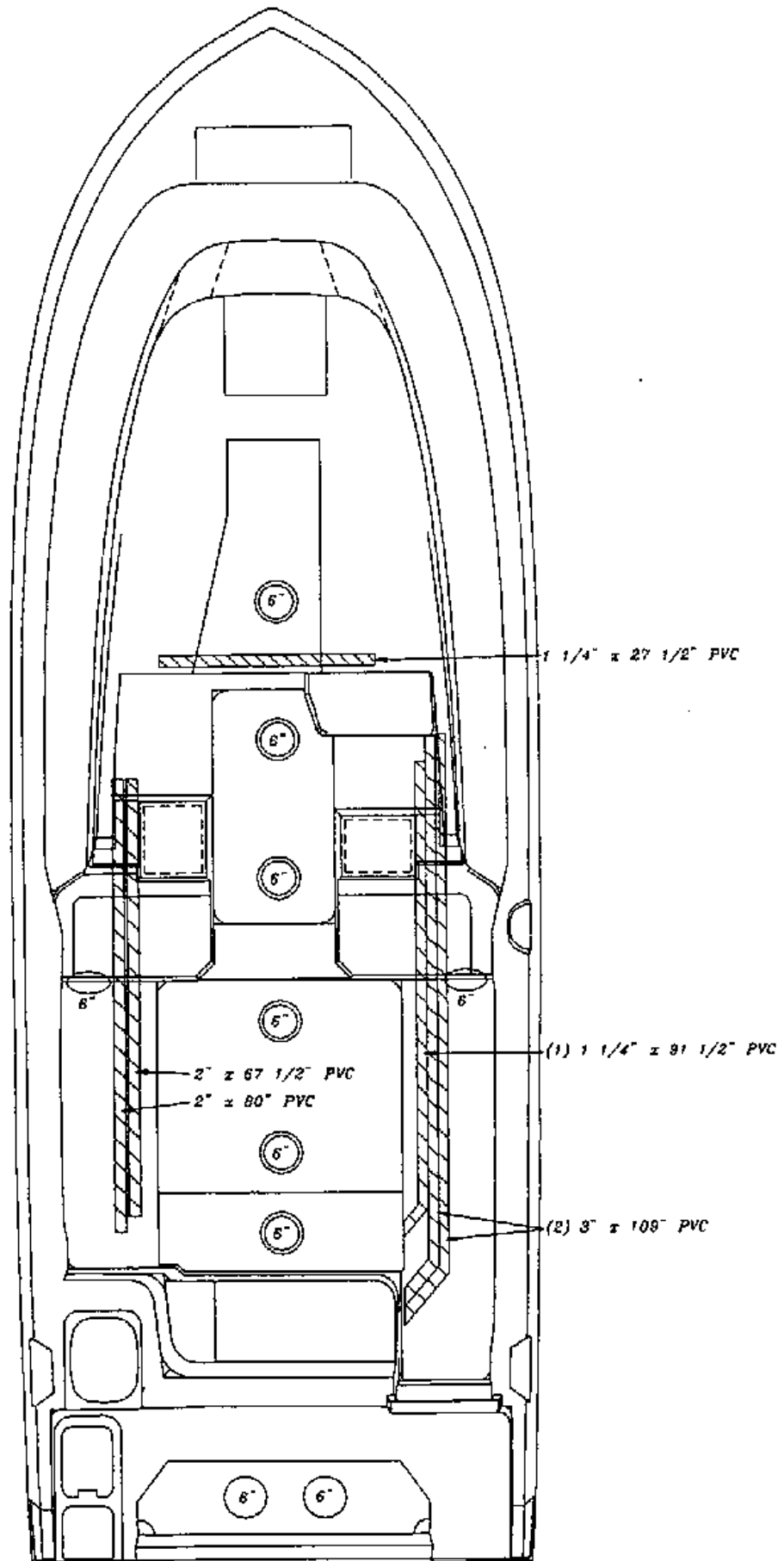
**CAUTION**

**Overboard discharge seacock must be sealed and secured in the closed position in accordance with the laws in your boating area.**

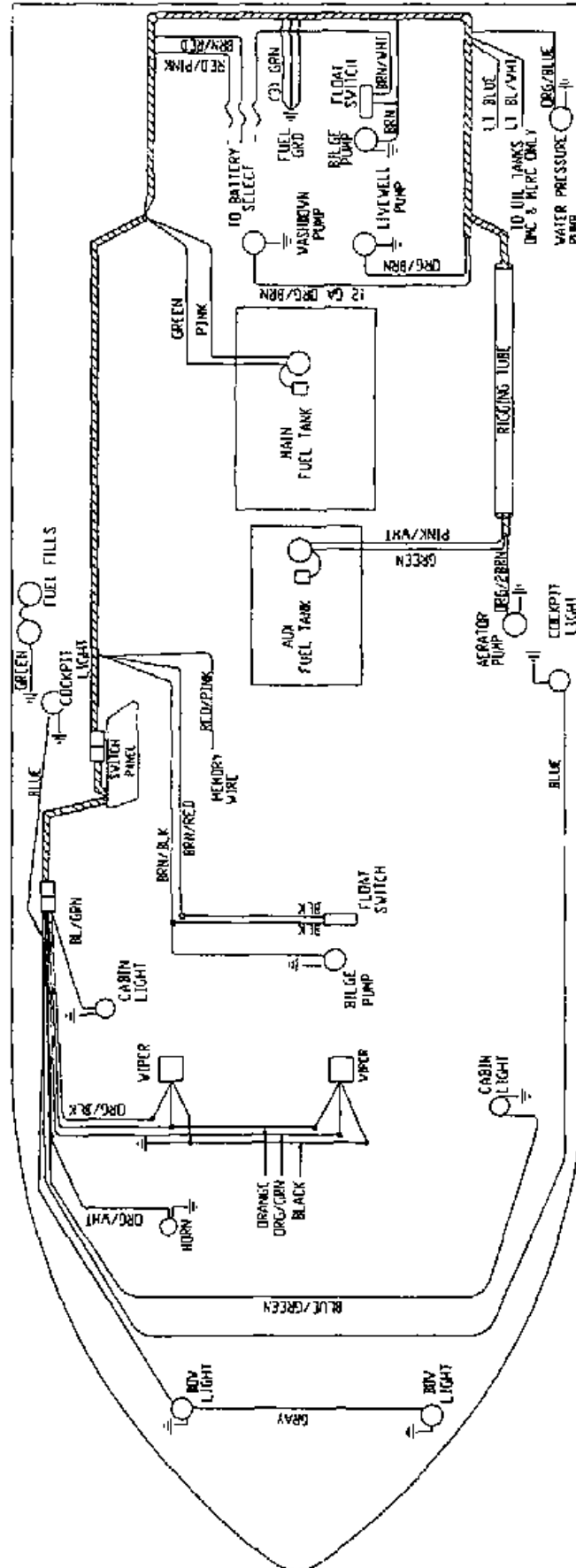
**The Portable Head Layout diagram is located at the end of this chapter.**

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### ACCESS PLATE AND RIGGING TUBE LOCATION

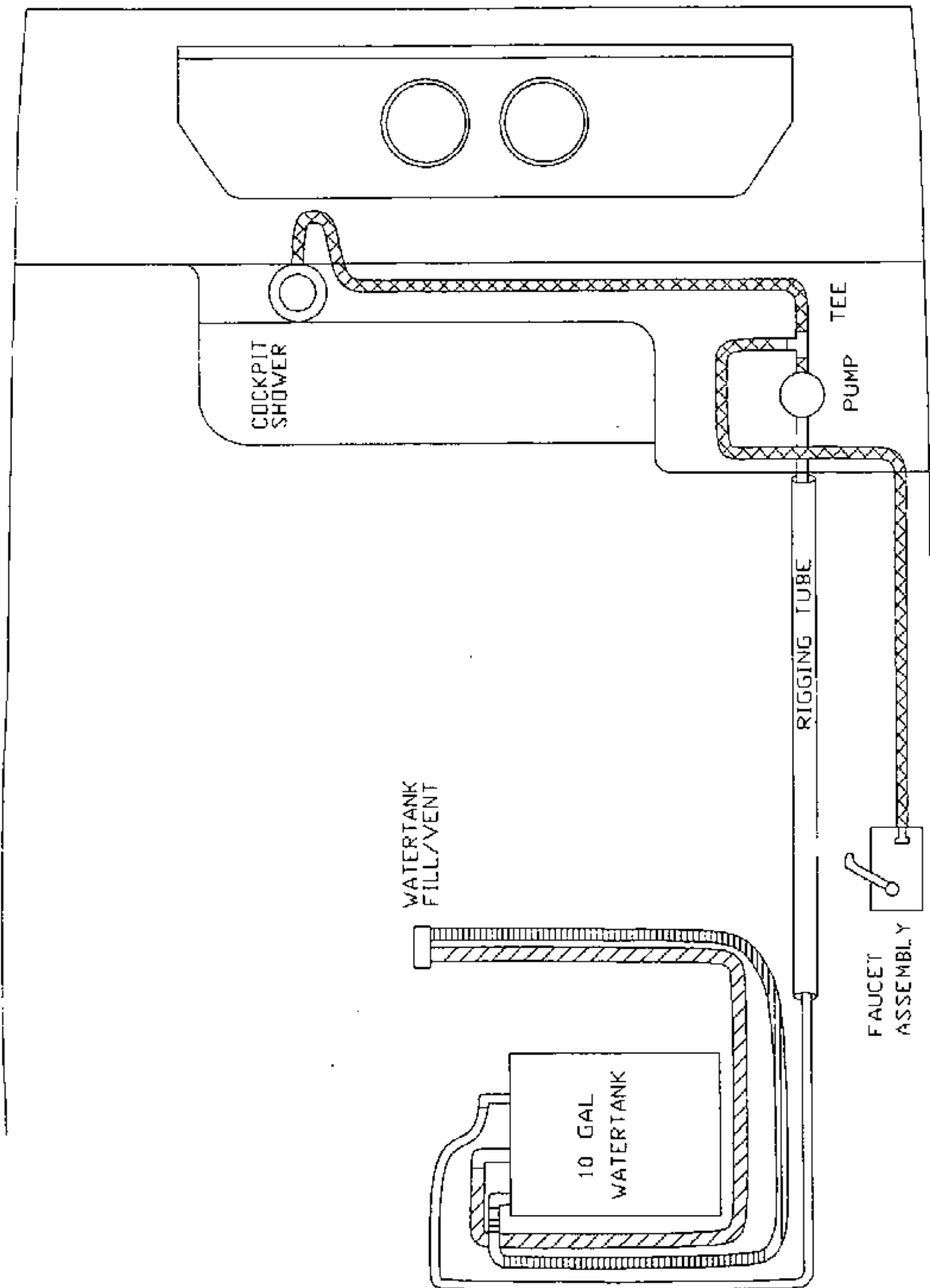


ACCESSORY WIRING



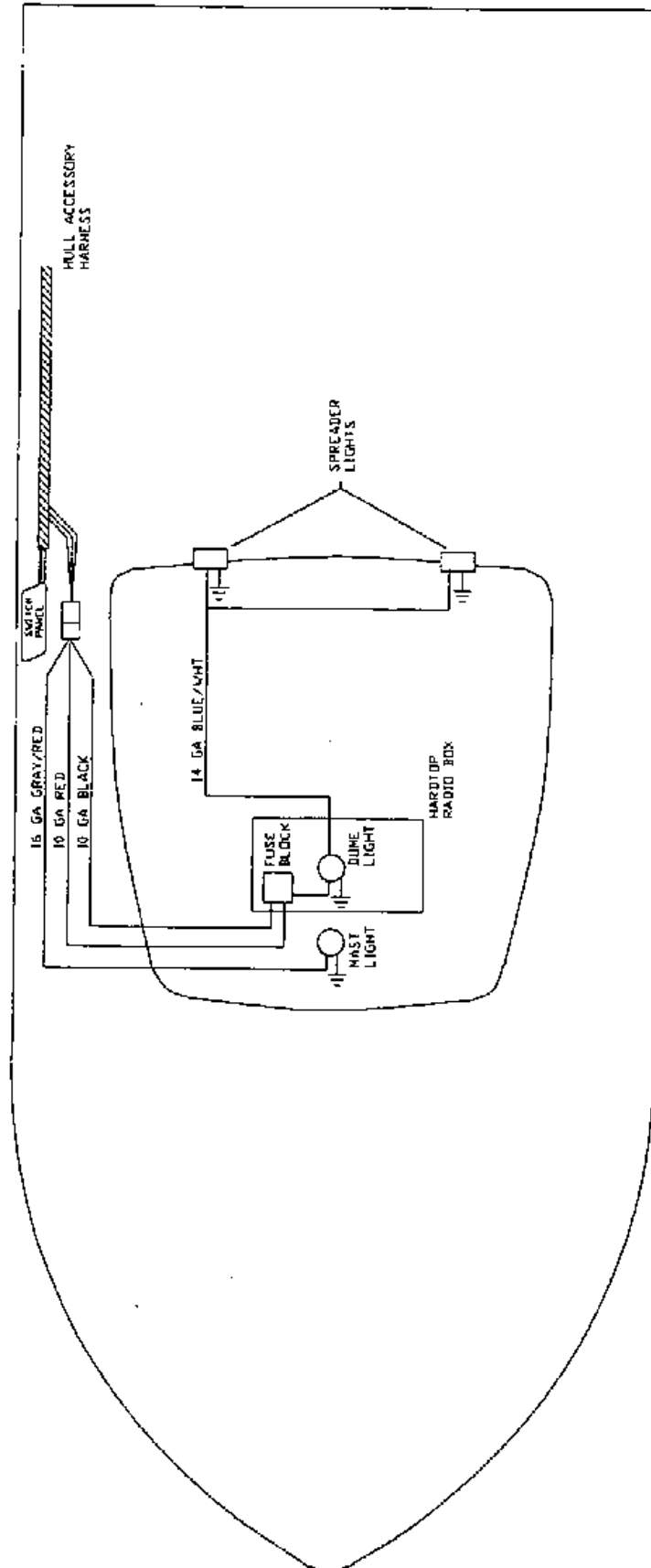
## 248 VOYAGER

### FRESH WATER SYSTEM



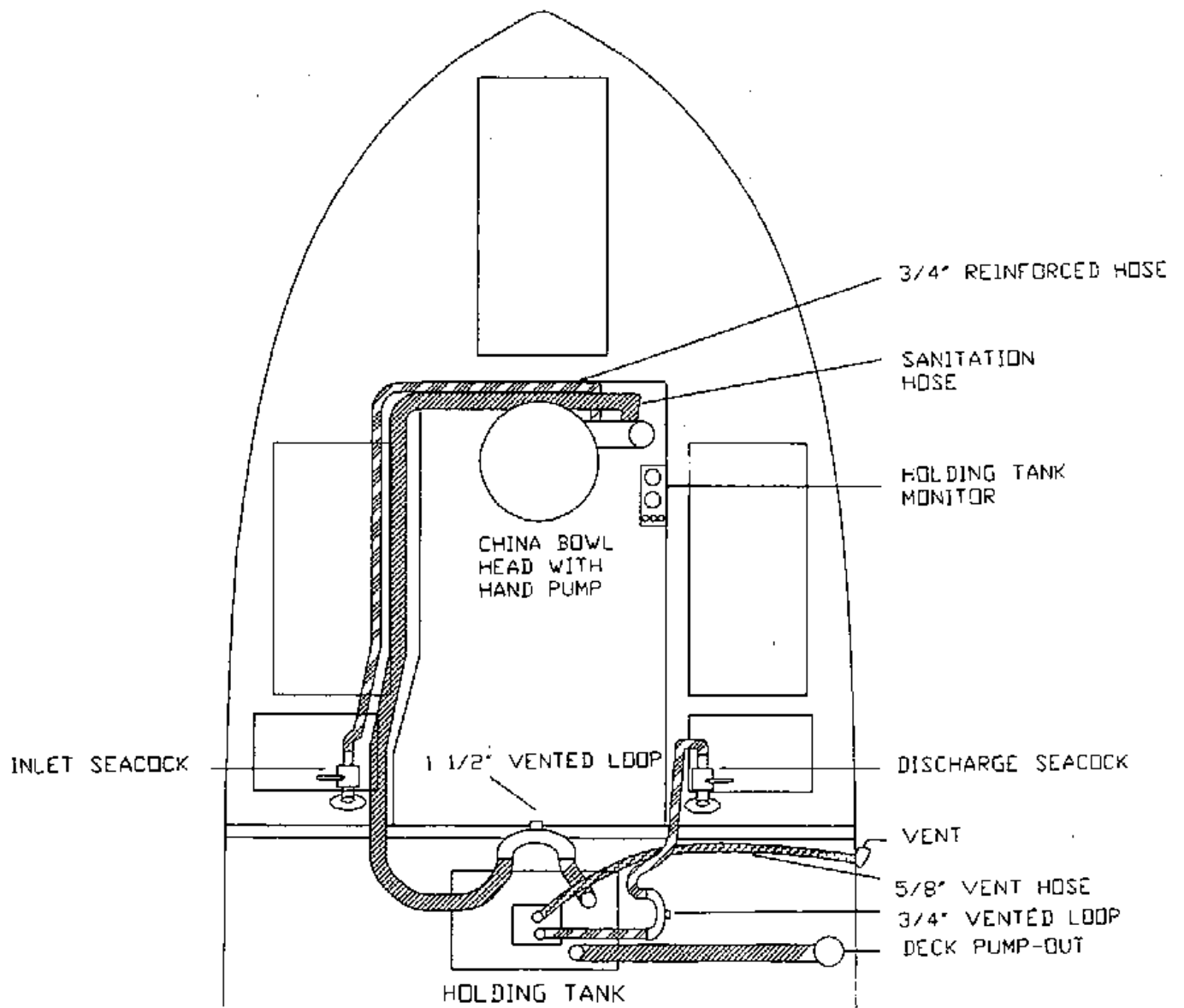
## 248 VOYAGER

### HARDTOP WIRING



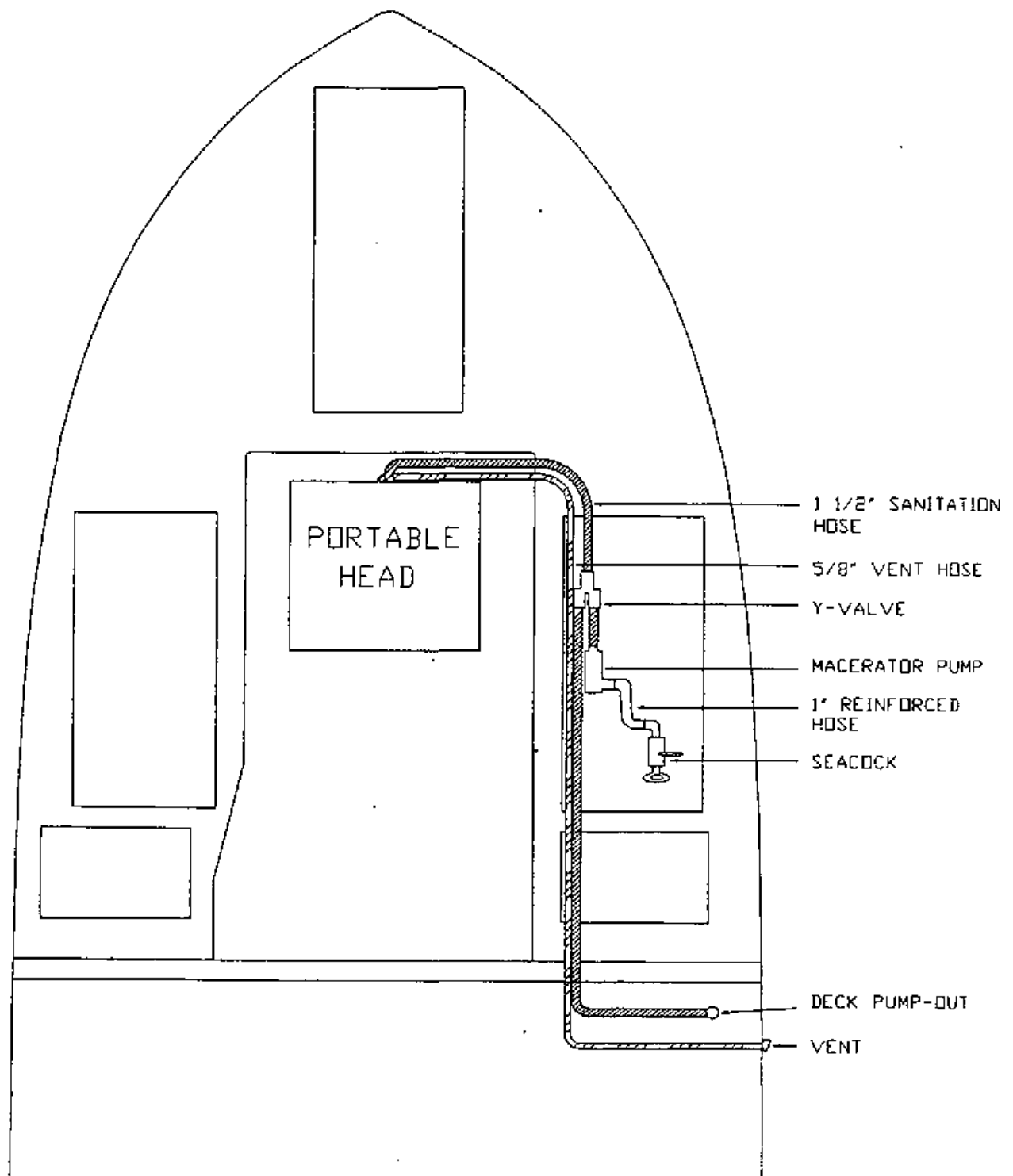
## 248 VOYAGER

### HEAD LAYOUT - MARINE



## 248 VOYAGER

### HEAD LAYOUT - PORTABLE W/MACERATOR



# 248 VOYAGER

## 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

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

ON SWIM PLATFORM WALL

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

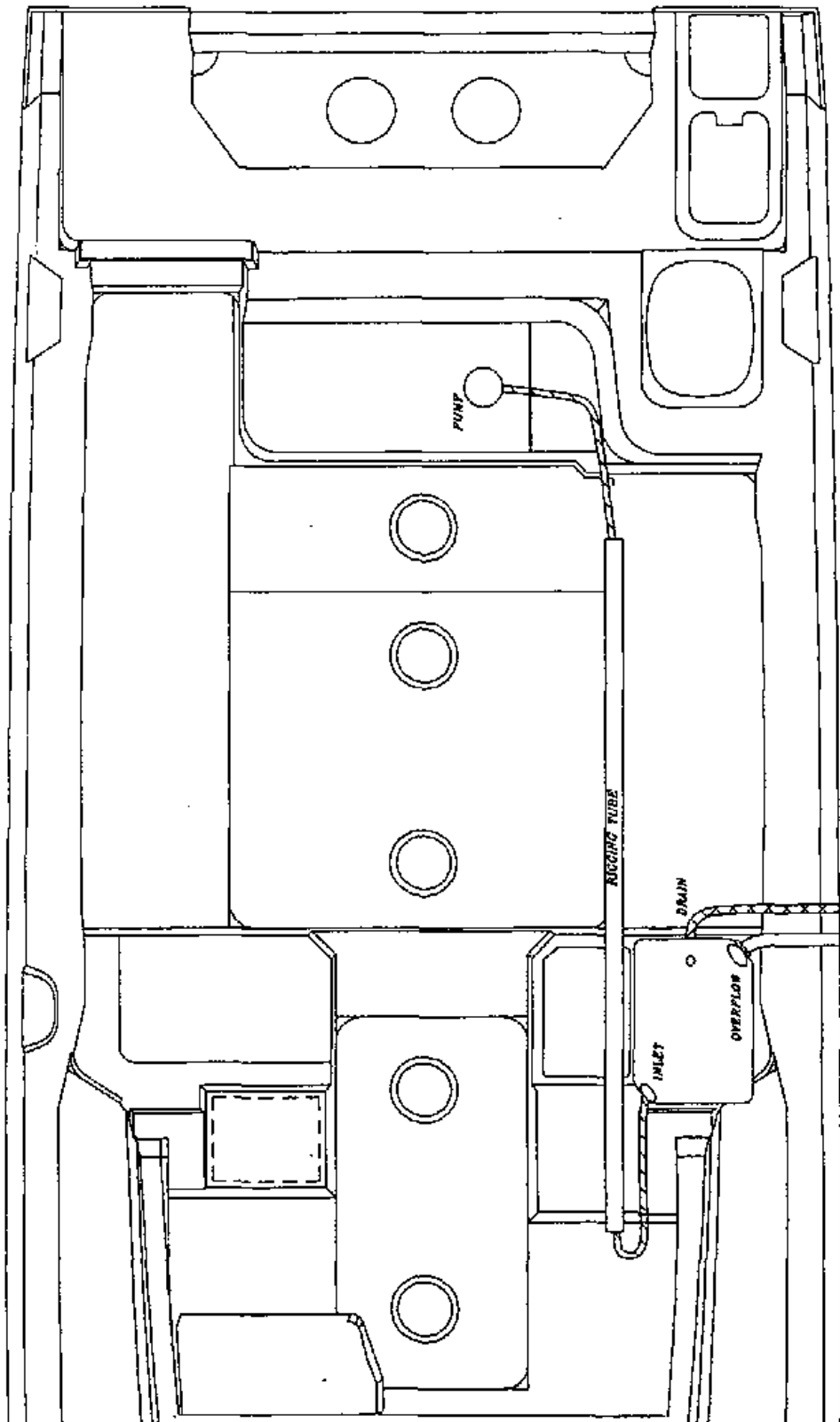
INSIDE RIGGING LID

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

ON TRANSOM DOOR

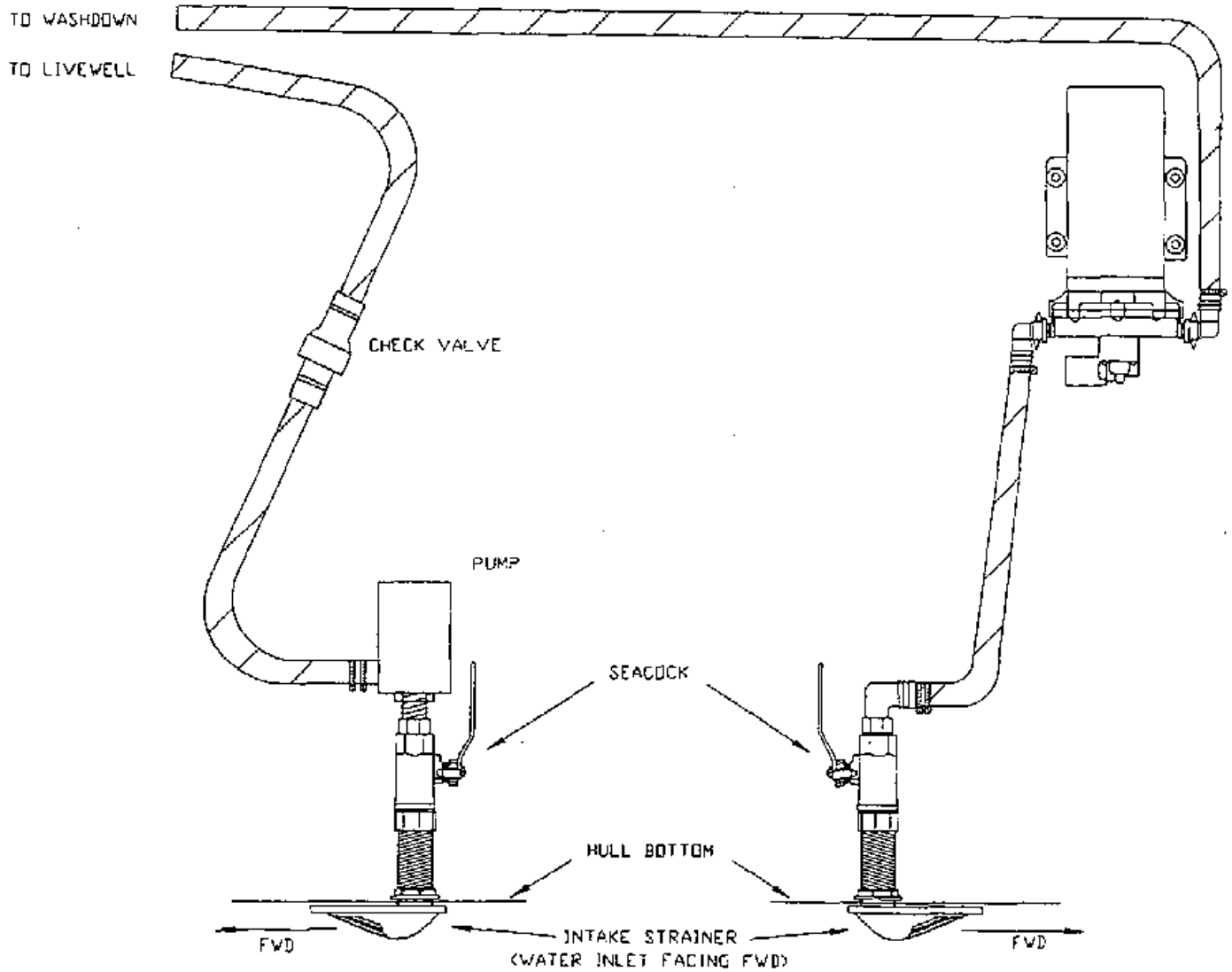
## 248 VOYAGER

### LIVEWELL LAYOUT

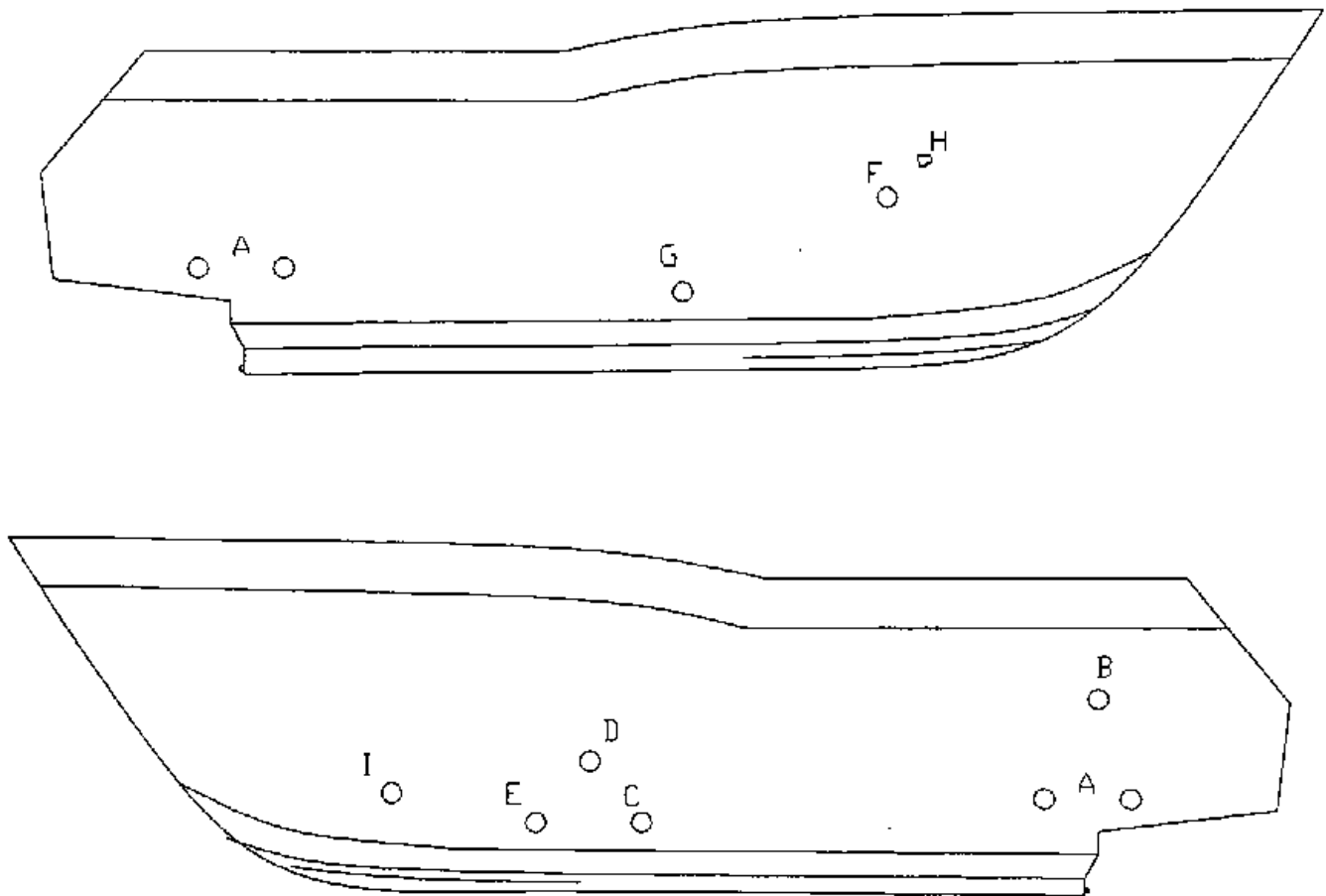


## 248 VOYAGER

### LIVEWELL/WASHDOWN SYSTEM



# **248 VOYAGER** **THRU HULL DETAIL**



T-HULL	DESCRIPTION
A	SCUPPERS
B	AFT BILGE PUMP
C	PORT ICEBOX
D	LIVEWELL OVERFLOW OPT.
E	PORT FISHBOX
F	FWD BILGE PUMP
G	STBD FISHBOX
H	MACERATOR VENT OPT.
I	SINK DRAIN

## **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.**

### **TRANSFERABLE HULL STRUCTURAL WARRANTY**

The Five Year Hull Structural Warranty is transferable to second and subsequent owners for the remainder of the five (5) years from the date of delivery to the original purchaser. There is no fee involved in the transfer of warranty to the new owner. The Grady-White Boats Transferable Warranty Form must be completed and returned to Grady-White at the time of sale. Upon receipt of this form, Grady-White will update our records to reflect the new ownership and warranty coverage will be provided for the remainder of the five years. Please refer to the Hull Structural Warranty for specific details of warranty coverage.

### **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, 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.**

**GRADY-WHITE BOATS, INC.**  
P.O. Box 1527  
Greenville, NC 27834-1527

REVISED 7/97

# Grady-White Boats Transferable Warranty Form

(Not for original owner use)

\* Note: For second owner use in transferring remainder of 5 year hull structural warranty.

Hull Identification # \_\_\_\_\_

## ABOUT YOUR BOAT

1. What is your boat model number? (Example: 192, 272, etc.) \_\_\_\_\_
2. Date purchased? \_\_\_\_\_
3. What type of power is your boat equipped with?  
☐ Single Outboard      ☐ Dual Outboard      ☐ Inboard/Outboard
4. Which engine brand does your boat have?  
☐ Johnson      ☐ Mercury      ☐ Evinrude      ☐ Yamaha      ☐ Other
5. Engine horsepower (total if twin power)  
H.P. \_\_\_\_\_
6. Engine serial # \_\_\_\_\_      7. Propeller size \_\_\_\_\_  
Engine serial # \_\_\_\_\_

## ABOUT YOUR DECISION TO BUY A GRADY-WHITE BOAT

8. Is your Grady-White boat the first boat you have owned?  
☐ yes      ☐ no      (If no, please complete the following about your last boat.)  
Builder's name: \_\_\_\_\_ Length: \_\_\_\_\_  
Why did you sell this boat? \_\_\_\_\_  
How long did you own this boat? \_\_\_\_\_
9. Please rank your two most important uses for your Grady-White. (1 = most important 2 = second most important)  

1 <input type="checkbox"/> Weekend Living Aboard	5 <input type="checkbox"/> Serious Offshore Fishing	9 <input type="checkbox"/> Skin Diving
2 <input type="checkbox"/> Socializing/Entertainment	6 <input type="checkbox"/> Extended Cruising/Traveling	10 <input type="checkbox"/> Other (please specify) _____
3 <input type="checkbox"/> Water Skiing & Water Sports	7 <input type="checkbox"/> Tournament Fishing	
4 <input type="checkbox"/> Casual Fishing	8 <input type="checkbox"/> Casual Cruising	
10. Concerning your most important use of your boat (ranked number 1 in question #9), what percentage of your boating time do you spend in your most important use?  

1 <input type="checkbox"/> 0 - 25%	2 <input type="checkbox"/> 26 - 50%	3 <input type="checkbox"/> 51 - 75%	4 <input type="checkbox"/> 76 - 99%	5 <input type="checkbox"/> 100%
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11. What percentage of your time do you spend in your second most important use?  

1 <input type="checkbox"/> 0 - 25%	2 <input type="checkbox"/> 26 - 50%	3 <input type="checkbox"/> 51 - 75%	4 <input type="checkbox"/> 76 - 99%	5 <input type="checkbox"/> 100%
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12. Please rank your three most important reasons for buying your Grady-White boat. (1 = most important 2 = second most important 3 = third most important)  

1 <input type="checkbox"/> Boat Show	4 <input type="checkbox"/> Brand of Motor	11 <input type="checkbox"/> Safety/Seaworthiness
2 <input type="checkbox"/> GW Dealer	7 <input type="checkbox"/> Friends Recommendation	12 <input type="checkbox"/> Low Maintenance
3 <input type="checkbox"/> Reasonable price	8 <input type="checkbox"/> Exterior Styling	13 <input type="checkbox"/> Resale Value
4 <input type="checkbox"/> Hull Design/Ride	9 <input type="checkbox"/> Previous GW Experience	14 <input type="checkbox"/> Cabin Features
5 <input type="checkbox"/> Cockpit Layout	10 <input type="checkbox"/> Quality	15 <input type="checkbox"/> Other

# PLEASE TELL US ABOUT YOURSELF

13. Which of the following magazines do you subscribe to or read often?

20 ☐ ALASKA MAGAZINE

23 ☐ LA SPORTSMAN

19 ☐ SKIN DIVER

1 ☐ BOATING

2 ☐ MOTORBOATING & SAILING

3 ☐ SPORTFISHING

31 ☐ BOATING WORLD

5 ☐ NEW ENGLAND FISHERMAN

22 ☐ TEXAS FISH & GAME

7 ☐ CHESAPEAKE BAY

8 ☐ NEW JERSEY FISHERMAN

6 ☐ TRAILER BOATS

10 ☐ DUCKS UNLIMITED

11 ☐ OFFSHORE

9 ☐ TIDE

13 ☐ FLORIDA SPORTSMAN

27 ☐ POWER & MOTORYACHT

12 ☐ WALL STREET JOURNAL

24 ☐ GREAT LAKES FISHERMAN

28 ☐ SALT WATER FLY FISHING

29 ☐ WESTERN OUTDOOR NEWS

16 ☐ LAKELAND BOATING

14 ☐ SALTWATER SPORTSMAN

30 ☐ YACHTING

18 ☐ LONG ISLAND FISHERMAN

17 ☐ SEA MAGAZINE

15 ☐ OTHER

14. What is your age?

1 ☐ Under 25

2 ☐ 25 - 34

3 ☐ 35 - 44

4 ☐ 45 - 54

5 ☐ 55 - 64

6 ☐ 65 +

15. Are you...?

1 ☐ Married

2 ☐ Single

3 ☐ Widowed

16. You are...?

1 ☐ Male

2 ☐ Female

17. Do you have any children living at home?

1 ☐ Yes

2 ☐ No

If yes, how many?

What is the age of your oldest child?

1 ☐ 0-5

2 ☐ 6-10

3 ☐ 11-15

4 ☐ 15 +

18. Which of the following best describes your educational background?

1 ☐ Some High School

4 ☐ College Graduate

2 ☐ High School Graduate

5 ☐ Some Post - Graduate Work

3 ☐ Some College or Technical School

6 ☐ Post - Graduate Degree or More

19. What is your total annual household income?

1 ☐ Under \$ 30,000

6 ☐ \$ 70,001 - \$ 85,000

2 ☐ \$ 30,001 - \$ 40,000

7 ☐ \$ 85,001 - \$ 100,000

3 ☐ \$ 40,001 - \$ 50,000

8 ☐ \$ 100,001 - \$ 150,000

4 ☐ \$ 50,001 - \$ 60,000

9 ☐ Over \$ 150,000

5 ☐ \$ 60,001 - \$ 70,000

20. Does your family own a second home, where you most often do your boating?

1 ☐ yes

2 ☐ no

If yes, where is your second home? \_\_\_\_\_

City

State

21. Compared to other boaters, would you say you use your boat...

1 ☐ Much more often

2 ☐ More often

3 ☐ About the same  
amount of time

4 ☐ Less often

5 ☐ Much less  
often

22. Please complete the following:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_

Zip Code: \_\_\_\_\_

Telephone: \_\_\_\_\_

Dealership: \_\_\_\_\_