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WARRANTY

CHAPTER ONE SAFETY

REQUIRED SAFETY EQUIPMENT

The US Coast Guard (USCG) requires that every boat have specific equipment on board. Check with local regulations on mandatory equipment apart from the list of Coast Guard requirements (listed below). Reference *Sportfish, Cruisers, Yachts Owner's Manual* for more details on the following equipment.

FIRE EXTINGUISHER

Boats should be equipped with a marine approved fire extinguisher.

PERSONAL FLOTATION

All passengers must have an 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)

Your Grady-White is equipped with a horn that 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 page 18 in *Sportfish, Cruisers, Yachts Owner's Manual*.

Keep tools and spare parts in good condition. Replace parts removed with "US Coast Guard approved" or "marine certified" parts. Do not attempt repairs or maintenance you do not understand or have the proper tools to perform. Conditions found requiring corrective action should be done by your Grady-White dealer or another qualified repairman. If you are away from home contact your dealer for an authorized repair shop. Repairs should correspond with US Coast Guard specifications where applicable.

REGISTRATION NUMBERS

Federal and State laws require boats 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, reinstall the switch clip. The ultimate decision to use the emergency stop switch rests with the owner/driver. See page 72 in *Sportfish, Cruisers, Yacht Owner's Manual* for more information.

EMERGENCY INFORMATION

While boating unpleasant situations may develop. When emergency situations arise you should prepare yourself on how to cope with them whether they happen aboard your vessel or someone else's. Prearrange a plan 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. Reference Section 4 in *Sportfish, Cruisers, Yachts Owner's Manual*, for emergency procedures.

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 certain 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

BOATING SAFETY TIPS

Safety is an important aspect of boating. Your safety as well as the safety of your passengers and vessel is your responsibility. The following precautions and the ones mentioned in *Sportfish, Cruisers, Yachts Owner's Manual* will add to you and your passengers' boating safety and pleasure.

- Before operating your Grady-White, **READ AND STUDY ALL OPERATION AND MAINTENANCE MANUALS**. 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 are common courtesy. The operator of a boat is responsible for any injury or damage caused by the boat or the boats 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 the 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 abide by the "Rules of the Road" in *Sportfish, Cruisers, Yachts Owner's Manual*, page 19. These rules will give you a better understanding of which vessel has the right of way.

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. Be aware of weather conditions.

Example: F26 Tigercat
Capacity Plate

MAXIMUM CAPACITIES

8 PERSONS OR 1200 LBS.

2660 POUNDS, PERSONS, MOTOR, GEAR

400 HORSEPOWER MOTOR

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

MANUFACTURER: **GRADY WHITE BOATS**

GREENVILLE NC

MODEL: **F26 TIGERCAT**

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



**LOAD & HP CAPACITY • INT'L LIGHTS
STEERING, FUEL AND ELECTRICAL SYSTEMS
VENTILATION • BASIC FLOTATION
MANEUVERABILITY**

NATIONAL MARINE MANUFACTURERS ASSN.



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

The NMMA is a national trade organization serving all elements of the recreational boating industry as well as manufacturers of boating equipment. With this tag you can have complete confidence in the safety of your Grady-White.

SAFETY

CARBON MONOXIDE

⚠ DANGER

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 a 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 that may accumulate in the 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 page 8 of *Sportfish, Cruisers, Yachts Owner's Manual* for education information. For further knowledge on boating 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. Contact 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 and have fire extinguisher near.
- 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 fill fitting to prevent any static sparks.
- After fueling, secure the fuel cap; check fuel lines and connections for leakage. Wash and clean up any spilled fuel. Dispose of rags used for clean up 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).

See page 37 in *Sportfish, Cruiser, Yachts Owner's Manual*.

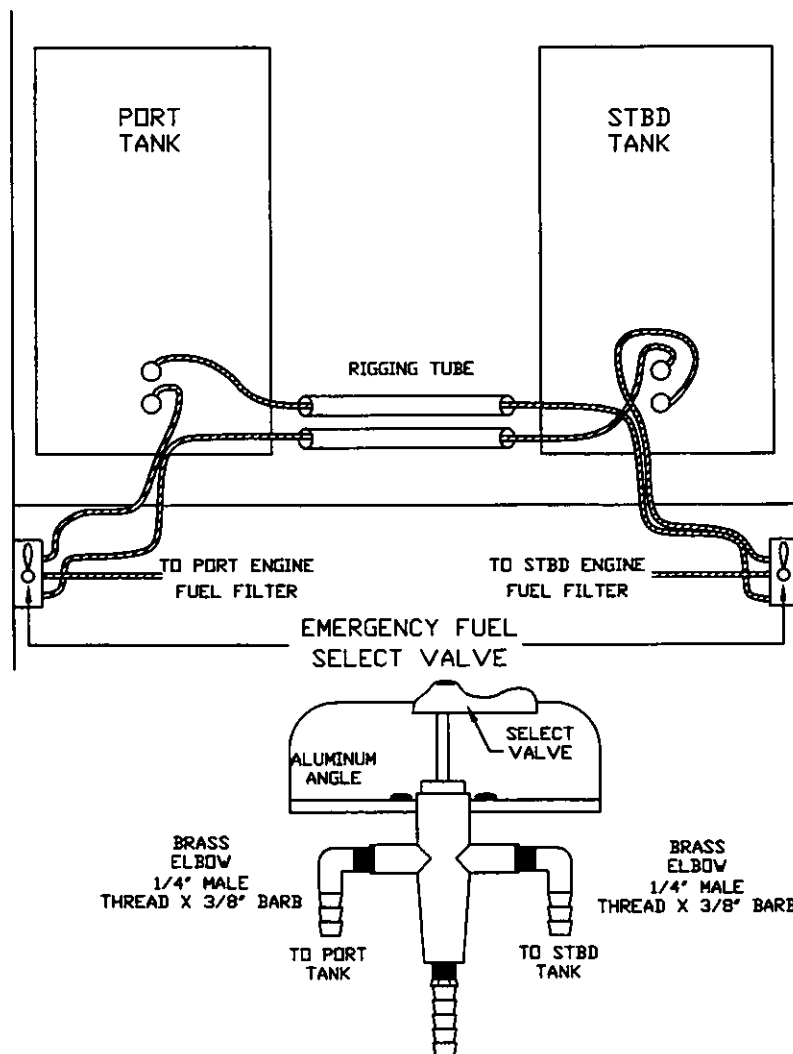
GENERAL INFORMATION

FUEL SELECT VALVE

The catamaran is equipped with emergency fuel selector valves. These valves allow you to operate either engine from either fuel tank in an emergency situation (example: the fuel in one tank becomes contaminated). Under normal conditions the starboard tank should supply fuel to the starboard engine and the port tank should supply fuel to the port engine. This procedure provides a relatively even distribution of the fuel load. If the emergency selector valves are utilized, the fuel weight may become unevenly distributed and performance and handling could be influenced. The boat can be operated safely under these conditions, but with the understanding that extra caution should be taken to compensate for the effects of the weight imbalance.

CAUTION

**THE FUEL SELECT VALVE SHOULD BE USED
IN EMERGENCY SITUATIONS ONLY.**



GENERAL INFORMATION

DISCHARGE REGULATIONS

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

DISCHARGE OF OIL

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

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

NOTICE

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

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

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

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


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

3 to 12 miles

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

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

Outside 25 miles
ILLEGAL TO DUMP
Plastic



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

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

GENERAL INFORMATION

TRAILERING

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

Trailering and relative information is covered in Section 9 of *Sportfish, Cruisers, Yachts Owner's Manual*.

PREDEPARTURE

Predeparture checklists are provided on page 35 in *Sportfish, Cruisers, Yachts Owner's Manual*.

APPROACHING/LEAVING THE DOCK

Unlike an automobile, the stern of your boat reacts first when turning. A turn to the right will swing the stern to the left and vice-versa. Remember that turning your boat away from an object, such as a dock, will tend to swing the stern toward that object. Catamarans have more maneuverability due to the engines being further apart. Docking procedures are covered on page 42, in *Sportfish, Cruisers, Yachts Owner's Manual*.

TOWING OR BEING TOWED

In the event of a mishap or power loss you may need to tow a boat or be towed. See Towing procedures on page 30, in *Sportfish, Cruisers, Yachts Owner's Manual*

⚠ 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.

GENERAL INFORMATION

SHALLOW WATER

Most boats that become grounded can be floated off with engines 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 page 53, in *Sportfish, Cruisers, Yachts Owner's Manual*.

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 of your engine.**

When boating in water with tidal changes, be mindful of water level fluctuations. If you are grounded on an incoming tide - 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.

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. *Sportfish, Cruisers, Yachts Owner's Manual* covers information on anchoring, starting on page 46.

WINDLASS

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

GENERAL INFORMATION

GENERAL INFORMATION ON BOAT HANDLING

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

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

Further statistics you may want to determine 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.

TWIN ENGINE BOATS

Twin engines boats have superior maneuverability than single engine boats. However, catamarans have an even greater degree of maneuverability than monohull boats by virtue of their twin engines being further apart. The boat will run forward or backward in a straight line when both engines are working together at the same speed. When backing the engines can be used to steer to port as well as starboard.

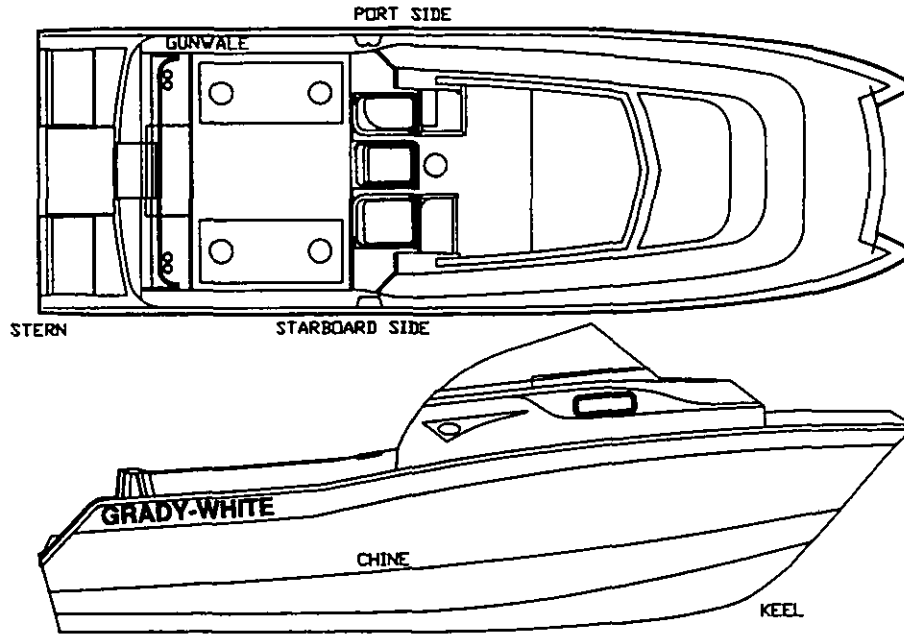
Moving ahead on one engine will cause the bow to swing away from the running engine side and to move forward at the same time. Backing up with one engine will cause the bow to swing toward the running engine side and the boat to move backward.

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 the slower engine will modify its influence.

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 aid.

AFT- Toward the rear or transom 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.

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 waterline to the deck.

GUNWALE (GUNNEL)- Meeting juncture of hull and deck.

HATCH- An opening in the deck to provide access below.

HEAD- A toilet or a 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/transom area of the boat.

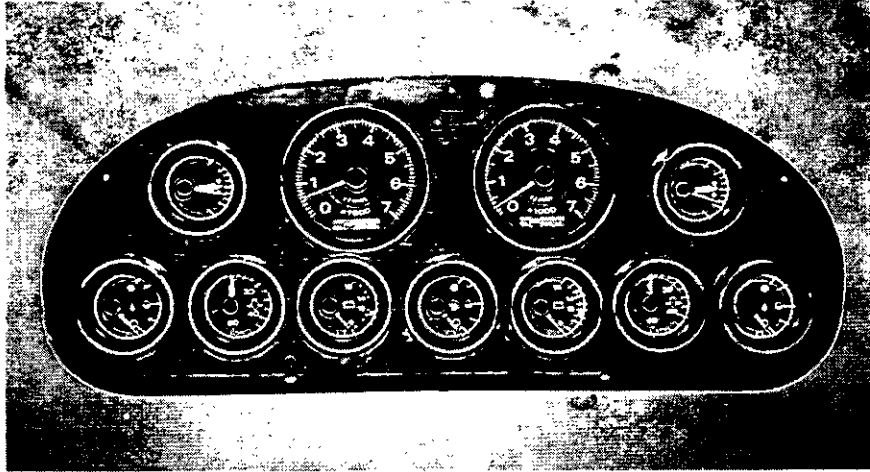
STRINGER- Longitudinal members fastened inside the hull for additional structural strength.

WAKE- The wave 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 GAUGES AND SWITCHES

MERCURY AND OMC ENGINE INSTRUMENTATION



FUEL GAUGE

The fuel gauge indicates the fuel level. When reading this gauge remember: (1) the accuracy of your gauge varies with the attitude of your boat in the water (trim or list) and (2) the fuel pickup tube is not capable of withdrawing all the fuel from the tank. For these reasons never operate your boat at extremely low fuel levels.

OIL QUANTITY GAUGE

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

TACHOMETER GAUGE

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

TRIM GAUGE

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

VOLTMETER

The voltmeter indicates the battery charge with the engines off and the charging system output with the engine running. A reading of 12 or 13 volts with the engine off is normal indicating a fully charged battery. Readings below 11 indicate a weak battery that may not start the engine(s). A reading of 13 to 15 volts while the engine is running is normal. Readings over 15 volts may indicate regulator problems. Low or fluctuating readings may indicate loose connections or trouble in the regulator and alternator circuit.

WATER PRESSURE GAUGE (OMC RIG ONLY)

The water pressure gauge indicates the water pressure in the engine cooling system. Readings help determine if water pressure is too low for adequate cooling. Consult the engine Owner's Manual for recommended operating range.

GAUGES AND SWITCHES

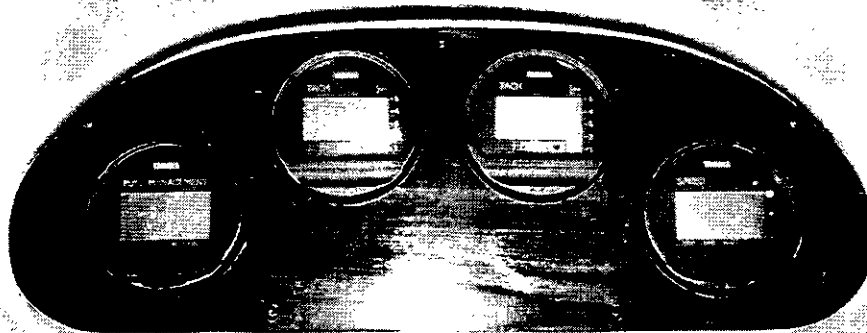
WATER TEMPERATURE GAUGE (MERCURY RIG ONLY)

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

WATER TEMPERATURE, OIL LEVEL AND FUEL SYSTEM WARNING BUZZER

Your Grady-White has a factory installed warning buzzer located behind the dash. The purpose of the buzzer is to alert the driver to potentially damaging engine operation conditions. Consult the engine Owner's Manual for details on the monitored systems and the action to take if the buzzer sounds.

YAMAHA ENGINE INSTRUMENTATION



DIGITAL SPEEDOMETER

BATTERY VOLTAGE INDICATOR

This feature indicates the battery charge when the engines are "off" and indicates the alternator output when the engines are running. A reading of 12 or 13 volts is normal indicating a fully charged battery. Readings below 11 indicate a weak battery that may not start the engines. A reading of 13 to 15 volts when the engine is running is normal. Readings over 15 volts may indicate regulator problems. Low or fluctuating readings may indicate loose connections or trouble in the regulator and alternator circuit.

CLOCK

This feature is battery powered and may need to be reset if the battery select switch is turned to the "off" position.

FUEL METER

This feature indicates fuel levels in the gas tanks. When reading this gauge remember: (1) the accuracy of your gauge varies with the attitude of your boat in the water (trim or list) and (2) the fuel pickup tube is not capable of withdrawing all of the fuel from the tank. For these reasons never operate your boat at extremely low fuel levels.

GAUGES AND SWITCHES

LOW FUEL WARNING INDICATOR

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

OVERHEAT WARNING INDICATOR

This feature indicates when the temperature of the cooling water circulating through the engine is too high. When the temperature exceeds the recommended operating range indicated by your engine Owner's Manual immediately shut off your engine to prevent damage. Overheating is often caused by obstruction of your engine's intake on the lower unit. Check the water intake first if you experience trouble.

SPEEDOMETER

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

TRIP METER

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

DIGITAL TACHOMETER

OIL LEVEL WARNING LIGHT

Refer to your engine Owner's Manual for information regarding oil level and warning light.

REVOLUTIONS PER MINUTE (RPM)

Consult your engine Owner's Manual for the recommended operating RPM range.

TRIM

This feature indicates the angle of thrust of the lower unit of the engine.

DIGITAL FUEL MANAGEMENT GAUGE

ECONOMIZER

The economizer feature gives readings in gallons per hour and miles per gallon.

SYNCHRONIZER

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

TOTALIZER

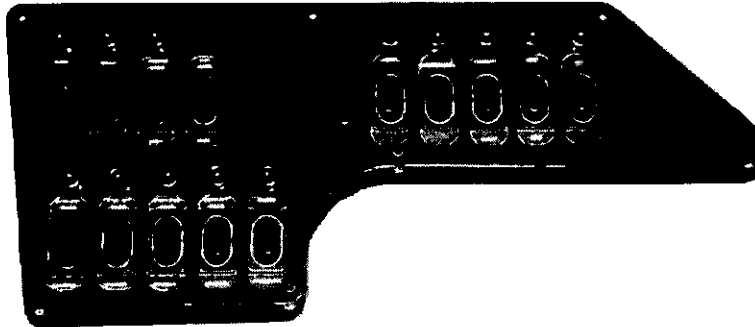
This feature displays the amount of fuel consumed since it was last set. Reset the totalizer by pressing the SET and MODE buttons together.

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

GAUGES AND SWITCHES

SWITCH PANEL

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



BILGE PUMP

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

COCKPIT LIGHTS

The cockpit lights provide illumination for the cockpit area.

FUEL

This two-position switch (STBD-PORT) gives you separate quantity readings for each tank.

HORN

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

LIVEWELL

This switch activates the livewell. Reference the Livewell information in Chapter Seven of this manual.

WASHDOWN

This switch pressurizes the washdown system. Reference the Washdown Operation section in Chapter Seven of this manual for further information.

NAVIGATIONAL/ANCHOR LIGHTS

Your boat is equipped with lights that meet international lighting regulations. A three-position switch (NAV-OFF-ANC) converts the lighting configuration to running or anchor; this switch also operates the gauge lights.

WIPERS

This switch activates the windshield wipers.

ACCESSORY

Switches, fuses and breakers labeled "ACC" are unused. These components are provided for the addition of non-factory installed accessories.

**Switch identification labels are available from
your dealer for non-factory installed options.**

GAUGES AND SWITCHES

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 bulbs 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.

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



18" REDUCED GLARE HARDTOP MAST LIGHT
LIGHT MANF.: PERKO
REPLACEMENT BULB #: PERKO 71 DP CLR



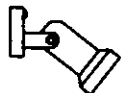
INTERIOR CABIN LIGHT
LIGHT MANF.: RAMCO
REPLACEMENT BULB #: RAMCO 286 OR
GE OR SYLVANIA OR PHILLIPS G4



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 1831 21CP OR
GE/SYLVANIA #1142



TOP MOUNT LIGHT (WINDSHIELD)
LIGHT MANF.: PERKO
REPLACEMENT BULB #: PERKO 338 DP2 CLR
"REDUCE GLARE"



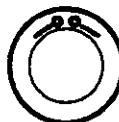
COMBINATION BOWLIGHT
LIGHT MANF.: PERKO
REPLACEMENT BULB #: PERKO 71 DP CLR



DOME LIGHT
LIGHT MANF.: PERKO
REPLACEMENT BULB #: PERKO 337-013 DP



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



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



TOP MOUNT LIGHT (CONSOLE GRABRAIL)
LIGHT MANF.: PERKO
REPLACEMENT BULB #: PERKO 338 DP1 CLR

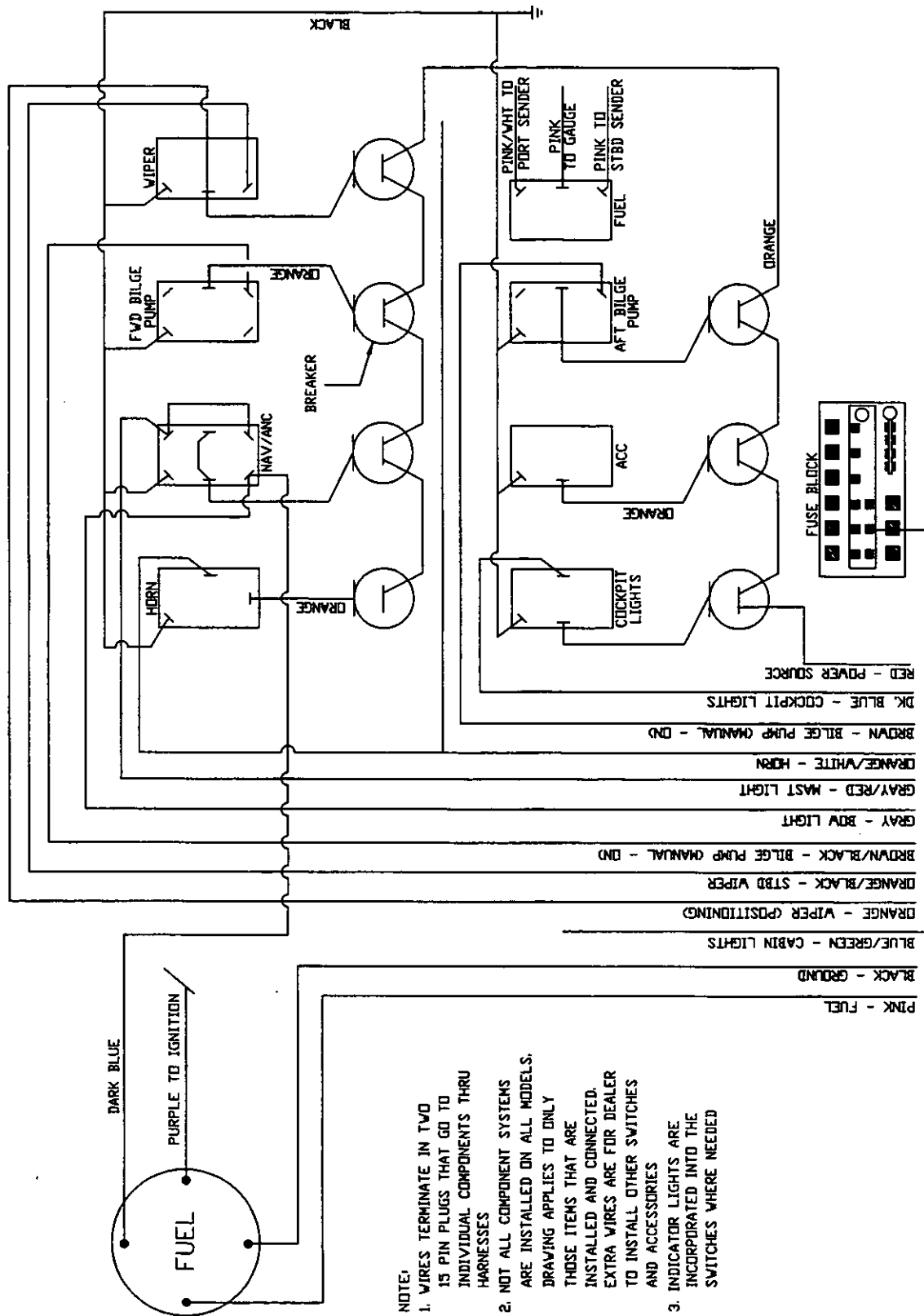
GAUGES AND SWITCHES

ACCESSORY WIRING COLOR CODES AND FUSE/BREAKER SIZES

ACCESSORY	WIRE SIZE AND COLOR	AMPERAGE	LOCATION
LIGHTS			
BOW LIGHT	16 GA. GRAY	15.0	ACCESSORY PANEL
AFT POLE LIGHT	16 GA GRAY/WHITE	15.0	ACCESSORY PANEL
MAST LIGHT	16 GA GRAY/RED	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	14 GA DARK BLUE/WHITE	10.0	ACCESSORY PANEL
PUMPS			
SHOWER SUMP PUMP (FLOAT SWITCH)	16 GA BROWN/ORANGE	4.0	FUSE BLOCK
WATER PRESSURE PUMP	12 GA ORANGE/BLUE	5.0	ACCESSORY PANEL
WATER PRESS. PUMP W/HOT WATER OPTION	12 GA ORANGE/BLUE	15.0	ACCESSORY PANEL
WASHDOWN PUMP	12 GA ORANGE/BROWN	15.0	ACCESSORY PANEL
LIVWELL PUMP	16 GA ORANGE/BROWN	3.0	ACCESSORY PANEL
IN-LINE MACERATOR PUMP	12 GA ORANGE/GRAY	20.0	ACCESSORY PANEL
BILGE PUMPS:			
RULE 1100 (Stbd Aft)	16 GA BROWN/BLACK	7.5	ACCESSORY PANEL
RULE 1100 (Port Aft)	16 GA BROWN/GREEN	7.5	ACCESSORY PANEL
RULE 500 (Stbd Fwd)	16 GA BROWN/BLACK	3.0	ACCESSORY PANEL
RULE 500 (Port Fwd)	16 GA BROWN/BLUE	3.0	ACCESSORY PANEL
FLOAT SWITCHES:			
AUTO FLOAT SWITCH (Stbd Aft)	16 GA BROWN/WHITE	7.5	IN LINE NEAR BATTERY
AUTO FLOAT SWITCH (Port Aft)	16 GA BROWN/GRAY	7.5	IN LINE NEAR BATTERY
AUTO FLOAT SWITCH (Stbd Fwd)	16 GA BROWN/RED	3.0	IN LINE NEAR BATTERY
AUTO FLOAT SWITCH (Port Fwd)	16 GA BROWN/PINK	3.0	IN LINE NEAR BATTERY
MISCELLANEOUS			
HORN	12 GA ORANGE/WHITE	15.0	ACCESSORY PANEL
WINDSHIELD WIPER (ACTUATOR):			
PORT	16 GA ORANGE/GREEN	5.0	ACCESSORY PANEL
STARBOARD	16 GA ORANGE/BLACK	5.0	ACCESSORY PANEL
WINDSHIELD WIPER (POSITION)	16 GA ORANGE		
ACCESSORY PANEL JUMPERS	10 GA ORANGE		ACCESSORY PANEL
ACCESSORY PANEL POWER LEAD	6 GA RED	40.0	NEAR BATTERY
ACCESSORY GROUNDS	16 GA BLACK	N/A	
ACCESSORY GROUNDS MAINS	10 GA BLACK	N/A	
VHF (HARDTOP RADIO BOX) POWER LEAD	10 GA RED/WHITE	20.0	IN LINE NEAR BATTERY
VHF GROUND	10 GA BLACK/WHITE	N/A	
12 VOLT ACCESSORY OUTLET	12 GA RED/ORG	15.0	FUSE BLOCK
MEMORY WIRE	16 GA RED/PINK	10.0	IN LINE NEAR BATTERY
HYDRAULIC TRIM TABS	16 GA HARNESS	20.0	FUSE BLOCK
MAIN FUEL TANK (SENDER)	16 GA PINK	N/A	ACCESSORY PANEL
AUXILIARY FUEL TANK (SENDER)	16 GA PINK/WHITE	N/A	ACCESSORY PANEL
FUEL GROUNDS	16 GA GREEN	N/A	
OIL SENDER (STBD)	16 GA LT BLUE	N/A	
OIL SENDER (PORT)	16 GA LT BLUE/WHITE	N/A	

GAUGES AND SWITCHES

TYPICAL OUTBOARD SWITCH PANEL WIRING



CHAPTER FOUR 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, on page 65 in *Sportfish, Cruisers, Yachts Owner's Manual*, for additional suggestions.

ENGINE EFFICIENCY

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

WEATHER CONDITIONS

Weather conditions will influence engine performance. Barometric pressure and humidity affect horsepower. A change of weather could cause up to a 10% loss of 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 can affect performance is the accumulation of water in the bilge. Keep the bilge dry to eliminate this problem.

MARINE GROWTH

Maximum performance is only obtained when your hull bottom is clean. Marine 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 and increase fuel consumption. See page 76 in *Sportfish, Cruisers, Yachts Owner's Manual*.

CAUTION

Stay within the engine manufacturer's maximum and minimum RPM ranges when replacing propellers. 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 your boat. Power trim may be used to adjust the boat's planing performance and running attitude.

PROPULSION SYSTEM

OUTBOARD

Information concerning the outboard engine(s) is located in the Operation and Maintenance Manuals supplied by the engine manufacturer. Details of important engine functions such as the lubrication system, cooling system and alarm/monitoring system are outlined in these manuals. Your familiarization with 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.

DANGER

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 motors with anti-fouling paints designed for boat hulls. Many of these paints can cause severe damage to the engines.

ENGINE WARRANTY

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

THROTTLE/SHIFT CONTROL

The throttle/shift controls, located at the helm, control the flow of fuel to the engines and act as gearshift levers to control the forward and aft thrust of the propellers. 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 use the neutral warm up feature built into the control. Reference page 70 in *Sportfish, Cruisers, Yachts Owner's Manual* for more information. If your throttle or shift cables need replacing use the same style and length as the original equipment.

PERFORMANCE

STEERING

Most outboard engines are equipped with an adjustable rudder trim tab. This trim tab should be adjusted to balance the steering at the speed that you travel most frequently. Variations in speed, boat load or changes in engine trim will cause the steering to pull in one direction. If the boat pulls to the left adjust the trim tab to the left and vice-versa.

HYDRAULIC STEERING

Hydraulic steering systems (not to be confused with power steering) require regular preventative maintenance for continued safe and reliable operation. The oil level in the helm pump must be maintained within acceptable operating levels. A low oil level will cause air to be introduced into the steering system and result in unresponsive steering. The oil level should always be within 1/2 inch from the base of the fill hole, located on the front top portion of the helm pump. Check the entire steering system regularly for oil leaks. Unobserved leaks over a period of time will result in unresponsive steering or loss of steering.

All moving mechanical linkages, sliders, etc. must be greased as needed with high quality marine grease. Refer to the steering manual for specific recommendations and additional maintenance requirements.

Any change in the "feel" of your steering system indicates an immediate need for a thorough inspection. A qualified marine technician should make all repairs and replacements to steering systems.

TILT STEERING

Tilt steering enables the operator to tilt the wheel up or down. Refer to the steering system's manual for information on oil levels with tilt steering.

STEERING ALIGNMENT

Steering alignment is very crucial in the performance and safe operation of your boat. The catamaran utilizes a cylinder alignment valve to synchronize the movement of the outboard engines. This valve is located on the aft main bulkhead in the starboard-rigging compartment. It is accessible through the aft cockpit door on the starboard side. Instructions for realigning the engines and bleeding the steering system are located in the steering manufacturer's literature in the "Owners Packet".

CHAPTER FIVE 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 Grady-White 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 areas 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. This 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 boat is similar to the care you would give your automobile. Do not use harsh alkaline cleaners or ammonia based cleaners as these agents may darken the gelcoat. Most stains are 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 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. Rinse away all grime and residue.

FINISH/WAXING

Constant exposure to the natural environment and pollutants will require some special attention to restore gloss and color. See a local dealer for advice on suitable waxes for your boating region. A wax film will seal the pores as well as enhance the looks of your boat. **DO NOT wax surfaces that may be walked on due to the fact they will become slippery.** While waxing your boat inspect the surface for any damage and correct them as soon as possible.

MAINTENANCE AND SERVICE

Gelcoat will age or dull naturally. Discoloration's are shallow in depth. Factors that will affect the rate of discoloration are the sun, pollution, old wax accumulation and the salt content of the water. Polishing compound (fine abrasive) or rubbing compound (coarse abrasive) is recommended for use on fiberglass finishes to remove scratches, stains or restore severely weathered surfaces. These products 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 clean 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

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

REPAIRING

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

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

⚠WARNING

M.E.K. (Methyl ethyl ketone peroxide), gelcoat and acetone are flammable and hazardous chemicals that must be handled properly. Follow instructions on the containers carefully. Catalyzed gelcoat will 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.

CANVAS

Although your Grady-White boat's canvas is made using the highest quality vinyl and latest sewing techniques, your boat's canvas will not be completely leak proof. The seam holes in your canvas may stretch and tend to leak. However, you can correct much of this problem by applying paraffin, 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 that will accumulate and penetrate the fabric. Simply brush off loose dirt, hose down the 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 the 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 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. However, repeated cleanings may have diminished some of the repellent and retreatment of the fabric is recommended. Do not use wax based products. Use a water based repellents such as Apseal® or Uniseal™. Scotchguard® is effective for short term use only.

SNAPS

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

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

MAINTENANCE AND SERVICE

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
to prevent the loss or damage 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/ACRYLIC/POLYETHYLENE/PLEXIGLAS

In the cabin, cockpit and helm area of your boat duratrim and polyethylene are used for the toe rails, door trim, bulkhead trim, rod racks, lids, and the cutting board. Duratrim has an appearance similar to teak. Maintenance includes cleaning with soapy water and applying a surface protector twice per year. Polyethylene can be cleaned with products such as 409 or any spray and wipe cleaner. Plexiglas, used to cover the radio box can be maintained by use of a glass cleaner and a soft cloth. Acrylic is used in the helm area to make up the dash cap, radio box cover and deckwing insert. This material may be cleaned the same as the plexiglas.

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. The sump should be cleaned regularly. In the sump pump box there is also a filter. Remove this filter and rinse with water to clean. The 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/GASKET

Deck fittings, bow rails, windows, 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 for leaks. Recaulk or replace the gaskets when necessary or have your dealer do the repairs.

HARDWARE MOUNTING

When drilling mounting holes in boat surfaces make sure each hole is sealed properly. Sealing will prevent water leakage which is especially important in fiberglass areas that have been reinforced with plywood. A hole sealed improperly

MAINTENANCE AND SERVICE

HARDWARE/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.

REQUIRED MAINTENANCE PROCEDURE FOR ANODIZED ALUMINUM COMPONENTS

Lean Bars, Rod Holders, T-Top and Hardtop Frames, Outriggers, Etc.

Due to the nature of anodized aluminum and the harsh exposure conditions of the marine environment, it is important to follow a required maintenance procedure. Failure to follow a preventative maintenance procedure will most likely result in aluminum pitting.

These parts must be washed periodically with a very mild soap and water solution. **Grady White recommends washing with a mild soap (such as Ivory Liquid) after each use and every two to three weeks if stored in an outside marine environment.** Strong cleaners and soaps must not be used; never use abrasive cleaners or products that contain chlorine bleach. These products can remove the anodized coating. See the Caution text on the next page.

Give special attention to the upper tubes of a hardtop or T-top frame. The area just below the top is shielded by the canvas or fiberglass top and does not receive the natural rinse that rainwater provides. Failure to thoroughly clean and maintain this area will allow contaminants that attack the anodized aluminum to remain on the frame.

For maximum protection coat parts with a non-abrasive metal protector. The best protectors will displace moisture, remove contaminants, and leave a wax film protecting the anodized aluminum. Follow the application guidelines for the product you choose. A sample of one metal protector has been provided with your boat.

Metal Protectors:

Boeshield T-9
PMS Products Inc.
76 Veterans Dr. Unit 110
Holland, MI 49423
800-962-1732

Aluma Guard
Rupp Marine, Inc.
4761 Anchor Ave.
Port Salerno, FL 34992
561-286-5300

Premier Polish
Aquatech
6726 Netherlands Drive, Suite 200
Wilmington, NC 28405
800-853-7760

CAUTION

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

MAINTENANCE AND SERVICE

FUEL TANK COMPARTMENT

The fuel tank area needs to be rinsed periodically especially when used in a salt water environment. Dirt that accumulates in the fuel tank area attracts salt and causes salt crystals to form on metal tanks. Salt crystals can corrode most metal surfaces if left untreated over a period of time. To help protect your tank from rust and corrosion rinse the compartment with **FRESH** water. Remove the access plates from the fuel tank lid and inspect this area for leaks or unsecured lines.

The access plates on the fuel tank lids seal the fuel compartments. 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

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 and operate the engine. If the problem persists the likely cause is with the engine itself. If the problem goes away the source must be in the boat's 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.

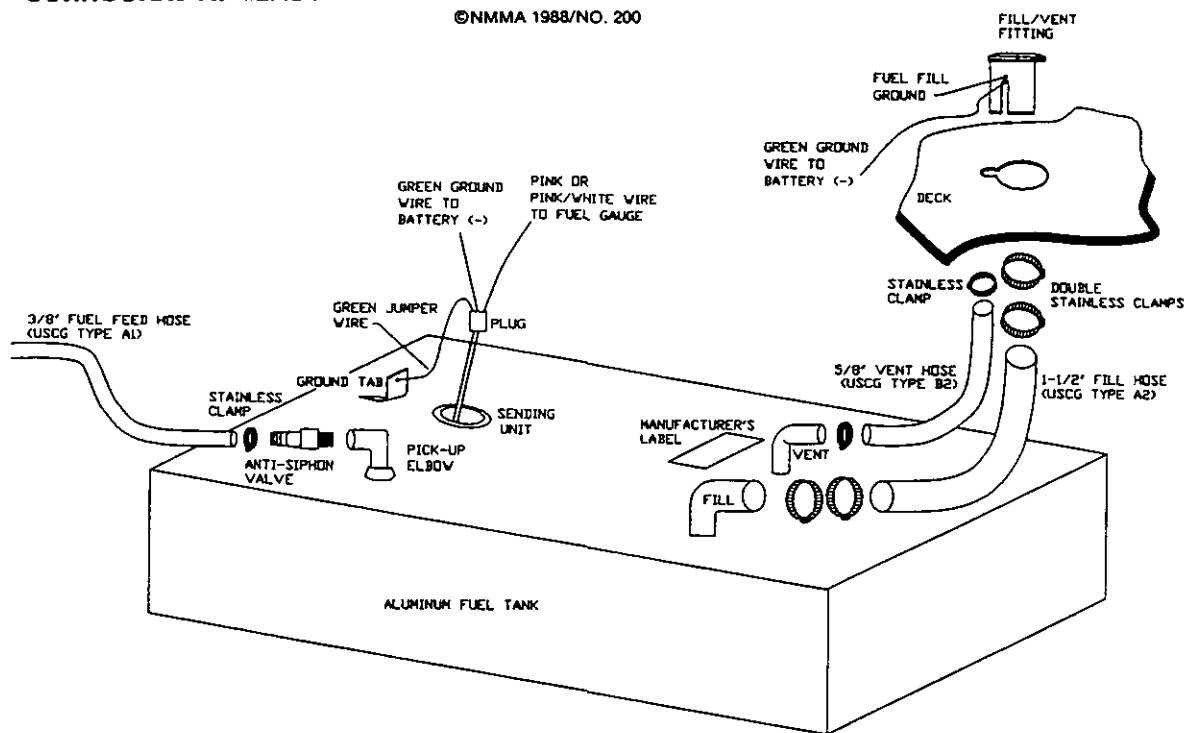


WARNING



LEAKING FUEL IS A FIRE AND EXPLOSION HAZARD. THE USE OF ALCOHOL MODIFIED FUELS CAN CAUSE DETERIORATION OF THE FUEL SYSTEM. INSPECT SYSTEM REGULARLY. EXAMINE FUEL SYSTEM FOR LEAKS OR CORROSION AT LEAST ANNUALLY.

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

MAINTENANCE AND SERVICE

BATTERIES

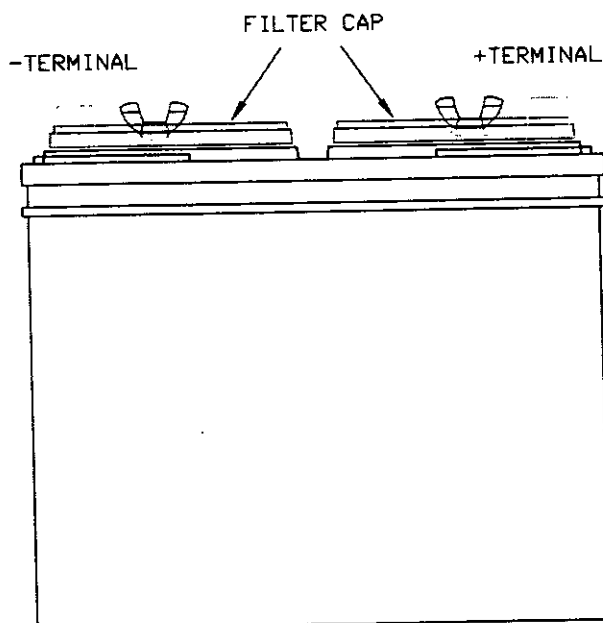
Batteries should be secured in a non-metallic tray to avoid electrolyte spills. Battery terminals should be covered by an insulated boot. Fluid levels should be checked at least once a month depending on usage. Fill the battery to the upper level with distilled water. **Never** overfill the battery.

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.

! C A U T I O N

Never disconnect the batteries when the engines are 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.

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

Always shield eyes when working near batteries.

KEEP OUT OF REACH OF CHILDREN

! C A U T I O N

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 SIX 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 a professional qualified dealership should perform the actual storage. Prior to and during the storage process the boat and its 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 winterized and stored 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 equipped with stern lifting eyes and a bow towing eye. These eyes are provided for moving and temporary lifting. For permanent lifting, you will need to have or add a bow lifting ring option. Eyes should be inspected regularly to insure structural integrity.

⚠ WARNING

**THE BOAT SHOULD NOT BE STORED BY USING THE PAD EYES,
UNLESS THE BOAT IS EQUIPPED WITH A BOW LIFTING RING.
PAD EYES SHOULD BE INSPECTED PERIODICALLY IF USED FOR LIFTING.**

While transporting a boat by lift or tow motor the structure should remain as close to ground level as possible. Slings, if necessary for lifting or transporting, 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.

Other conditions that should be considered before hauling, transporting or storing your boat include overhead lines, ground conditions (frozen or soft) and storm conditions that may arise.

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, chine 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.

A canvas cover should be used to prevent "sweating" for outdoor storage. A poor covering job will eventually cost more than the price of a well-made cover.

WINTERIZATION AND STORAGE

⚠ 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.

CLEANING AND LUBRICATING THE BOAT

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

Check cleats and rails for corrosion and tightness. Clean stainless steel as directed under MAINTENANCE AND SERVICE. Check hinges for corrosion. Lubricate hinges as necessary. Heavy seas pounding and twisting the hull can cause leaks in your windows, doors and hatches. Check for loose silicone, hinges and unseated gaskets. Replace or tighten where necessary

DRAINING & WATER SYSTEM

In climates where freezing weather occurs it is important that the bilge be drained and dried when the boat is laid up for the winter. Remove the garboard drain plugs to keep the bilge dry. Store your boat with the bow elevated for drainage.

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

Drain portable heads. Drain the upper and lower tanks. Water should be removed from deck pump-out lines.

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

BATTERIES

Check the electrolyte level in your batteries and fully charge the batteries before storing. A weak battery loses its charge more rapidly than a strong battery. Ideally, you should disconnect the batteries and cover the terminals with grease to prevent corrosion.

WINTERIZATION AND STORAGE

FUEL SYSTEM

The compartments that house the fuel tank should be rinsed with fresh water to keep salt crystals from forming and corroding the tanks. After rinsing drain all water from the compartments.

Make sure your fuel does not contain alcohol. Fuels that contain alcohol will absorb humidity. The resulting condensation will separate from the fuel as temperatures drop. An accumulation of this condensation can lead to corrosion. There are also fuel additives available to inhibit condensation. Keep tanks full but do not overfill.

This is also a good time to have your fuel filters/water separators replaced.

ENGINES

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

STORAGE CHECKLIST

In addition to the winterizing guidelines, the following checklist can be used as a guide for storing your boat. Additional details should be added for your personal application.

- Remove all loose items and personal effects.
- Remove detachable and valuable equipment such as electronics. Store all electronics inside. Cover your compass if built in. Ultraviolet rays from the sun will "cloud" the compass and make it difficult to read.
- Winterize all equipment as directed in the manufacturer's manuals.
- Store cushions indoors to prevent mildew.
- Clean the exterior and interior of the boat. Remove grease, oil, salt spray, etc.
- Remove all garbage. Clean storage compartments, livewells and fish boxes. Prop lids open.
- Lubricate hinges, valves, the back of electrical panels and other surfaces that will rust.
- Check underwater items. Hardware should be in good condition and tight.
- Inspect electrical systems and have any repairs performed.



CHAPTER SEVEN

X26 TIGERCAT

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SPECIFICATIONS

BEAM-AMIDSHIP.....	8' 6"
BRIDGE CLEARANCE.....	7'
BRIDGE CLEARANCE W/T-TOP & TOP GUNS.....	9' 1"
CENTERLINE LENGTH.....	25' 11"
KEEL TO TOP OF WINDSHIELD BAR.....	8' 6"
FRESH WATER CAPACITY.....	20 GALLONS
FUEL CAPACITY - MAIN.....	200 GALLONS
HULL DRAFT.....	1' 6"
OUTBOARD MAX. HP.....	400 HP
ENGINE SHAFT LENGTH.....	2' 1"
TRANSOM WIDTH.....	8' 6"
DRY WEIGHT.....	4600 LBS
STEERING TYPE.....	HYDRAULIC
CONTROL CABLE LENGTH.....	PORT 18'
	STBD 18'

OPTIONAL FEATURES

- Anchor Windlass
- Battery Select Switch
- Boat Lifting Ring
- Bow Pulpit
- Head - Marine Head W/Electric Flush
- Head - Marine Head W/Holding Tank, Pump Out
- Head - Portable W/In Line Macerator
- Outrigger Kit 18 Ft. (Gunwale Mount)
- Outrigger Kit 18.5 Ft. (Radial Top Gun T-top mount)
- Seating - Fwd Platform Cushions
- Seating - Folding Aft Bench Seat
- Steering - Tilt
- Stereo/CD System

CANVAS OPTIONS

- T-top Front & Side Curtains

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OPERATION OF STANDARD FEATURES

ACCESSORY OUTLET - 12 VOLT

A 12-volt outlet at the helm provides an easily accessible power supply for accessories such as cellular phones and spotlights.

NOTICE

This outlet cannot be used with a cigarette lighter.

MAIN CIRCUIT BREAKER

There is a 40 AMP circuit breaker located in the aft starboard rigging compartment. This breaker is the main protection for the wiring supplying power to the accessory switch panel and helm fuse block. If this breaker is tripped, depressing the red button on the breaker box will reset it.

BILGE PUMPS with FLOAT SWITCHES

Your boat is equipped with an automatic float switch on each bilge pump. These switches enable the bilge pumps to come on automatically if a significant amount of water accumulates in the bilge. The switches are wired directly to the batteries and should be inspected frequently for proper operation. They function independently of the battery select switches and can activate the bilge pump with the battery select switches in the "OFF" position. A switch at the helm is designated for the bilge pumps. When this 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 Grady-White catamaran has two bilge pumps. One is located under each motorwell (port & stbd) under the access plates just forward of the transom.

SEACOCKS

Ball valve seacocks are installed on the thru-hulls for the livewell and washdown features. These seacocks are located in the aft bilge areas. It is necessary for the seacocks to be in the open position for operation. The open position can be obtained by pulling on the remote arm attached to the seacock handle. Pushing on the remote arm closes the seacock.

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LIVEWELL - RAW WATER

To operate the livewell, first open the seacock in the port aft bilge. Place the standpipe in the drain located in the bottom of the livewell box. The standpipe must be screwed down until the black flange makes contact with the flange on the drain fitting. The livewell switch at the helm should be in the "ON" position. The livewell will fill with water through an inlet fitting near the bottom of the box. The water level will rise to a point even with the strainer on the standpipe and drain overboard.

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. To prevent this inadvertent filling close 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 turn the livewell "OFF" prior to any high RPM or constant reverse operation. If the livewell pump becomes airlocked, correct this situation by turning the pump "OFF" for 20 seconds.

WASHDOWN OPERATION

To operate the washdown, open the seacock located in the starboard aft bilge. Depress the washdown switch on the accessory switch panel at the helm station. The washdown system will now be pressurized at the washdown outlet. This outlet should be used with a washdown hose. A hose with a spray nozzle attached may be used intermittently without turning the switch "OFF". 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.

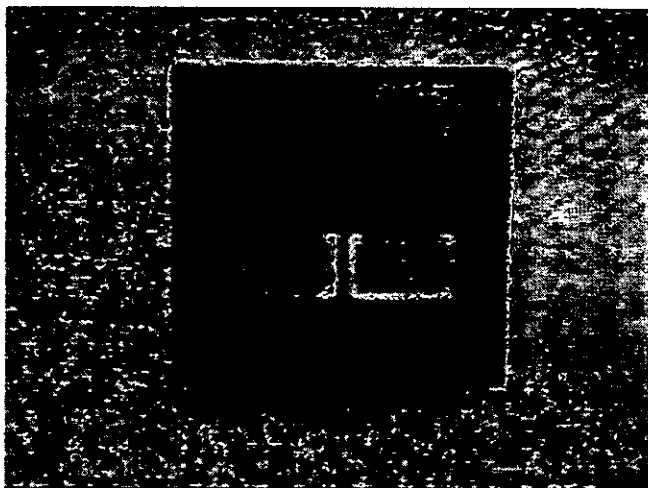
COCKPIT SHOWER

The water pressure switch on the accessory switch panel, must be in the "ON" position to operate the cockpit shower. 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 store the shower wand, gently feed the hose down through the deck and replace the flap on the fitting.

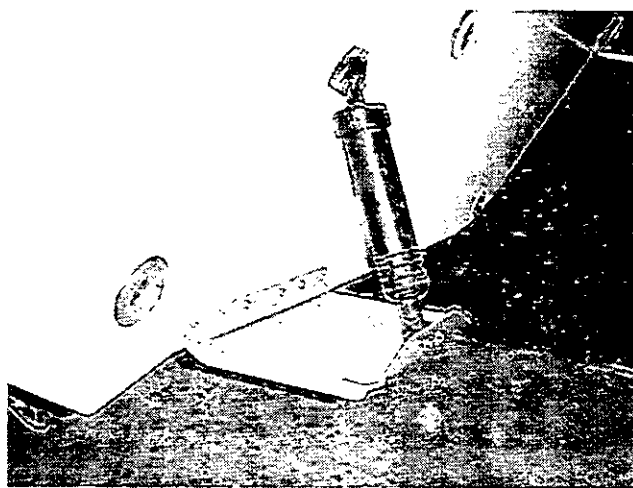
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TRIM TABS

Trim tabs are electrically-hydraulically operated and are used to modify 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 SWITCH



TRIM TAB

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

Trim 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 and soften the ride. Experimentation with trim tabs in various sea conditions will help you determine the best positions for your boat under different load conditions.

Trim tabs are also useful in correcting a port or starboard list. If the boat is listing to the port side, press the starboard trim tab switch toward "bow down". Press the port trim tab switch toward "bow down" to correct a starboard list. This will tend to lower the bow by pulling the higher side to a level position. If your bow is already in a low position you may correct a listing condition 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 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 Tigercat trim tab pump is located inside the console. The hydraulic fluid should be checked on a seasonal basis.

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OPERATION OF OPTIONAL FEATURES

BATTERY SELECT SWITCHES

The Tigercat is equipped with two batteries and two select switches. An outboard engine should be connected to each battery select switch. Either engine may be started with 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 so that both battery banks will be charged simultaneously when the engines are running. The starboard switch will always control the DC accessories on the boat. Reference the Battery Select Wiring diagram at the end of this chapter for the layout of the batteries and switches.

WARNING

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

COMPASS

The compass is located at the helm station in direct view of the operator when navigating the boat. Following the compass instructions included in the "Owners Packet" will help you make compensation adjustments to the compass.

OUTRIGGERS

Outriggers 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 of your outriggers, reference the installation instruction sheet included in your "Owner's Packet".

CARE AND MAINTENANCE

Outriggers should be washed with fresh water, mild soap, and a soft cloth. 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. Always clean and wax your outriggers before storing.

During assembly grease all threads, bolts and tubes where one section is inserted into another. Annually disassemble and regrease all applicable surfaces.

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HEAD OPERATING INSTRUCTIONS

MARINE HEADS

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

HAND PUMP MARINE HEAD OPERATION

1. Open the marine head inlet seacock (remote arm handle pulled out from wall). This seacock is located in the forward starboard bilge, and is controlled by a remote arm extended through the aft wall of the head compartment.
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 (remote arm handle pulled out from wall). This seacock is located in the forward starboard bilge, and is controlled by a remote arm extended through the aft wall of the head compartment.
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 inlet seacock (remote arm handle pulled out from wall). This seacock is located in the forward starboard bilge, and is controlled by a remote arm extended through the aft wall of the head compartment.
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 (remote arm handle pushed towards wall).

! C A U T I O N

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

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EMPTYING MARINE HEAD HOLDING TANK THROUGH DECK PUMP-OUT

1. Remove the cap from the deck pump-out fitting located on the starboard deckwing.
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.

PORTABLE HEADS

PORTABLE HEAD OPERATION

1. The upper fresh water reservoir must be filled with water prior to use.
2. The upper fresh water reservoir must be filled with water prior to use. Compress the bellows pump located on the left corner of the toilet a few times to add water to the bowl.
3. **Flush** the toilet by pulling the slide valve handle out (located on the front of the toilet).
4. Compress the bellows pump until the bowl is rinsed.
5. Close the slide valve handle by pushing it in fully.

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.

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.

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PORTABLE HEAD WITH IN-LINE MACERATOR

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 mounted on the wall of the head compartment. Place the Y-valve handle in the deck pump-out position (handle pointed up).
2. Remove the cap from the deck pump-out fitting located in the starboard walkaround.
3. 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.

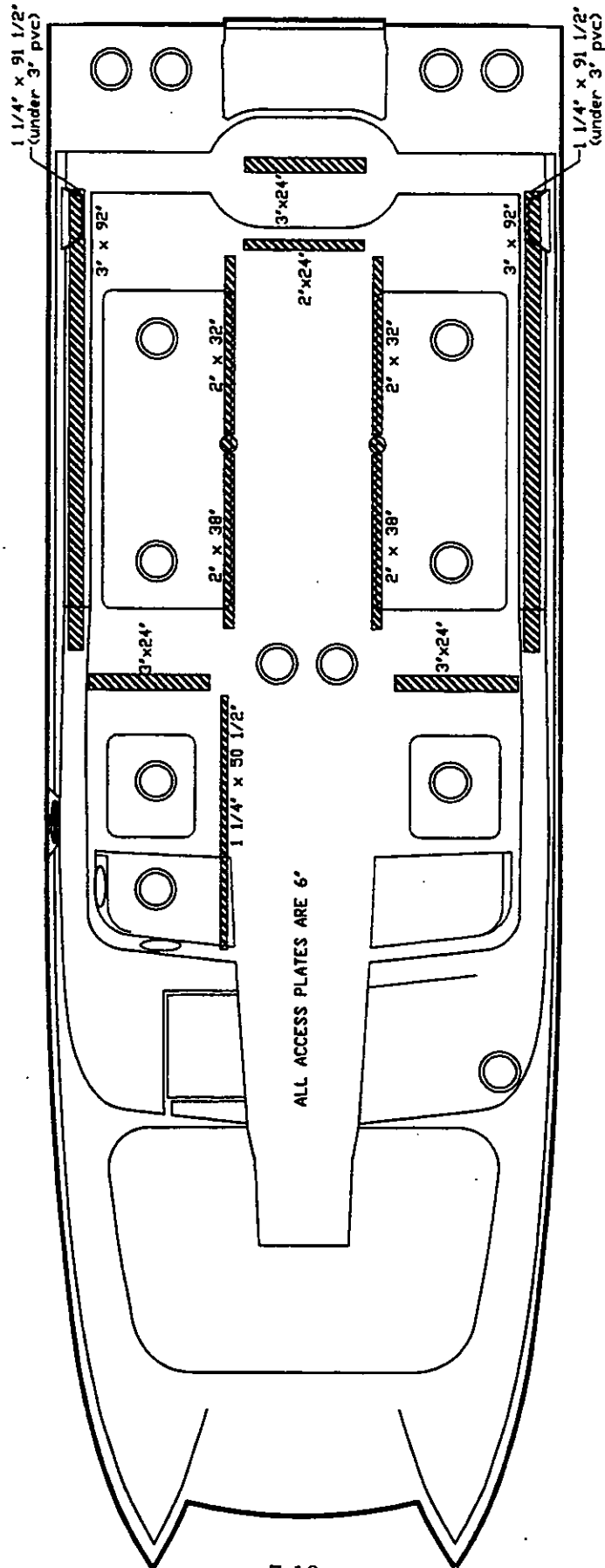
To empty the portable head reservoir through the discharge seacock, using the in-line macerator, follow these instructions.

1. Locate the Y-valve mounted on the wall of the head 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 under the access plate in the head floor on the outboard side of the keel.
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).

! C A U T I O N
Overboard discharge seacock must be secured in the closed position in accordance with the laws in your boating area.

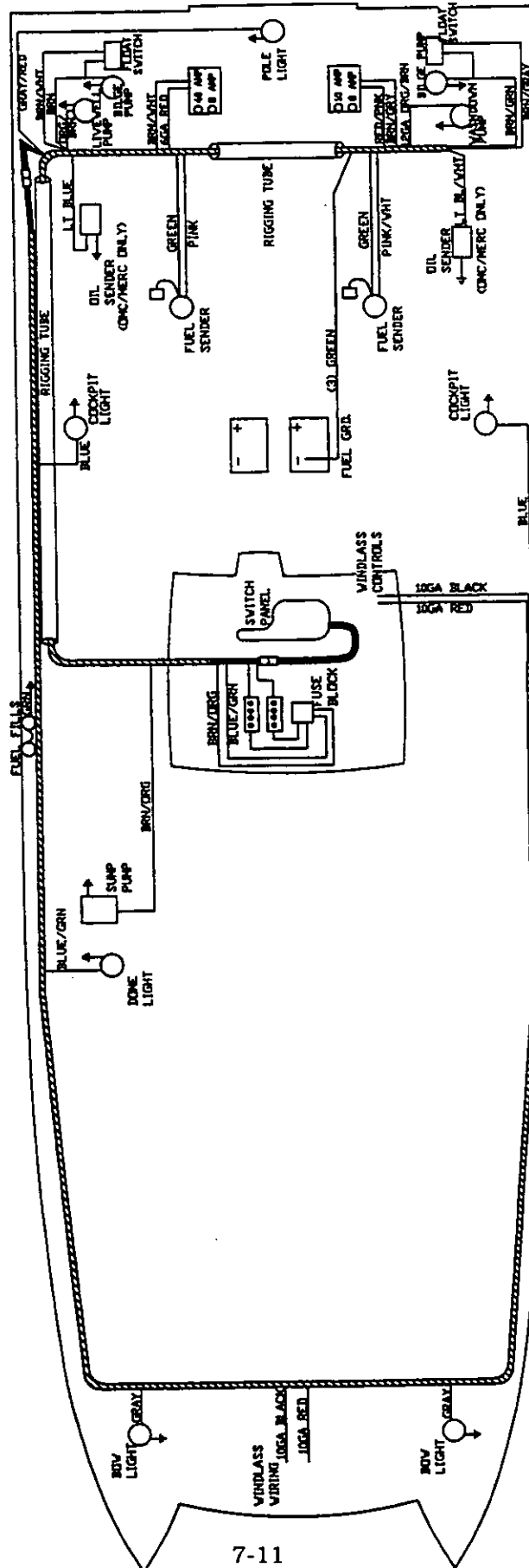
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ACCESS PLATE AND RIGGING TUBE LOCATIONS



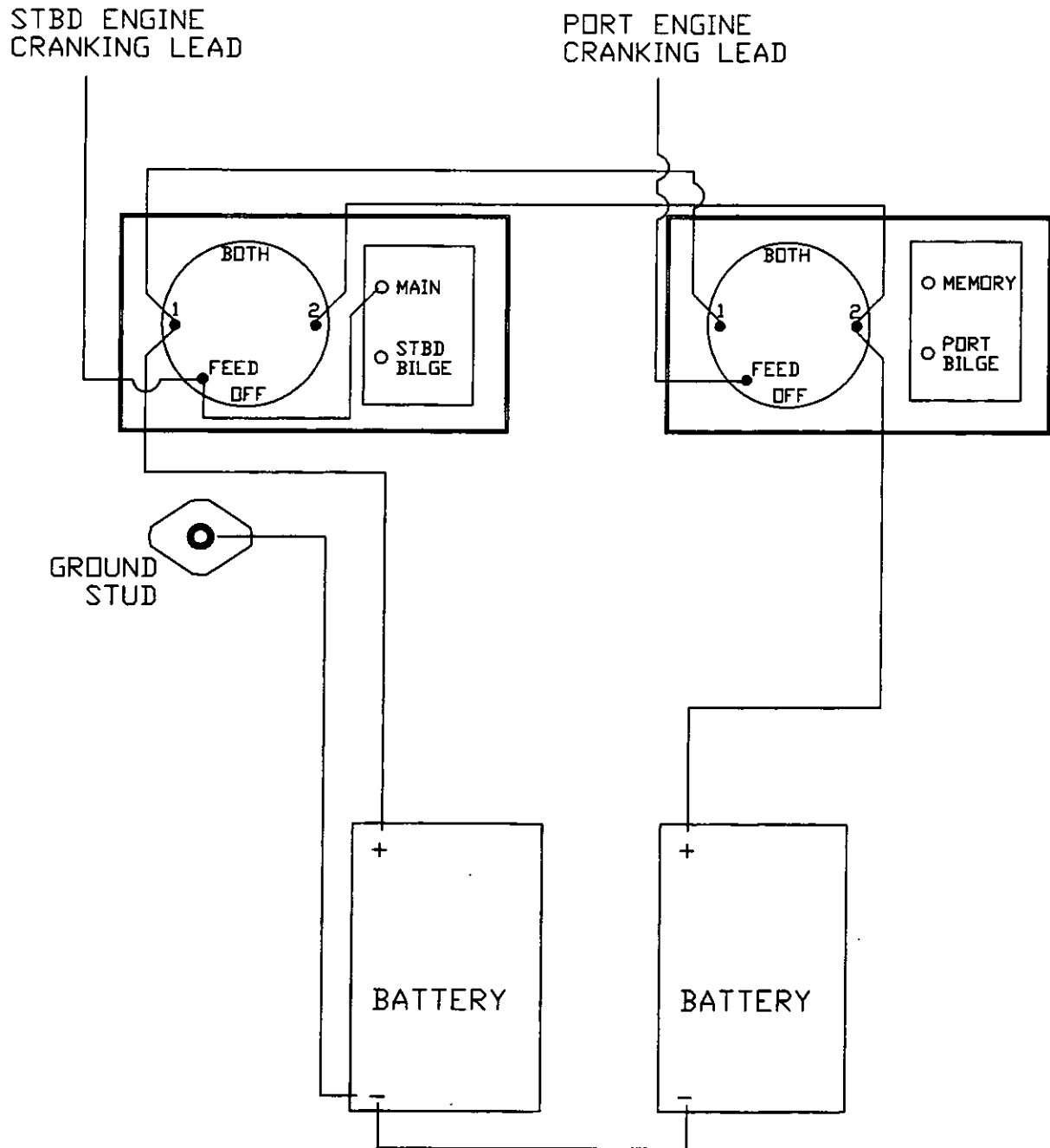
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ACCESSORY WIRING



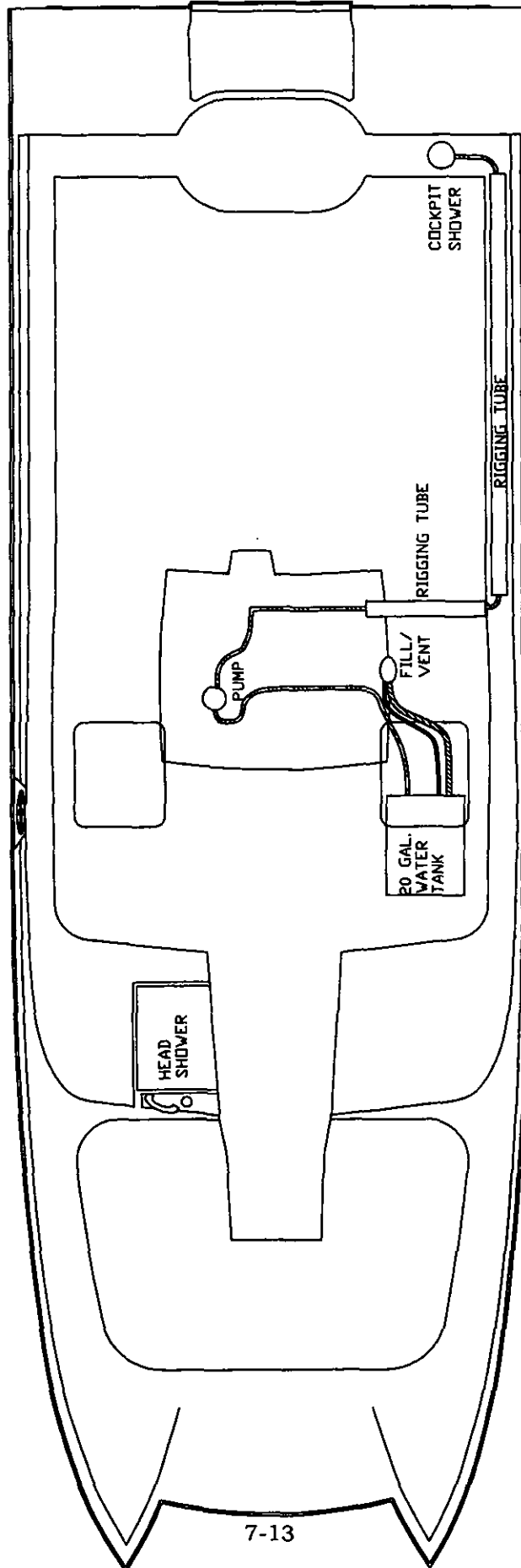
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BATTERY SELECT WIRING



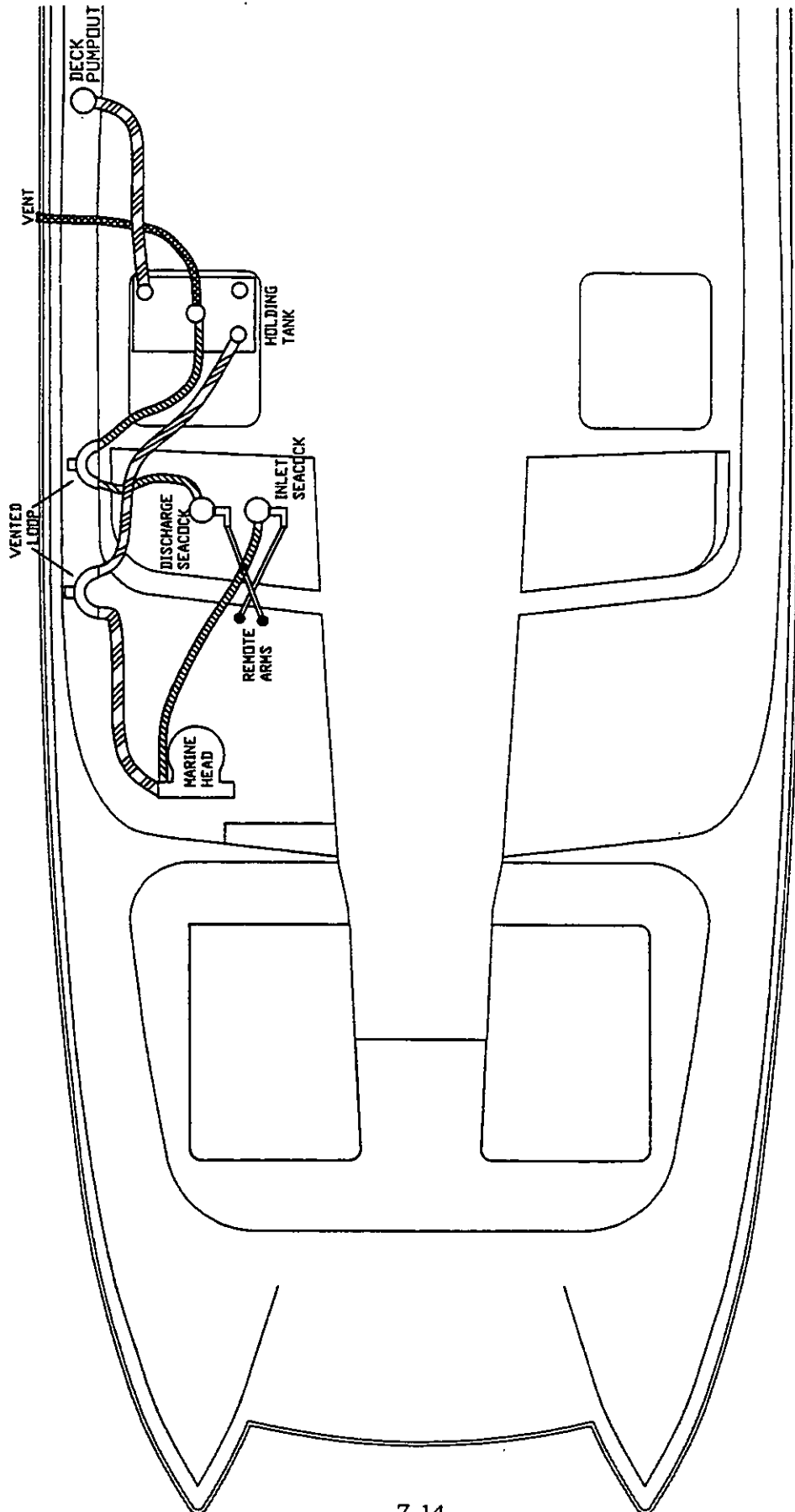
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FRESHWATER LAYOUT



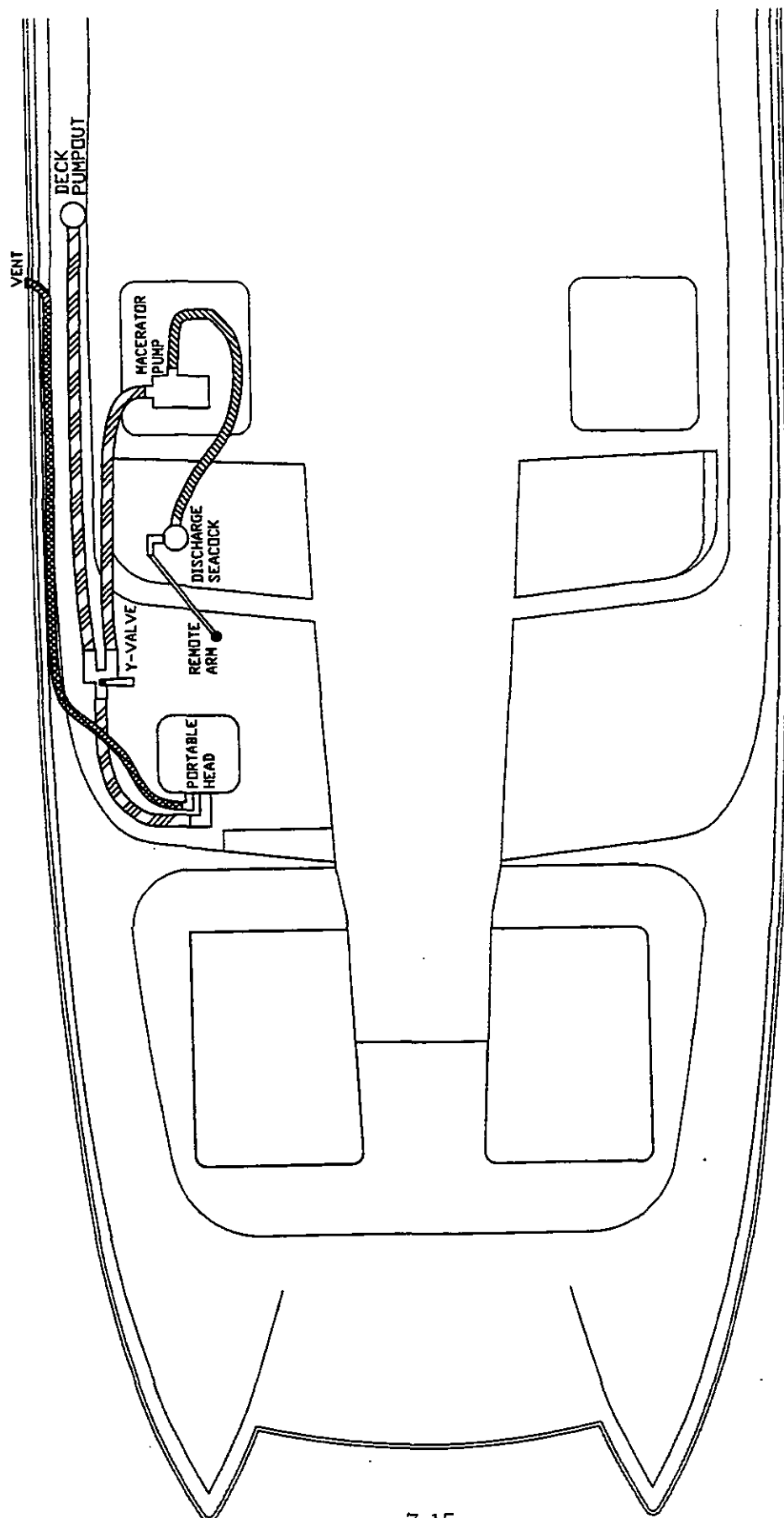
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HEAD LAYOUT - MARINE



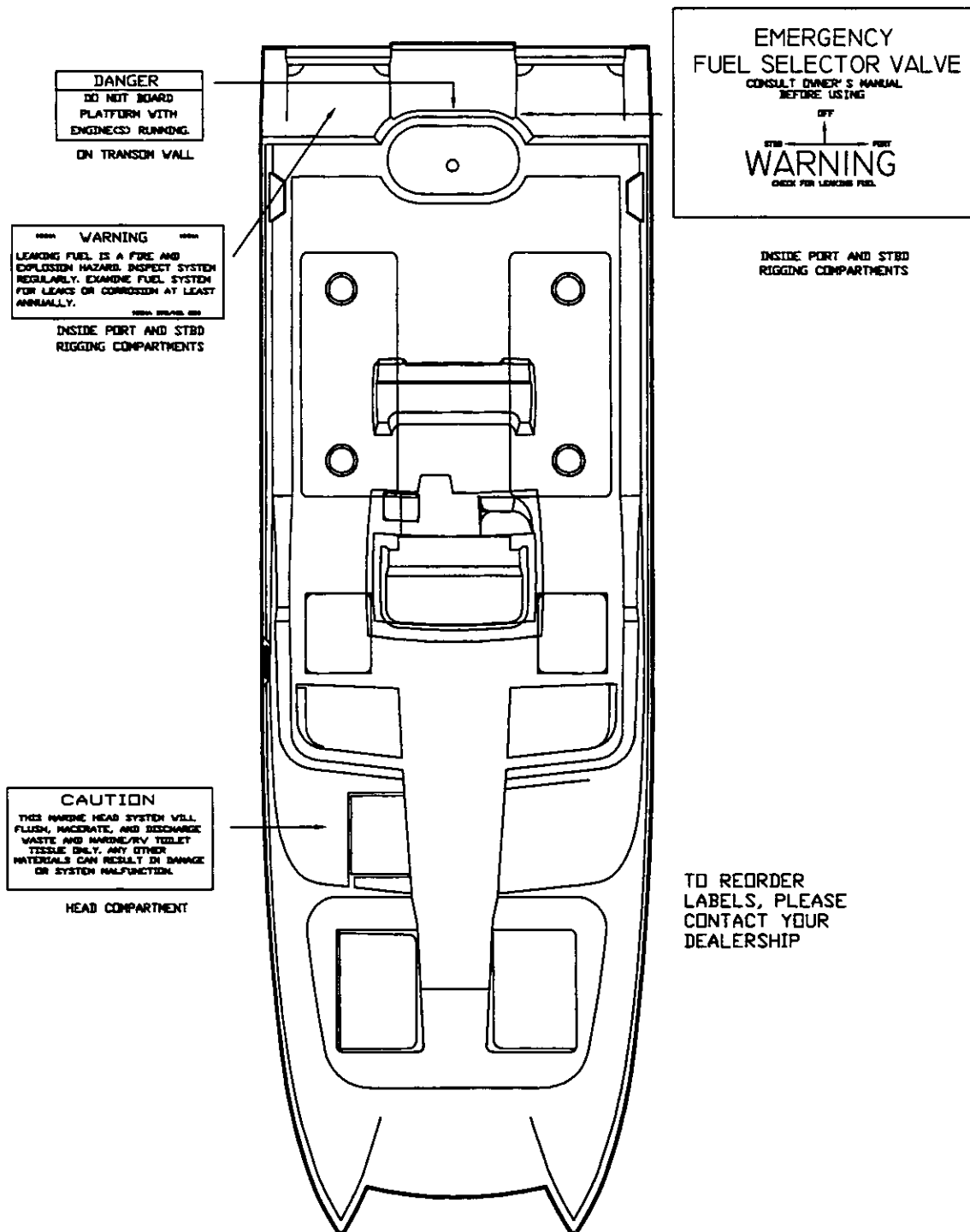
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HEAD LAYOUT - PORTABLE WITH IN-LINE MACERATOR



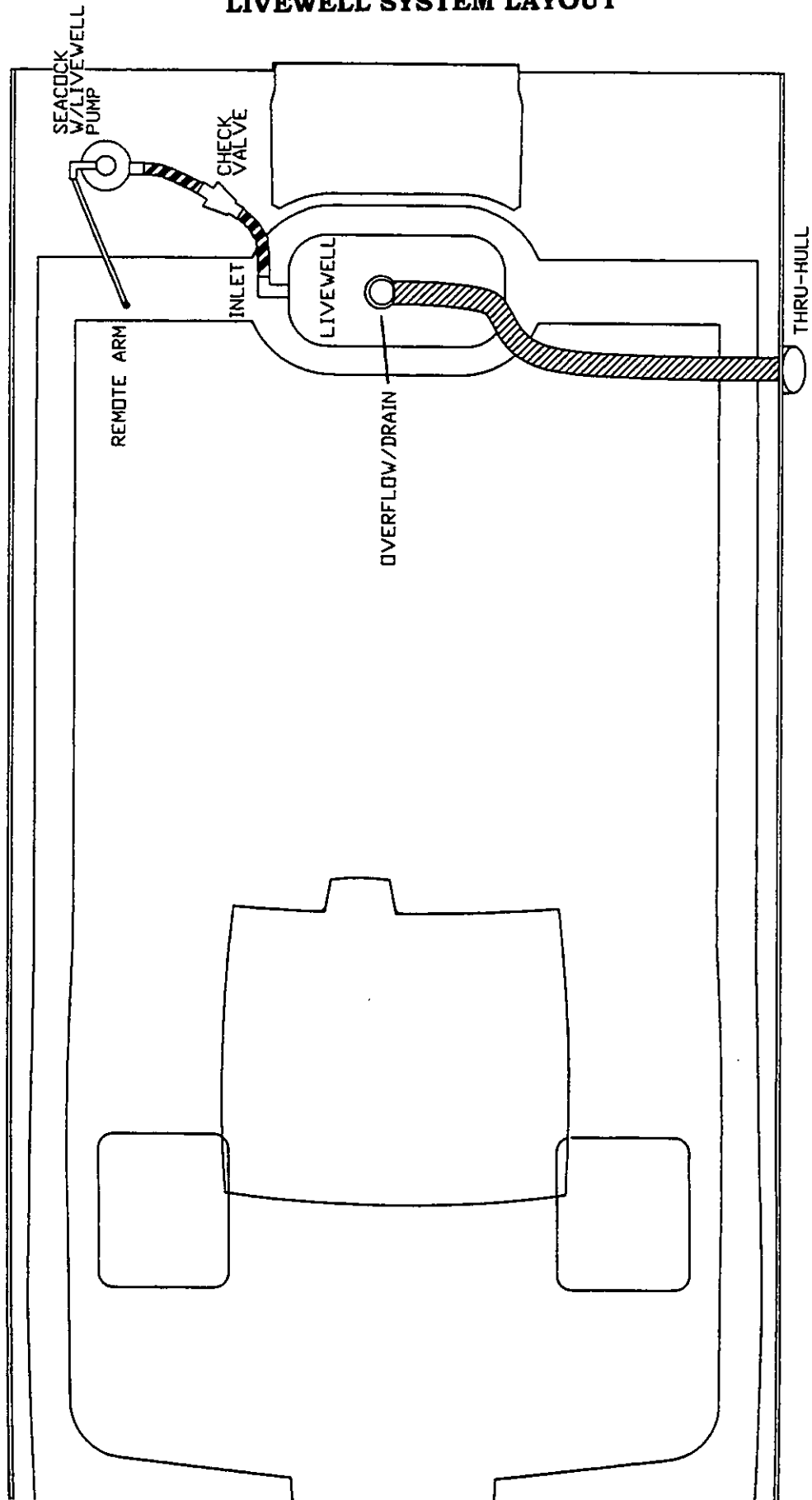
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LABELS AND LOCATION



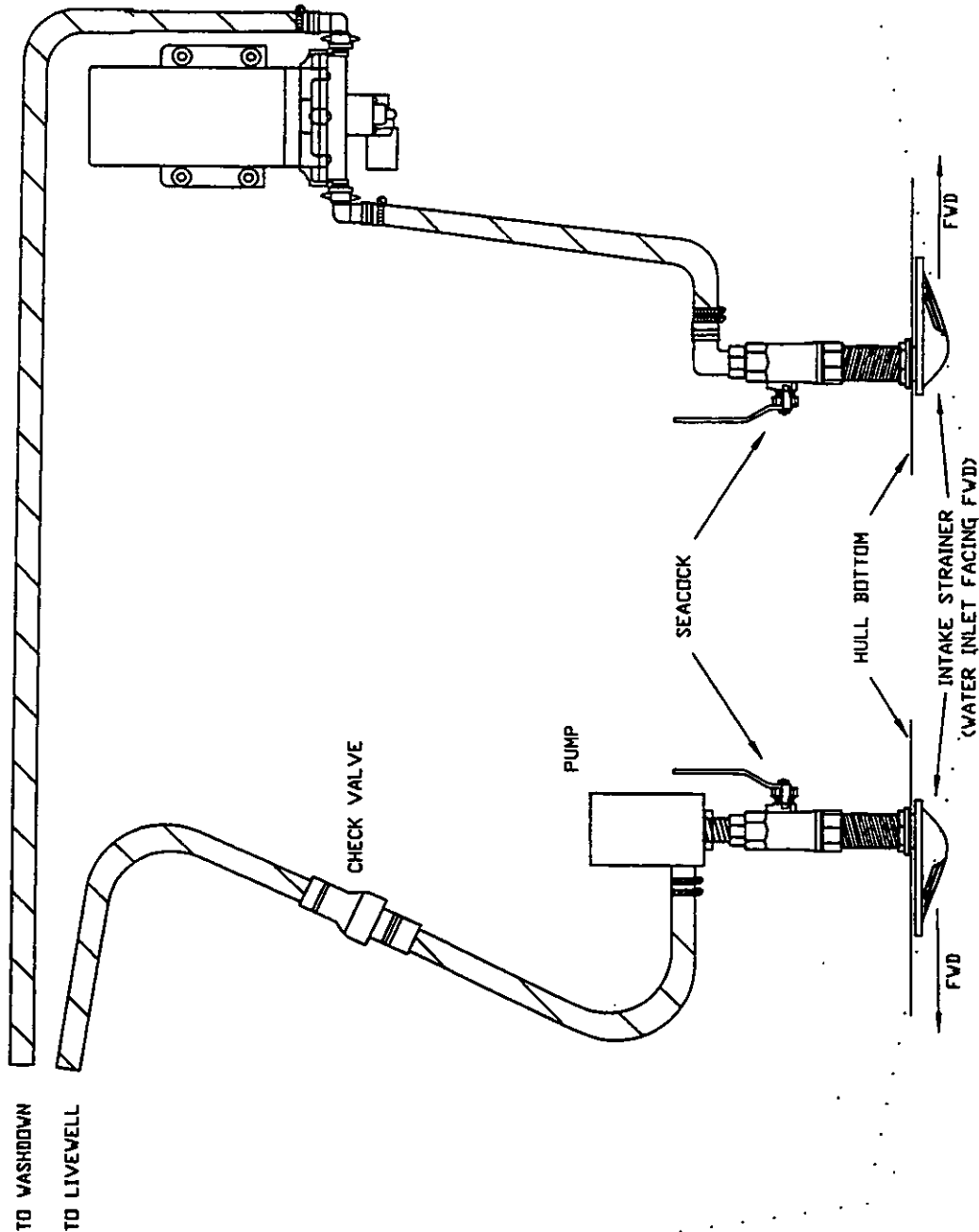
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LIVEWELL SYSTEM LAYOUT



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LIVEWELL/WASHDOWN SYSTEM



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THRU HULL DETAIL

T-HULL DESCRIPTION

- A FWD BOXES
- B SEAT BOXES
- C LIVEWELL DRAIN/OVERFLOW
- D BILGE PUMPS
- E SCUPPER DRAINS
- F OPTIONAL MH/HM VENT

