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## 2600 Pursuit Cuddy Cabin I/O

SHIP NAME \_\_\_\_\_

REGISTRATION NO. \_\_\_\_\_ RADIO CALL NO. \_\_\_\_\_

HAILING PORT \_\_\_\_\_ YEAR BUILT \_\_\_\_\_ HULL NO. \_\_\_\_\_

OWNER \_\_\_\_\_

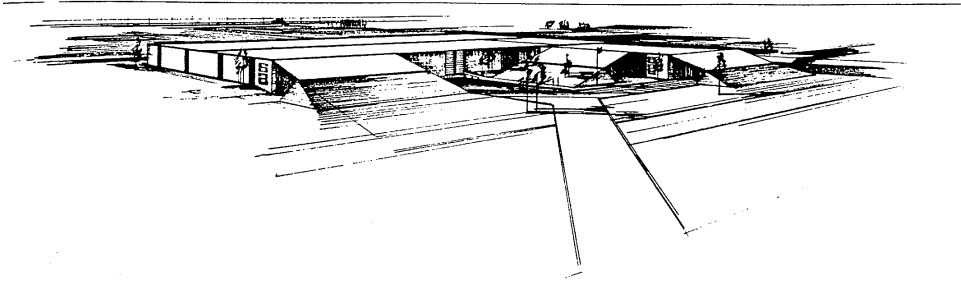
ADDRESS \_\_\_\_\_

OWNER \_\_\_\_\_

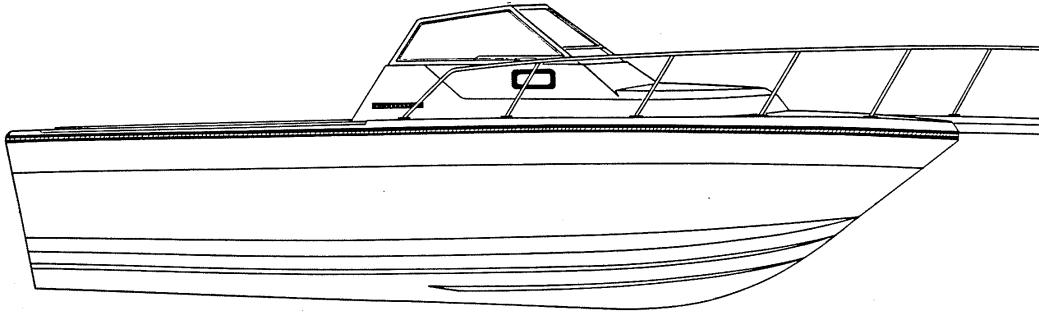
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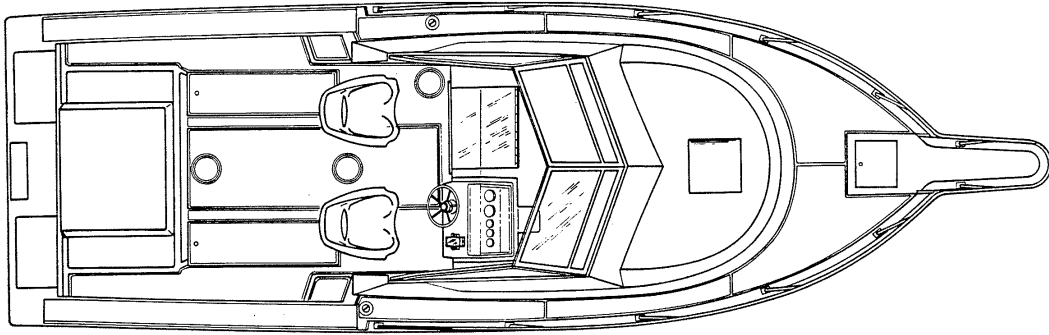
## 2600 Pursuit Cuddy Cabin I/O



### SPECIFICATIONS

L.O.A. w/Pulpit	27'0"-8.23m
L.O.A. w/o Pulpit	25'6"-7.77m
Beam	8'9"-2.67m
Hull Draft	2'7"-.78m
Approx. Dry Wt. (I/O)	4625 lbs.-2097.86 kg
(Outboard)	3675 lbs.-1666.83 kg
Max. Horsepower (I/O)	376 hp
(Outboard)	330 hp
Std. Fuel Capacity (I/O)	107 U.S. gal.-405.04L
(Outboard)	160 U.S. gal.-605.67L
Water Capacity	20 U.S. gal.-75.75L
Sleeping Capacity	2
Cockpit Length	10'5"-3.17m
Ht. Above Waterline	6'7"-2.0m

## 2600 Pursuit Cuddy Cabin I/O Deck Plan





Dear TIARA Owner:

All of us at S2 Yachts and TIARA join me in telling you how pleased we are that you selected one of our products as your boat. Your TIARA has been designed, engineered, and built with care and precision, as you undoubtedly noticed when you were making your purchase decision.

The following information in this, your owner's manual, has been assembled to assure you the maximum of use while aboard your TIARA Power Boat.

Please let me include this personal notation. When I started this Company, I set as my goal to provide you, our customer, with the finest quality boat available. Everything we have accomplished since that time has been with that goal in mind.

Thank you for selecting an S2 TIARA Power Boat. We all wish you many, many happy hours of boating.

Very truly yours,

S2 YACHTS INCORPORATED  
TIARA POWER DIVISION

Leon R. Slikkers  
President

## Foreword

Your new "TIARA Power Boat" is the product of the most modern technology available at the time of manufacturing. All stages of the design have been put to a thorough examination. A quality boat with comfort, convenience, serviceability, and seaworthiness has been our goal. This manual is to aid you in becoming thoroughly acquainted with your new TIARA Power Boat, all of its systems and to assure maximum trouble free operation with many enjoyable hours of boating.

Suppliers of our major packaged components, such as engines, generators, head, stoves, refrigerators, etc., furnish their own complete owner's manual. These manuals are enclosed. To validate warranty on these parts, cards must be filled in and returned to their manufacturer promptly

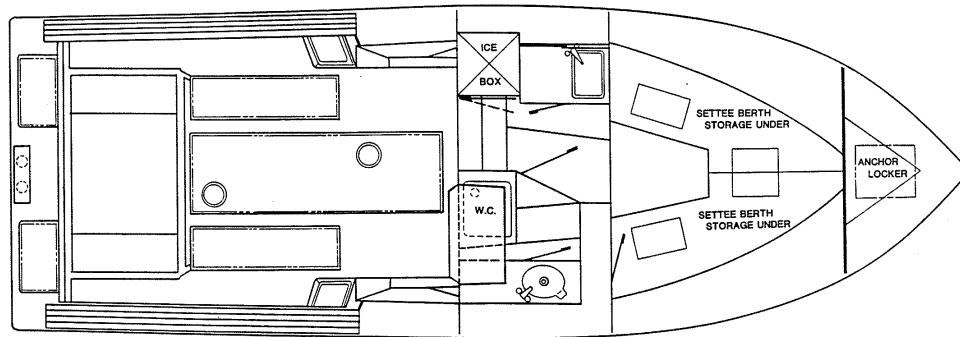
A guide to power boat ownership and operation has also been included with this manual to insure safe and pleasant hours ahead. Read it carefully!

Each S2 TIARA power boat is built with care by competent craftsmen using top quality materials. Your boat was loaded for shipment by our plant personnel who have taken every precaution to make sure your boat reaches you in excellent condition.

Your Warranty and Boat Warranty Registration forms have been placed in the front cover pocket of this Owner's Manual. Please be sure you and your dealer have both signed the Boat Warranty Registration form and mail it back to us at once.

Engine and accessories are warranted by their respective manufacturers.

## 2600 Pursuit Cuddy Cabin Interior



# SHIP'S LOG

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## SHIP'S LOG

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## CHILCK LIST

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# WARRANTIES

## LIMITED WARRANTY

Tiara powerboats are manufactured to meet the Boat Industry Association and U.S. Coast Guard standards.

## GENERAL WARRANTY

Tiara warrants for the period of one (1) year to the original retail purchaser, under normal use, that the boat will be free from defects caused by faulty workmanship or materials. Any defects covered by the warranty will be repaired free of charge by an authorized Tiara dealer, or Tiara factory. Tiara reserves the right to choose either option and all decisions are final. Transportation to and from the place of repair will be the responsibility of the owner. All warranty repairs must be approved by S2 Yachts/Tiara prior to its being performed.

## WHAT IS NOT COVERED

This warranty does not apply to second or subsequent owners and it excludes the following:

1. Parts and accessories not manufactured by Tiara. These are covered by warranties of manufacturers supplying these items.
2. Boat or parts which have been altered or repaired without prior authorization.
3. Engines, outdrives, propellers, controls, and instrumentation.

4. Upholstery damage or abuse.
5. Paints, gelcoats, chrome plating, windshield glass, anodizing and aluminum finishes, varnishes, colorfastness of materials and finishes, all of which, believed to be the best available, are subject to varying effects of different climates and conditions.
6. This warranty also does not cover electrolysis, crevice or galvanic corrosion, or any deterioration of underwater equipment.

## RESPONSIBILITY OF PURCHASER

1. The Tiara warranty extends only to the first-use purchaser on the condition that he/she completes and mails the warranty registration card to S2 Yachts Incorporated, 725 East 40th Street, Holland, Michigan 49423, within fifteen (15) days after taking delivery of the boat.
2. The first-use purchaser must give written notice of the claimed defect to the authorized Tiara dealer from which the boat was purchased within fifteen (15) days after first detecting the claimed defect. It must appear to Tiara's reasonable satisfaction that the claimed defect is covered by warranty.

S2 Yachts/Tiara reserves the right to improve its product through changes in design and/or material without being obligated to incorporate such changes in products of prior manufacture and to make changes at any time in design, materials, or parts of boats of any model without obligation or liability to owners of boats of similar or the same model or prior manufacture.

**Dealer Name** \_\_\_\_\_

**Phone** \_\_\_\_\_

**Delivery of your boat**

Your S2, TIARA Dealer has made a complete inspection to insure that all equipment is on board as ordered. Before offering the boat for your acceptance, your Dealer will perform the following services:

1. Thoroughly clean the boat, inside and out.
2. Install and test loose equipment.
3. Install propellers.
4. Check all thru-hull and seacocks for tightness.
5. Check battery/charge.
6. Check fluid levels on engine and generator.
7. Inspect fuel system, hose connections, fittings for tight connections.
8. After launching, inspect entire hull for leaks and check each thru-hull fitting for loose hose clamps, etc.
9. Make what ever adjustments are necessary to assure that all equipment is in proper operating condition.

# CHECKLISTS:

## 1. OPERATIONS BEFORE LAUNCHING:

- ☐ All Hose clamps tight
- ☐ All thru-hull fittings OK
- ☐ Bottom clean and paint OK
- ☐ Hull sides clean and finish OK

- ☐ Interior finish OK
- ☐ Upholstery clean and fitted
- ☐ Thru-hull valves closed
- ☐ All bonds OK
- ☐ Check engine oil level
- ☐ Check transmission oil level

## 2. OPERATIONS IN WATER:

- ☐ No leaks (thru-hulls, shaft log, rudder post)
- ☐ No leaks thru hull fittings when open
- ☐ All electrical equipment operates
- ☐ Water pressure system operates

- ☐ Fuel and water tanks checked for leaks
- ☐ Check battery water level
- ☐ Stove system holds pressure
- ☐ Toilet operates OK
- ☐ Engine and shaft alignment OK

## Propeller's

Engine power and hull design are the determining factors in selecting a particular size propeller. Size and type propeller are arrived at through calculations and actual test performed on each model by TIARA Power Boats.

In the event that a replacement is needed, size and type can be obtained from the hub of the propeller. (Right hand or left hand rotation pitch and diameter.) It should also carry the manufacturers part number.

## STEERING

NOTES:

Blank lined paper.

## STEERING & CONTROL

The steering system and control cables installed in your boat depends somewhat on the motor option you have selected. Cables have been selected to afford proper fit, strength and operational function. You may find that an equivalent cable with adapter ends have been used. If cables become damaged through an accident or are worn out, replacement cables should be the same length and make.

Recommended cables for Mercury motor options - 470/198/228/260) - steering cable used on the 2000 series are Mercury #76043A17 or equivalent 17 foot cable. Clutch and/or shift requires a Mercury #3455A17 or an equivalent 17 foot cable. Throttle control requires Mercury #3455A19 or equivalent 19 foot throttle cable.

Volvo motor options consist of the - (175/200/225) - steering cable requirements consist of Mercury #76043A17 or equivalent 17 foot cable. Volvo clutch and/or shift requires a Morse #33 C-22 cable. Volvo throttle requires a Morse #33 C-17 cable.

OMC motor options available on the 2000 series include the - (175/200/230/260). Standard steering requires OMC #979917 or equivalent cable. The clutch and/or shift requires an OMC #173117 or equivalent 19 foot cable. The throttle requires an OMC #173119 or equivalent 19 foot cable. The OMC motor option with power steering requires a Mercury #76043A17 or equivalent cable.



# STEERING & CONTROL CABLES

The steering system installed in your boat depends somewhat on the motor option.

The Mercury and Volvo motor options require standard type cables.

The OMC motor option requires OMC cables with the exception of power steering. Power steering on an OMC requires standard type cables.

If cables become damaged through an accident, or worn out, replacement cables should be the same length and make.

Care and adjustments to the steering system are covered in detail in each steering systems owners manual.

If steering problems exist on your boat refer to trouble shooting hints, page 31 of You & Your Boat. (Included with this owners manual).

## ENGINE & FUEL

NOTES:

**WE ARE LISTING GENERAL PROCEDURES FOR OPERATING GAS AND DIESEL ENGINES — FOR SPECIFIC INFORMATION PLEASE REFER TO YOUR ENGINE OWNERS MANUAL.**

**PRE-START**

- (1) Read the procedures as outlined in the engine operating manual.
- (2) Check your fuel supply. Know the cruising radius your supply will allow.
- (3) Make sure the valve for engine cooling water is open.
- (4) Open the fuel valve.
- (5) Check engine oil level.
- (6) Turn the Safety Main Switch. With a two-battery system, turn the Safety Main Switch to the "1", "2", or "both" position. This switch will select the battery of your choice, or, if necessary, both batteries.

**CAUTION: When engine is running, do not change position on the Safety Main Switch as this will severely damage the alternator.**

- (7) Run the bilge blower for at least four (4) minutes (Gas engines only).
- (8) Check for bilge fumes. If gasoline or diesel fumes or liquid fuel oil or gasoline are present in any form, do not start engine, smoke, use electrical appliances, or light stove. Correct the situation and then proceed.

**STARTING ENGINE**

(NOTE: Starting instructions are in summary only — they may vary by model and manufacturer.)

## ENGINE & FUEL

**DIESEL ENGINE STARTING PROCEDURE:**

- (1) Place the clutch handle in "Neutral" position.
- (2) Place the accelerator lever in the "half" position.
- (3) Place the decompression lever in the "No Compression" position. (Electric starter: Place in "compression" position.
- (4) - Turn the starting handle 5-6 times to start the flywheel revolving on its own power.

Pull the decompression lever down to the compression position, Turn 2-3 times in this condition without easing up to start engine.

(Electric starter: Press starter button to start engine after step 3)

- (5) Make sure water is coming out of cooling water outlet pipe.

- (6) Warm up engine for more than 5 minutes.

**GAS ENGINE STARTING PROCEDURE:**

- (1) Turn the engine ignition key to the "ON" position.
- (2) Pull out the choke.
- (3) Place throttle lever at ¼ open position.
- (4) Make sure clutch lever is in neutral.
- (5) Press starter button, or turn key (varies with engines.)
- (6) When the engine starts, push the choke in slowly until running smoothly.
- (7) With the engine at idle, check oil pressure and battery charge.
- (8) Check the exhaust outlet to be sure that cooling water is being discharged steadily.
- (9) When boat is in motion, bilge blower may be turned off.

### **STOPPING ENGINE**

- (1) Gas engines: Idle down. (Engine should be in neutral.) Diesel engines: Idle and race before stopping. (See manual).
- (2) Turn ignition switch to "OFF".
- (3) Close the engine cooling water valve and fuel valve.
- (4) Turn off battery switch.

## **SAFE FUELING PRACTICES**

- (1) Calculate the required amount of fuel before reaching the fuel dock and order only that amount. Fuel tank should not be filled to more than 90% of capacity to permit thermal expansion without overflow from vent.
  - (2) The fuel fill deck plate is located on the cockpit floor. Care should be taken at all times that cap is securely in place to prevent foreign substances from entering the tanks, i.e.; sand or water.
  - (3) Before opening the fuel fill cap:
    - A. Turn off engine.
    - B. Extinguish all open flames aboard, including galley equipment.
    - C. Forbid all smoking on board or on the fuel dock.
- Drown all cigarette or cigar butts.

D. Turn off master electrical switch to be sure there is no live electrical circuit to board during fueling. (Do not turn off Master Switch until the engine is stopped to avoid damage to the alternator.)

E. Close all hatches, windows, and doors, to prevent fuel fumes from entering cabin or bilge.

(4) Watch the fueling closely. Be sure that only a non-automatic type of nozzle is used, compelling the operator's continuous hand pressure to keep fuel flowing. Insure that the operator maintains constant contact of nozzle to fuel tank fill opening to assure proper grounding.

(5) When fuel tank has been filled, make sure that the cap closing is tightly closed. Wash down any spills. Check the vent opening to be sure that no fuel is being discharged at this point.

(6) Open all hatches, doors, and windows.

(7) Your boat, with its inboard engine, has been equipped with the proper ventilation, cowl, and ducting. An electrically operated bilge blower is supplied as standard equipment (gas only.) Master switch should not be turned on and blower operated for at least 5 minutes before starting engine.

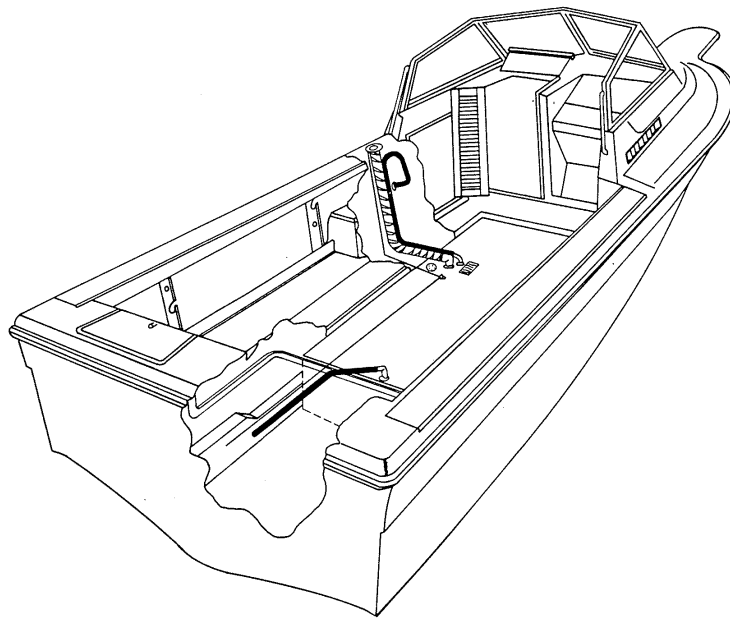
(8) Fully inspect all components of the fuel system personally to assure that there are no fuel fumes remaining in the boat. Only after this inspection should full electric service be restored and engine started.

## Fuel System

**WARNING — GASOLINE VAPORS CAN EXPLODE. BEFORE STARTING ENGINES (1) CHECK ENGINE COMPARTMENT FOR GASOLINE OR VAPORS. (2) OPERATE BLOWER FOR 4 MINUTES.**

Tiara's fuel systems are designed to meet U.S. Coast Guard, National Marine Manufacturers Association (N.M.A.), American Boat & Yacht Council standards in effect at the time of manufacturing. The system has been designed and certified to be leak proof and air tight, however components do require inspection.

NOTE: Practically all boat fires are started by igniting gasoline fumes with a spark. It is the owners responsibility to inspect the fuel system to insure that fuel lines, valves and fittings have not been damaged or that no deterioration has set in on fuel hoses.



**2600 Pursuit Cuddy Cabin I/O Fuel System**

## VENTILATION

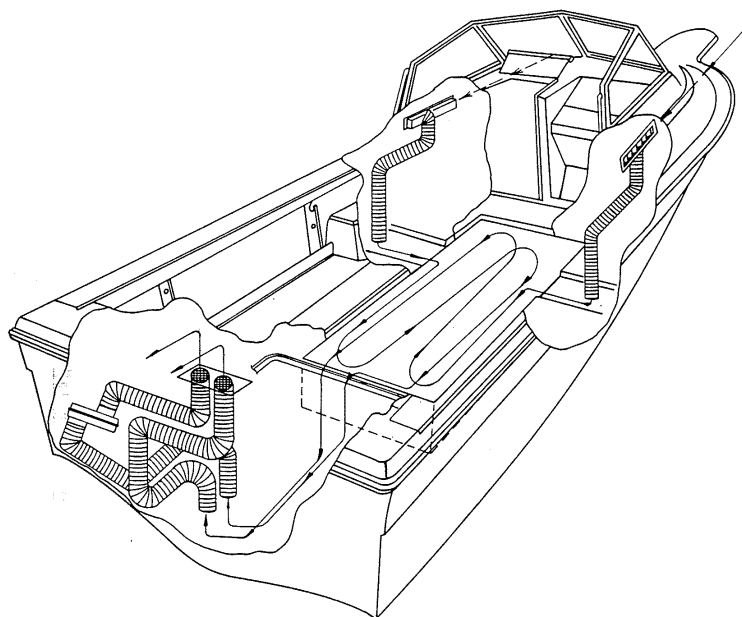
Forced air and natural are the two types of ventilation found in this model boat.

Before using your blower, read the blower warning tag near the ignition. Power ventilation has been installed to meet the requirements spelled out by the U.S. Coast Guard and the Boating Industry Association.

When the blower is turned on, the air is taken in through forward vents, routed down around the fuel tanks and pulled aft around the engine through the exhaust vents.

After the engine is running at or above cruising speeds the blower can be turned off. Natural ventilation now takes over in routing fresh air around the fuel tank and the engine then expels the air out the exhaust.

On the outboard model the blower is an option because the engine is in the open. Natural ventilation routes air around the fuel compartment.



**2600 Pursuit Cuddy Cabin I/O Ventilation System**



## ELECTRICAL SYSTEMS

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## **I/O and O/B ELECTRICAL SYSTEM**

This boat has a standard 12 volt D.C. (direct current) battery system.

The 12 volt system supplies current to start engines and operate all auxiliary equipment essential to the operation of the boat.

There are electrical schematics included in this manual to aid in following an individual circuit of the boat. The bonding of the fuel tank and fittings has been routed to the engine. The engine has a zinc plate installed on the lower unit, for grounding.

The 12 volt batteries in your boat are the lead-acid type, the same as would be found in your automobiles. They will require similar maintenance. The terminals should be kept clean and tight. Distilled water should be added as needed keeping the electrolyte level above the plates.

**CAUTION:** The negative poles are grounded on the batteries. Reverse polarity will cause serious damage to the alternator on your O/B Engine. Damage could be caused to the alternator by connecting jumper cables or external charging with the charger hook-up in reverse.

## **12 VOLT DC SYSTEM ON I/O MODELS**

When the engine is running the alternator on the engine responds and regulates the current between the engine and the batteries. When the battery is partially discharged the alternator will respond to its demand and recharge it. As the battery becomes charged the alternator gradually decreases the charge proportionately. The alternator will also respond when 12 volt accessories are used and create a load on the system.

that are draining your battery, you may wish to have your dealer add additional batteries to supply extended power while out from the dock. Your Tارا dealer can help you make the necessary changes or additions.

Wiring connections between the engine and the instrument panel have been made with the use of a wiring harness and plugs at either end. If it becomes necessary to remove an engine, the plug can simply be disconnected. You can refer to the electrical schematics for details on circuits. One battery disconnect switch has been provided as a means of shutting down power through the 12 volt system. Power runs from this switch to the engine and accessories.

## LOSS OF BATTERY CURRENT

Before leaving your boat (WITH THE ENGINE NOT RUNNING) it is recommended to turn the main disconnect switch to the OFF position. The only remaining item to have power then would be your automatic bilge pump. By turning the main disconnect switch off, it will keep your (optional) refrigerator from draining your battery completely dead while you are gone.

## 115 VOLT AC System

While moored at dockside, 110-120 volt, 60 cycle A.C. power should be utilized from dockside supply if available. This aids in maintaining the battery charge. Refer to wiring schematic on the 115 volt AC systems if you have questions. The 115 volt AC system is wired completely separate from the 12 volt system. Individual circuitry can be controlled from the circuit panel inside the main cabin.

## ELECTRICAL WARNINGS:

1. In wet weather, avoid contact with any "live" cable. 2. Never attempt to connect a "live" shore outlet in wet weather.
3. Never spray water on electrical cables while washing down decks.
4. Keep children away from any electrical cables or equipment.
5. Use grounded appliances on board your boat.

## 12 VOLT SYSTEM: AMP METER

The Amp meter indicates the amount of amperage being drained from, or being charged into the system. The amp meter should show the indicator on the "charge" side while the engine is running. If the amp meter reads on the discharge side, while the engine is running, the alternator is not functioning!

## 12 VOLT SYSTEM: VOLT METER

A volt meter is also located on the circuit breaker panel. Its indicator should be located on the "charge" section of the meter while the engine is running. This indicates that the battery is being charged. By turning the ignition key on with the engine not running the volt meter should indicate if your batteries are charged or not. If the indicator needle remains in the red discharge section while the engine is running, a complete check of the battery and charging system should be made.

## INLINE FUSE/BREAKER

There is a breaker and/or a fuse (depending on the make engine) located on the engine to protect it and the accessory harness from shorts.

There is also a second inline fuse located near the disconnect switch protecting the automatic bilge pump.

**NOTE:** Fuses are to be replaced with the same amp fuse presently used. Example: If too low of amperage fuse is used it will blow under the normal load, if too high of fuse is used it will not protect the circuit or the motor on the component.

12 Volt D.C. instruments operate only when the key is in the on position. While the key is in the off position, the needles may move about freely.

Refer to 12 volt electrical wiring schematic in owner's manual for location of fuses.

The 12 volt system is adequate for normal operation, however, the fact should be stressed to conserve battery power while moored. If you have accessories on board

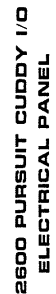
# **RECOMMENDED PROCEDURE FOR MAKING SHORE CONNECTION**

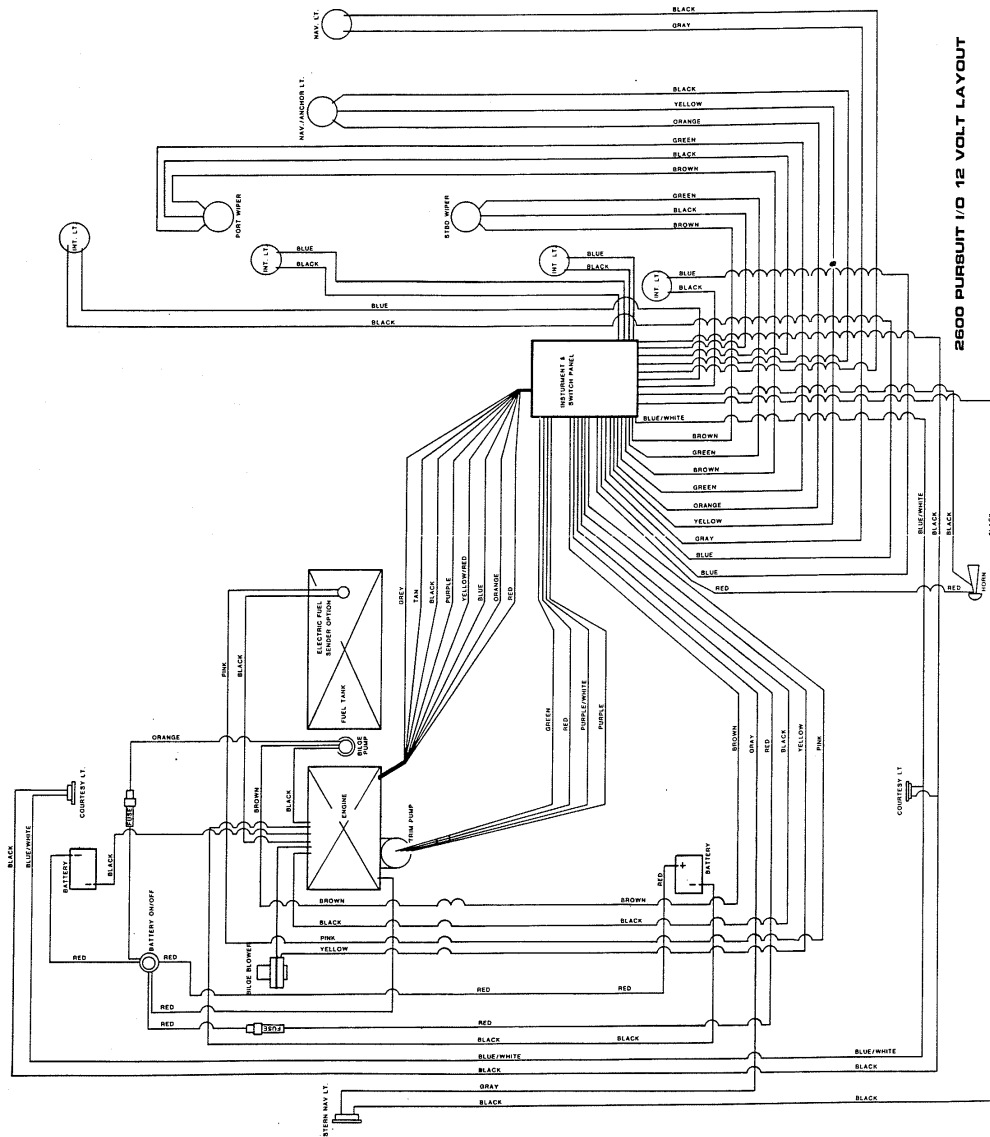
1. Move to your circuit breaker panel and turn 115 volt AC main breaker to the OFF position. If the outlet on the pier includes a disconnect switch, turn it to the OFF position also.
2. To avoid strain on the cable, make sure it has more slack than the mooring lines. Dress the cable so that it cannot be damaged by chafing between the boat and the pier. Make certain that the cable does not come in contact with water. Then connect the cable in the plug outlet making sure connection plug includes a three prong plug (which includes a ground wire).

3. Turn the shore disconnect switch back on.
4. Move inside the boat and turn the circuit breaker main on. Insure that proper polarity has been achieved. If it has not, the reverse polarity indicator light will come on and the main on the circuit breaker panel will pop back off. If reverse polarity has been achieved make sure the main on the circuit breaker panel is in the off position and the dock disconnect switch is off. The plug at the dock should be checked to insure that prongs are in the right location. If the plug is correctly inserted and reverse polarity is again indicated, turn all 115 volt AC disconnect switches off. Notify your dealer and he will have a qualified electrician check the wiring at the dock outlet.

**WARNING: DO NOT ATTEMPT TO CORRECT THE WIRING YOURSELF. ELECTRICITY CAN BE LETHAL! ALWAYS HAVE A QUALIFIED ELECTRICIAN CHECK WIRING.**

**Note:** Any circuits added after the boat leaves our factory must be installed by a qualified electrician and must comply with the National Electric Code, BIA & ABYC. Naturally S2 Yachts & Tiara cannot assume responsibility for such added circuits.





2600 PURBUILT 1/0 12 VOLT LAYOUT

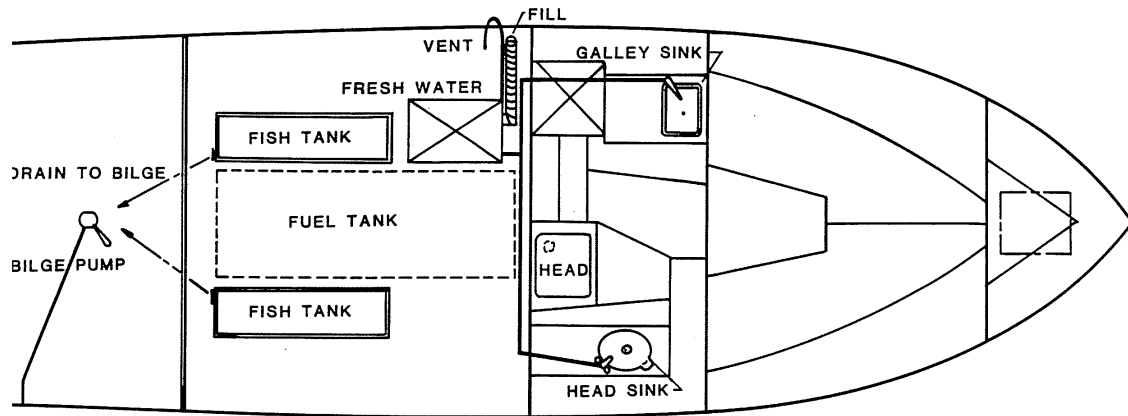
## PLUMBING

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## 2600 Pursuit Cuddy Cabin I/O Plumbing



## MAINTENANCE

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# MAINTENANCE

## INTERIOR

You can treat everything below deck just like a home interior. Your interior teak should be oiled occasionally with a quality teak oil such as Teak Brite to maintain its "yacht-like" appearance. Keep the boat well ventilated, especially the bilges and lockers, and watch out for dampness. Leaving a couple of 100 watt light bulbs burning below will usually take care of any sweating and reduce that "clammy" feeling, especially during the winter months or during times of damp fog. It's a good idea to leave the bunk cushions on their sides and open up the lockers if you plan to be gone for a while. It might not look very neat, but it increases ventilation and allows everything to air out. Any time things get wet with salt water, rinse them off with FRESH WATER as soon as possible, and let them dry thoroughly. The salt crystals retain moisture, and the material will always remain damp until cleaned with fresh water. Air and sunlight are wonderful cleansers. Bring the vacuum cleaner aboard and get the cushions, blankets, sleeping bags, etc., up on deck in the sunshine while the vacuum picks up below. Spring cleaning should take place periodically, not annually, to keep the interior clean and bright.

Most of the equipment below deck is covered in other sections of this manual, with the exception of any other optional accessories you have installed.

Interior screws used to hold trim, etc. have a Reed and Prince head. Do not use a Phillips screwdriver, as it will tend to chew up the slots.

## FIBERGLASS

The glossy outer surface of your laminated fiberglass boat is known as "gelcoat," a polyester resin into which coloring pigments and weathering retardants have been incorporated. It should be hosed with fresh water after every outing and routinely washed with a good detergent. Use a sponge free of sand on the smooth surfaces, while a stiff fiber brush will be helpful on the non-skid surfaces, followed by more fresh water to avoid streaking the topsides. Do not use abrasive cleaners, as they will rapidly dull the gelcoat surface and allow dirt to penetrate into the finish.

At least once a year the smooth gelcoat surfaces should be waxed and polished with a good automotive wax or a boat wax like Miguiar's Mirror Glaze that is especially formulated for fiberglass surfaces. A power buffer will make work on large areas like the hull easier, but care must be taken not to cut through the gelcoat surface, particularly at corners and edges. Color in gelcoat, as in any materials exposed to direct sunlight, tends to fade, dull, or chalk, and will require heavier buffing to bring back the original luster. For power cleaning, use a light abrasive cleaner such as Mirror Glaze #1, while a heavier rubbing compound such as DuPont #7 may be used when polishing by hand. After buffing, wax and polish all surfaces except the non-skid areas.

Regardless of the amount of care lavished upon your boat, occasional scratches, cracks, or small gouges are bound to appear.

# MAINTENANCE

Included in the back cover pocket is a copy of "Fiberglass Boat Care and Repair Manual" by Owens-Corning Fiberglass Corporation that gives some very good basic information. Minor gelcoat touch-up and patching is not difficult. It takes a little study, practice, and, if possible, help from a knowledgeable person. However, if your boat should have the misfortune of a crushed section and/or a large hole, it is best to discuss the proper course of action with your dealer or a professional who is SKILLED IN THE REPAIR OF FIBERGLASS BOATS.

## WOODWORK

The exterior and interior trim is teak, one of the most durable and decorative of all hardwoods, but it must be maintained to keep it from splitting and discoloring. To help teak maintain its natural color and longer life, treat it regularly with a preparation such as Weldwoods "Wood Life" or Boatlife's "Teak Brite".

**Caution: Never use steel wool instead of bronze wool or sandpaper. Small filaments of steel break off and cause rust spots that are very difficult to remove.**

## WINDOWS & HATCHES

The windows and hatches are of plexiglas, which is noted for its high impact resistance. Gritty cleaning agents such as cleaner will scratch the plexiglas. To clean, use a mild soap and water or plexiglas cleaner and polish. Do not use chemical solvents; notably, acetone and lacquer thinner. This will be injurious to the

plexiglas and also have an injurious effect on the window sealant and hatch gaskets.

## STORAGE

NOTES:

# STORAGE

## ENGINE AND FUEL SYSTEM

Check the engine manual for maintenance guidance during the season and for the specific haul-out procedures necessary to winterize the engine. The exhaust pot should be drained and antifreeze added to it. Add a winterizing agent such as StaBil to the fuel tank.

## HEAD

As with the engine, the specific procedures for winter storage and re-commissioning are contained in the Head Manual.

## BATTERY

All batteries should be removed from the boat and given a full charge. Store them in a cool, dry place. Do not store batteries on a concrete surface — elevate them with pieces of wood. A fully charged battery will not freeze until well below zero degrees Fahrenheit; a discharged battery freezes at about 20 degrees Fahrenheit.

## FRESH WATER SYSTEM

The water tank and lines should be completely emptied in preparation for winter storage. For specific information, refer to your water pump manual included in the back cover pocket.

## COVERING

If storing outdoors, a winter cover is recommended. It can be as simple as a rectangular piece of canvas forming a tent over the boat. A ridgepole formed by 2 x 4's along the centerline a couple feet above the cabin top, well supported along its length, is sufficient to support the canvas. Use carpeting to pad any areas of chafe. Lash the cover tightly to the cradle, avoiding any metal grommets in contact with the gelcoat.

## VENTILATION

Leave some openings under cover so the boat can get air during the winter.

## BILGES

Be sure to pump the bilge completely dry. Elevate the bow slightly. Water will drain to the keel bilge area. Remove all water before freezing.

## CRADLE

Make sure that the boat is adequately supported and that any suspected weakness has been reinforced. The boat must rest solidly on the vertical risers which are intended to carry the load and stabilize the boat.