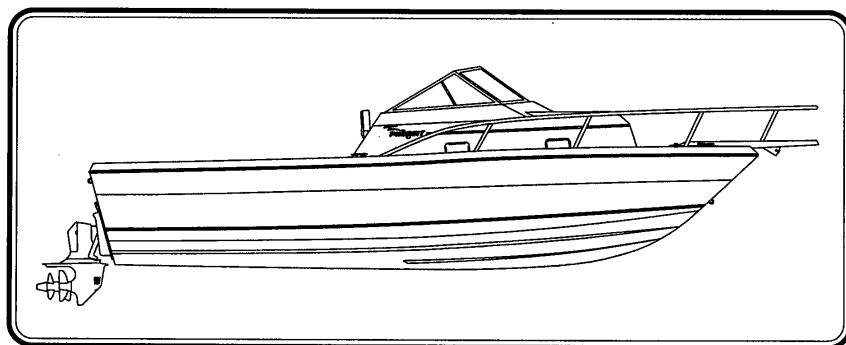


PURSUIT®

2560 WALKAROUND OWNER'S MANUAL



PURSUIT FISHING BOATS
3901 St. Lucie Blvd.
Ft. Pierce, Florida 34946

PURSUIT® 2560 WALKAROUND

Print Date 10/94

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IMPORTANT INFORMATION

Your **PURSUIT**® 2560 Walkaround Owner's Manual has been written to include a number of safety instructions to assure the safe operation and maintenance of your boat. These instructions are in the form of **WARNING**, **CAUTION** and **DANGER** statements. The following definitions apply:



IMMEDIATE HAZARDS WHICH WILL RESULT IN SEVERE PERSONAL INJURY OR DEATH.



HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN SEVERE PERSONAL INJURY OR DEATH.



HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN MINOR PERSONAL INJURY, OR PRODUCT AND PROPERTY DAMAGE.

All instructions given in this book are as seen from the stern looking toward the bow, with starboard being to your right, and port to your left. A glossary of boating terms is included.

IMPORTANT NOTE: Your boat uses internal combustion engines and flammable fuel. Every precaution has been taken by Pursuit Fishing Boats to reduce the risks associated with possible injury and damage from fire or explosion, but your own precaution and good maintenance procedures are necessary in order to enjoy safe operation of your boat.

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SERVICE INFORMATION

Please fill out the following information section and leave it in your 2560 Walkaround Owner's Manual. This information will be important for you and Pursuit service Personnel to know, if and when you may need to call Pursuit for technical assistance or service.

CUSTOMER'S NAME	
ADDRESS	
CITY	STATE ZIP
PHONE	
HOME:	OFFICE:
DEALER	
ADDRESS	
CITY	STATE ZIP
PHONE	
PURCHASE DATE	ENGINE MAKE
DELIVERY DATE	PORT ENGINE NUMBER
HULL NUMBER	STARBOARD ENGINE NUMBER

Pursuit Fishing Boats reserves the right to make changes and improvements in equipment, design and vendored equipment items, at any time without notification.

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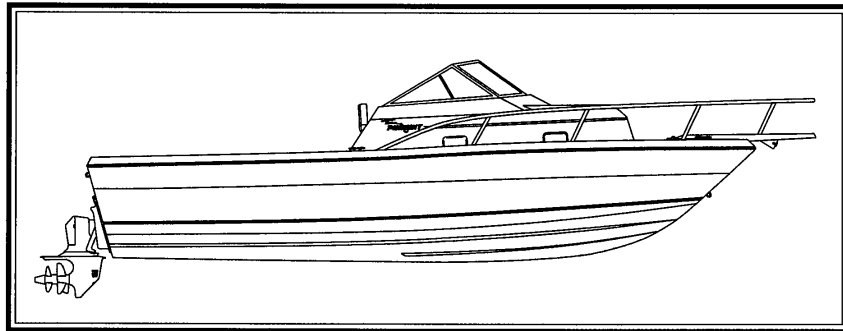
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Chapter 1: **PROPULSION SYSTEM**



1.1 General

The Pursuit 2560 Walkaround is designed to be powered with a single inboard/outboard engine and drive system. Each manufacturer of the various inboard/outboard drive systems provides an owner's information manual with its product. It is important that you read the manual(s) very carefully and become familiar with the proper care and operation of the engine and drive system. A warranty registration card has been furnished with each new engine and can be located in the engine owner's manual. All information requested on this card should be filled out completely by the dealer and purchaser and then returned to the respective engine manufacturer as soon as possible.



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 TO SOMEONE UNFAMILIAR WITH THE OPERATION AND FUNCTION OF THE EQUIPMENT.



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

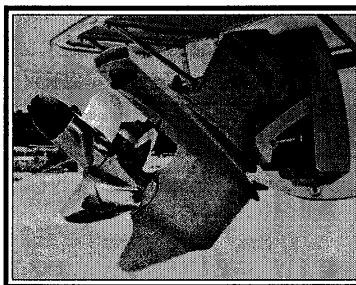


USE ONLY CLEAN, DRY FUEL OF THE TYPE AND GRADE RECOMMENDED BY THE ENGINE MANUFACTURER. THE USE OF INCORRECT OR CONTAMINATED FUEL CAN CAUSE ENGINE MALFUNCTION AND SERIOUS DAMAGE.

1.2 Drive Systems

The inboard engine is mounted in the stern and coupled to a transom mounted outdrive which does all shifting, steering, and propulsion functions. The outdrive is supplied by the engine manufacturer and has specific lubrication and maintenance requirements.

Proper engine alignment is very important. This was done by the factory when the engine was installed and should be checked at the 20 hour check and annually thereafter. If you experience excessive vibrations or suspect that the engine is out of alignment, please contact your Pursuit dealer.



Outdrive and Propeller

Marine growth and electrolysis is a concern if the boat is to be kept in saltwater. Marine growth occurs when components are left in the water for extended periods and can cause poor performance or permanent damage to the exposed components. The type of growth and how quickly it occurs is relative to the water conditions in your boating area. Water temperature, pollution, current, etc. can have an effect on marine growth.

Electrolysis is the corrosion process occurring when different metals are submerged in an electrolyte. Sea water is an electrolyte and submerged engine components must be properly protected. Outdrives are equipped with sacrificial zinc anodes to prevent electrolysis problems. The zinc anodes must be monitored and replaced as necessary.

For details on the engine or outdrive, please refer to the manufacturer's owner's manual.



SOME OUTDRIVES REQUIRE SPECIAL ANODES FOR FRESHWATER AND A DIFFERENT TYPE OF ANODE FOR SALTWATER. PLEASE CONTACT THE ENGINE MANUFACTURER OR YOUR PURSUIT DEALER FOR THE PROPER ANODE TO USE IN YOUR BOATING AREA.



ALWAYS RETURN THE ENGINE THROTTLE LEVER TO THE EXTREME LOW SPEED POSITION BEFORE SHIFTING. NEVER SHIFT THE UNIT WHILE ENGINE SPEED IS ABOVE 1000 RPM.



DO NOT PAINT THE OUTDRIVE WITH ANTIFOULING PAINTS DESIGNED FOR BOAT HULLS. MANY OF THESE PAINTS CAN CAUSE SEVERE DAMAGE TO THE OUTDRIVE. CONTACT YOUR PURSUIT DEALER OR ENGINE MANUFACTURER FOR INFORMATION ON THE PROPER PAINTING PROCEDURES.

1.3 Engine Exhaust System

Inboard/outboard engines use the exhaust system to relinquish exhaust gases and cooling water. Engine exhaust exits the rear of the boat through the exhaust system. The system consists of engine exhaust manifolds, exhaust hoses and the outdrive.

A periodic inspection of the hoses, mufflers and related parts should be made to insure that leaks or heat deterioration has not resulted. Periodically inspect these items for signs of deterioration or damage. Replace them as necessary. Refer to the engine owner's manual for more information on the exhaust system in your Pursuit.

1.4 Engine Cooling System

All marine engines use surface water as a cooling medium. The cooling water enters the system through a water intake in the outdrive and is expelled through the exhaust system. Water is pumped through the water inlets, circulated through the engine block or heat exchanger, and relinquished with the exhaust gases through the outdrive. The water pump uses a small impeller made of synthetic rubber. The impeller and water pump cannot run dry for more than a few seconds.



NEVER RUN THE MOTOR WITHOUT WATER FLOWING TO THE WATER PUMP. SERIOUS DAMAGE TO THE WATER PUMP IMPELLER OR ENGINE COULD RESULT.

Note: If the boat is used in salt or badly polluted water, engines without freshwater cooling should be flushed after each use. Refer to the engine owner's manual for the proper engine flushing procedure.

Freshwater Cooling (Optional)

Installation of "Freshwater Cooling" provides adequate engine cooling without exposing the internal engine cooling system to the harmful effects of surface water. This system is optional with gasoline stern drive engines on the 2560 Pursuit. The engine owner's manual provides additional information regarding service and maintenance of this equipment.



SHOULD AN ENGINE INTAKE OR AN EXHAUST OR COOLING HOSE RUPTURE, TURN THE ENGINE OFF IMMEDIATELY. PROCEED UNDER TOW IF NECESSARY, TO A SERVICE FACILITY FOR APPROPRIATE REPAIRS. MAINTAIN A CLOSE VISUAL WATCH ON THE PROBLEM HOSE AND THE BILGE WATER LEVEL.

1.5 Propellers

The propellers convert the engine's power into thrust. They come in a variety of styles, diameters and pitches. The one that will best suit the needs of your Pursuit will depend somewhat on your application and expected average load. Propeller sizes are identified by two numbers stamped on the prop in sequence. The 1st number in the sequence (example 14 x 21) is the diameter of the propeller and the 2nd number is the pitch. Pitch is the theoretical distance traveled by the propeller in each revolution. Always repair or replace a propeller immediately if it has been damaged. A damaged and therefore out of balance propeller can cause vibration that can be felt in the boat and could damage the outdrive gear assembly. Refer to the engine owner's manual for information on propeller removal and installation.

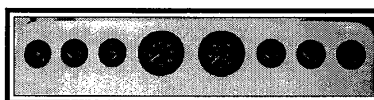
Note: Before changing propellers to correct boat performance problems, be sure other factors such as engine tuning, bottom and running gear growth, etc. are not the source of performance changes. Always be sure the load conditions are those normally experienced, before changing propellers.



RUNNING AGROUND OR STRIKING AN UNDERWATER OBSTRUCTION CAN RESULT IN SERIOUS INJURY AND DAMAGE TO THE DRIVE SYSTEM OR BOAT. IF YOUR BOAT RUNS AGROUND, EVALUATE THE DAMAGE THEN PROCEED AT LOW SPEED TO THE NEAREST SERVICE FACILITY AND HAVE AN IMMEDIATE INSPECTION MADE BEFORE FURTHER USE OF THE CRAFT. A DAMAGED BOAT CAN TAKE ON WATER. KEEP ALL LIFE SAVING DEVICES CLOSE AT HAND WHILE DRIVING TO A DOCK AREA. IF THE BOAT CANNOT BE IMMEDIATELY REMOVED FROM THE WATER, THOROUGHLY INSPECT THE BILGE AREA FOR LEAKS SO THAT THE BOAT DOES NOT SINK WHILE MOORED.

1.6 Engine Instrumentation

The helm station is equipped with a set of engine instruments and/or alarms. These instruments allow the pilot to monitor the engine's operational conditions. Close observation of these instruments allows the pilot to operate the engine at the most efficient level and could save the engine from serious costly damage. The instrumentation is unique to the type of outdrive installed on your Pursuit. Some or all of the following gauges may be present.



Instrument Panel

Tachometer

The tachometer displays the speed of the engine in revolutions per minute (RPM). This speed is not the boat speed or necessarily the speed of the propeller. The tachometer may not register zero with the key in the "OFF" position.



NEVER EXCEED THE MAXIMUM RECOMMENDED OPERATION RPM OF THE ENGINE. MAINTAINING MAXIMUM, OR CLOSE TO MAXIMUM RPM FOR EXTENDED PERIODS CAN REDUCE THE LIFE OF THE ENGINE.

Speedometer

The speedometer indicates the speed of the boat in miles per hour.

Temperature Gauge

The temperature gauge shows the temperature of the engine cooling system. A sudden increase in the temperature could indicate an obstructed water inlet or a water pump impeller failure.



CONTINUED OPERATION OF AN OVERHEATED ENGINE CAN RESULT IN ENGINE DAMAGE OR SEIZURE. IF AN UNUSUALLY HIGH TEMPERATURE READING OCCURS, SHUT THE ENGINE OFF IMMEDIATELY. THEN INVESTIGATE AND CORRECT THE PROBLEM.

Oil Pressure Gauge

The oil pressure gauge monitors the engine lubrication system pressure. A drop in oil pressure is a possible indication of oil pump problems or a leak.



OPERATION OF AN ENGINE WITH ABNORMALLY LOW, OR HIGH, OIL PRESSURE CAN LEAD TO ENGINE DAMAGE AND POSSIBLE SEIZURE. HAVE THE ENGINE SERVICED IMMEDIATELY UPON AN ABNORMAL OIL PRESSURE INDICATION.

Fuel Gauge

The fuel gauge indicates the amount of fuel in the fuel tank.

Voltmeter

The voltmeter displays the voltage for the battery and the charging system. The normal voltage is 11 to 12-volts with the engine off and 13 to 14.5 volts with the engine running.

Hour Meter

The hour meter keeps a record of the operating time for the engine.

Engine Alarms

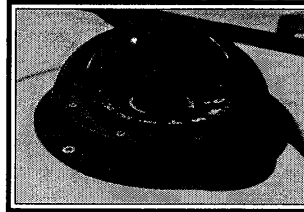
Some inboard/outboard engines could be equipped with an audible alarm system mounted in the helm area that monitors selected critical engine systems. The alarm will sound if one of these systems begins to fail. Refer to the engine owner's manual for information on the alarms installed with your engine.



IF THE ENGINE ALARM SOUNDS, IMMEDIATELY SHUT OFF THE ENGINE UNTIL THE PROBLEM IS FOUND AND CORRECTED.

Compass

The compass is located at the helm. To adjust the compass for your area, read the instructions on "Compass Compensation" given to you in the literature packet.



Compass

Instruments Maintenance

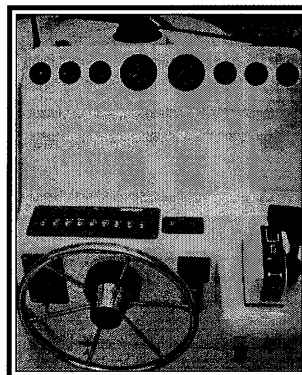
Electrical protection for instruments and ignition circuitry is provided by a set of circuit breakers located near the main battery switch. The ignition switch should be sprayed periodically with a contact cleaner/lubricant. The ignition switch and all instruments, controls, etc. should be protected from the weather when not in use. Excessive exposure can lead to gauge and ignition switch difficulties.

Chapter 2: **HELM CONTROL SYSTEMS**

2.1 General

The helm controls consist of three systems: the engine throttle and shift controls, the steering system, and the trim tab control switches. These systems provide the operator with the ability to control the direction and attitude of the boat from the helm station.

Each manufacturer of the control components provides an owner's manual with its product. It is important that you read the manuals and become familiar with the proper care and operation of the control systems.



Helm

2.2 Engine Throttle and Shift Controls

The shift and throttle controls on your boat may vary depending on the engine used. The following control description is typical of most inboard/outboard remote controls. Refer to the engine or control manual for specific information on the controls installed on your Pursuit.

The engine throttle and shift control systems consist of three major components: the control handle, the throttle cable, and the shift cable. The cables are all the push-pull type. Two cables are required. One connects the remote throttle control to the carburetor and the other connects the remote shift control to the outdrive shift rod linkage.



Binnacle Controls

The helm on your Pursuit is designed for a binnacle style control with a single lever that operates as a gear shift and a throttle. General operation will include a position for neutral (straight up and down), a forward position (the 1st detent forward of neutral), and a reverse position (the 1st detent aft of neutral). Advancing the control lever beyond the shift range advances the throttle in forward or reverse. Each control is equipped with a means of permitting the engine to be operated at a higher than idle RPM while in neutral for cold starting and warm-up purposes.



ALWAYS RETURN THE ENGINE THROTTLE LEVER TO THE EXTREME LOW SPEED POSITION BEFORE SHIFTING. NEVER SHIFT THE UNIT WHILE ENGINE SPEED IS ABOVE 1000 RPM.

2.3 Neutral Safety Switch

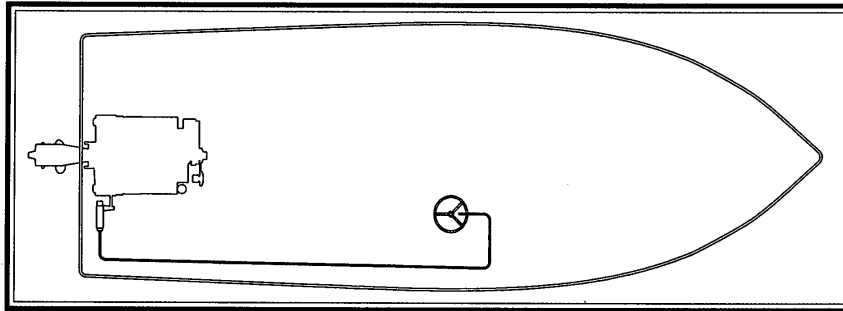
Every control system has a neutral safety switch incorporated into it. This device prohibits the engine from being started while the shift lever is in any position other than the neutral position. If the engine will not start, slight movement of the shift lever may be necessary to locate the neutral position and disengage the safety cutout switch. Control or cable adjustments may be required to correct this condition should it persist. See your Pursuit dealer for necessary control and cable adjustments.

2.4 Outdrive Power Tilt and Trim

All inboard/outboard drive systems have a tilt and trim feature for the outdrive. This allows the operator to control the angle of the outdrive from the helm. For information on the proper use and maintenance of the power tilt and trim, please refer to the engine owner's manual.

2.5 Steering System

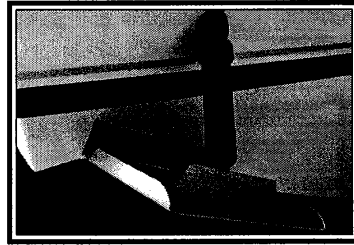
Your Pursuit is equipped with a power assisted cable steering system. Turning the wheel moves the gears in the helm, pushing or pulling the cable assembly and turning the outdrive. An engine driven power steering pump and cylinder assist the cable steering and reduces the effort required to turn the boat. Please refer to the engine owner's manual for information on the power steering system.



*Steering System
(For detailed schematic, see Chapter 15)*

2.6 Trim Tabs

Pursuit uses a dual toggle switch to control the trim tabs. The switch is labeled and controls bow up and down movements. It also controls starboard and port up and down movements. Bow up and bow down will control the hull planing attitude while port and starboard up and down provides control for the hull listing.



Trim Tabs

Before leaving the dock, make sure that the tabs are in the full UP position by holding the control in the bow up position for ten (10) seconds.

Always establish the intended heading and cruise speed before attempting to adjust the hull attitude with the trim tabs. After stabilizing speed and direction, move the trim tabs to achieve a level side to side running attitude being careful not to over trim.

After depressing a trim tab switch, always wait a few seconds for the change in trim plane to take effect. **Avoid depressing the switch while awaiting the trim plane reaction.** By the time the effect is noticeable the trim tab will have moved too far and thus the boat will be in an overcompensated position.

When running at a speed that will result in the boat falling off plane, lowering the tabs slightly, bow down, will improve the running angle and operating efficiency. Too much bow down tabs can reduce operating efficiency and cause substantial steering and handling difficulties.

Be extremely careful when operating in a following sea. The effect of trim tabs is amplified under such conditions. Steering and handling difficulties can result from improper trim tab usage, particularly in a following sea. Always raise the tabs to the full bow up position in these conditions.

When running at high speeds be sure that the tabs are in the full UP position. Only enough trim plane action should be used to compensate for any listing. Trim tabs are extremely sensitive at high speeds. Adjust for this and be prepared to slow down if difficulties arise.

When running into a chop, a slight bow down attitude will improve the ride. Be careful not to over trim. Handling difficulties may result.

2.7 Control Systems Maintenance

Control Maintenance

Periodic inspection of the control systems and all connections should be made. Signs of rust, corrosion, wear, or other deterioration should immediately be serviced. Generally, periodic lubrication of all moving parts and connections with a light waterproof grease is in order.

Lubrication should be performed as often as necessary to keep the system operating smoothly.

Control system adjustments may become necessary. If adjustment becomes necessary, see your Pursuit dealer.



DO NOT ATTEMPT CONTROL ADJUSTMENTS UNLESS YOU ARE FAMILIAR WITH SERVICING CONTROL SYSTEM PROCEDURES. CONTROL MISADJUSTMENT CAN CAUSE LOSS OF CONTROL AND SEVERE ENGINE OR OUTDRIVE DAMAGE.

Steering System Maintenance

A periodic inspection of all steering hoses, linkage and helm assemblies should be made. Signs of corrosion, cracking, loosening of fastenings, excessive wear, or deterioration should be immediately corrected. Failure to do so could lead to steering system failure that would result in loss of control.

The engine driven power steering system has specific maintenance requirements. Please refer to the engine owner's manual for maintenance information on the power steering system.

Trim Tab Maintenance

Marine growth can interfere with the proper operation of the trim tab planes and actuators. Periodically inspect and clean marine growth from the actuators and planes.

The trim tab fluid should be checked often. Keep the fluid level between the marks on the trim tab pump reservoir.

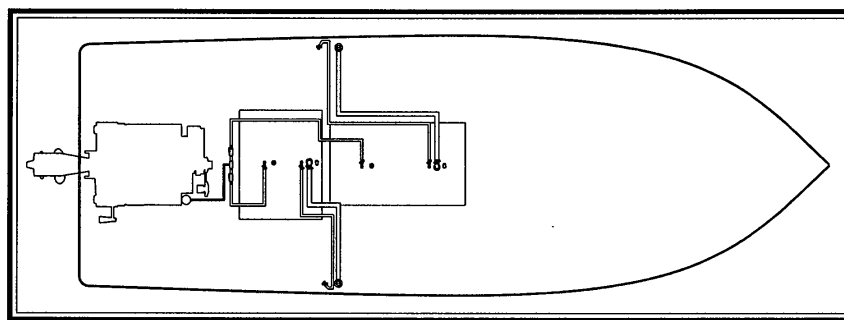
If your Pursuit will be left in saltwater for extended periods it may be necessary to install zinc anodes on the trim tab planes to prevent galvanic corrosion. Refer to the trim tabs owner's manual for additional maintenance information and fluid specifications.

Chapter 3: **FUEL SYSTEM**

3.1 General

The gasoline fuel system used in Pursuit boats is designed to meet or exceed the requirements of the U.S. Coast Guard, the Boating Industry Association, and the American Boat and Yacht Council in effect at the time of manufacture.

All gasoline fuel systems have been factory inspected and pressure tested in accordance with regulations in effect at the time of manufacture. This inspection assures that the system is air tight, leak proof and safe. It is the responsibility of the purchaser to maintain it in that condition. Make frequent inspections to assure that no deterioration or loosening of connections is resulting from vibration.



Fuel System
(For detailed schematic, see Chapter 15)



DO NOT LET THE ODOR OF GASOLINE GO UNCHECKED. ANY ODOR OF GASOLINE MUST BE IMMEDIATELY INVESTIGATED AND STEPS TAKEN TO PROTECT THE BOAT AND ITS OCCUPANTS UNTIL THE PROBLEM IS CORRECTED. IF THE ODOR OF GASOLINE IS NOTED, SHUT OFF THE ENGINE AND ELECTRICAL EQUIPMENT TO INVESTIGATE AND CORRECT THE SITUATION IMMEDIATELY. HAVE ALL PASSENGERS PUT ON PERSONAL FLOTATION DEVICES AND KEEP FIRE EXTINGUISHERS READY UNTIL THE SITUATION IS RESOLVED.

Fuel Withdrawal Tubes

The fuel withdrawal tubes are positioned in the fuel tanks to achieve optimum fuel usage, fuel line routing, etc. At certain speeds and hull trim angles, the fuel supply at the withdrawal tank location can increase or decrease accordingly. Be extremely careful when attempting to operate the boat when low on fuel. Though some fuel may be in the tank, the relative trim angle of the boat may cause the fuel to flow away from the withdrawal.

Fuel Gauge

This indicates the amount of fuel in the tank. Due to the mechanical nature of the fuel sender, variations in readings during various speeds of operation may occur. This system is merely a relative indication of the available fuel supply and not a calibrated instrument.

Fuel Fills

Fuel deck plates are located on both side decks, and are marked "GAS." Be sure to use the proper type and grade fuel. Refer to the engine owner's manual for additional information.



DO NOT CONFUSE THE FUEL FILL DECK PLATES WITH WATER OR WASTE DECK PLATES. THESE PLATES ARE ALSO LABELED ACCORDINGLY.



Fuel Fill

Fuel Vents

There are two fuel vent fittings, one on each side of the hull. While the tank is being filled, the air displaced by the fuel escapes through the vent. When the tank is almost full, fuel will be ejected from the fuel vent.

After fueling, replace the fill caps, and wash the areas around the fuel fill plates and below the fuel vents. Residual fuel left on the deck and hull sides can be dangerous and will yellow the fiberglass or damage the striping.

3.2 Inboard/Outboard Fuel System

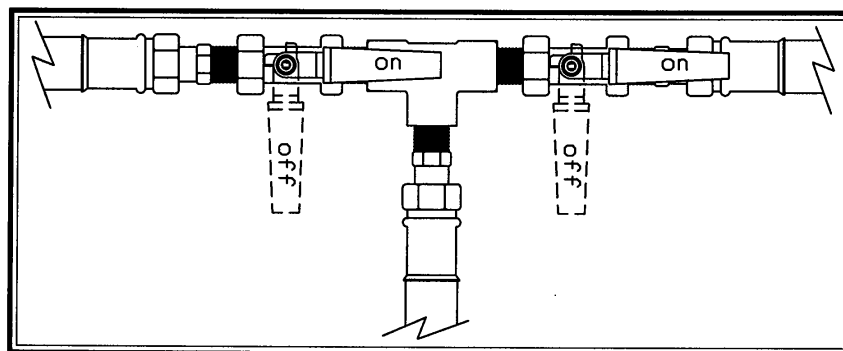
The fuel system has two fuel tanks and one manual “On/Off” fuel valve for each fuel supply line. The valves are marked according to the side of the boat where the fuel fill is located for that tank. The valves are off when the handle is perpendicular to the fuel flow. The valves allow the operator to run the engine from both tanks or from either the aft tank, which fills from the starboard side, or the forward tank, which fills from the port side. Under normal operating conditions, the engine should be run from either the “Starboard” or the “Port” fuel tank. Never operate the boat with both fuel valves open. The engine will not draw fuel equally from both tanks which could result in one tank being completely exhausted of fuel while the other tank is partially full, causing fuel supply problems.

The fuel tanks are mounted in the center of the bilge and the fuel gauges are controlled by a selector switch on the helm. The front tank is labeled “Fore” and is filled by the port fuel fill. The rear fuel tank is labeled “Aft” and is filled by the starboard fuel fill. Please note that the fuel gauge selector switch controls the fuel gauges and does not switch the fuel valves.

Fuel withdrawal lines are equipped with antisiphon valves where the lines attach to the fuel tanks. These valves prevent gasoline from syphoning out of the fuel tank should a line rupture.



DO NOT REMOVE THE ANTISYPHON VALVE(S) FROM THE SYSTEM. SHOULD THE VALVE(S) BECOME CLOGGED, CLEAN AND RE-INSTALL OR REPLACE.



*Inboard/Outboard Engine Fuel Valves
(For detailed fuel system schematic, see Chapter 15)*

Fuel Filter

The engine is equipped with a spin on, water separator type fuel filter. The filter should be checked frequently and changed at least annually to assure an adequate supply of clean, dry fuel to the engine. It is recommended that the filter is inspected after the first 25 hours of use and then serviced as needed. Follow the engine or filter manufacturer's instructions for servicing or replacing the fuel filter.



Fuel Filter



TO REDUCE THE POSSIBILITY OF A FIRE OR EXPLOSION, MAKE SURE ALL ELECTRICAL SWITCHES ARE IN THE "OFF" POSITION BEFORE SERVICING THE FUEL SYSTEM.



DO NOT DRAIN ANY FUEL IN THE BILGE. THIS COULD LEAD TO A FIRE OR EXPLOSION.



CHECK ALL FITTINGS FOR LEAKS BEFORE AND AFTER STARTING THE ENGINES.



BEFORE STARTING THE ENGINE, ALWAYS OPEN ALL HATCHES, WINDOWS, AND DOORS AND RUN THE BLOWER FOR AT LEAST FIVE (5) MINUTES TO COMPLETELY VENTILATE THE BOAT AFTER SERVICING THE FUEL SYSTEM.

3.3 Fueling Instructions



FUEL IS VERY FLAMMABLE. BE CAREFUL WHEN FILLING THE FUEL TANKS. NO SMOKING. NEVER FILL THE TANKS WHILE THE ENGINES, MOTORS AND FANS ARE RUNNING. FILL THE FUEL TANKS IN AN OPEN AREA. DO NOT FILL THE TANKS NEAR OPEN FLAMES.



TO PREVENT DAMAGE TO THE FUEL SYSTEM, USE ONLY A GOOD GRADE OF GASOLINE FOR GASOLINE ENGINES. DO NOT USE A FUEL THAT CONTAINS HARSH ADDITIVES OR IS AN ALCOHOL BLEND. ANY DAMAGE DONE TO THE FUEL SYSTEM THAT IS THE RESULT OF USING AN ALCOHOL BLEND, IS NOT COVERED BY THE PURSUIT WARRANTY. REFER TO THE ENGINE MANUFACTURER OWNER'S MANUAL FOR THE FUEL REQUIREMENTS FOR YOUR ENGINE.

To fill the fuel tank at a marina, follow this procedure:

1. Make sure all switches are in the "Off" position.
2. Make sure the boat is securely moored.
3. Make sure all passengers leave the boat.
4. Estimate how much fuel is needed.

Note: When the fuel tank is full, fuel will come out through the fuel vent. The fuel vents are located on each side of the boat.

5. A special key to open the fuel caps is supplied.
6. Turn the key counterclockwise to open the cap.
7. Remove the cap.
8. Put the nozzle in the fuel opening.



TO PREVENT STATIC SPARKS WHEN FILLING THE TANK, MAKE SURE THE NOZZLE IS IN CONTACT WITH THE FUEL OPENING.



MAKE SURE YOU DO NOT SPILL ANY FUEL. IF FUEL IS SPILLED, USE A CLOTH TO REMOVE THE FUEL.

9. Fill the fuel tank.
10. Remove the nozzle.
11. Install the fuel cap.
12. Open all hatches, windows and doors. Run the blower for at least five minutes to completely ventilate the boat.
13. Check the fuel compartment and below the deck for fuel odors. If you smell fuel, do not start the engine.



BEFORE STARTING THE ENGINE, ALWAYS OPEN ALL HATCHES, WINDOWS, AND DOORS. RUN THE BLOWER FOR AT LEAST FIVE (5) MINUTES TO COMPLETELY VENTILATE THE BOAT AFTER FUELING OR SERVICING THE FUEL SYSTEM.



TO REDUCE THE RISK OF A FIRE AND/OR EXPLOSION, DO NOT START THE ENGINE WHEN FUEL FUMES ARE PRESENT. FUEL FUMES ARE DANGEROUS AND HARMFUL TO YOUR HEALTH.



MAKE SURE ALL GASOLINE ODORS ARE INVESTIGATED IMMEDIATELY.

3.4 Fuel System Maintenance

Periodically inspect all connections, clamps and hoses for leakage and damage or deterioration. Replace as necessary. Spray the valves, fuel gauge and ground connections with a lubricant/protector.

Periodically, remove the flame arrestors from the fuel vents, clean the vents and flame arrestors of any dirt, etc. Be sure the flame arrestors are replaced securely after cleaning. The flame arrestors will prevent insects and other foreign matter from contaminating the fuel and fuel system.

Contaminated fuel may cause serious damage to your engine. The filter must be serviced frequently. The filter element must be changed at least once a season or more frequently depending on the type of engine and the quality of the fuel. Please refer to the engine or fuel filter manufacturer's instructions for information on servicing and replacing the fuel filter element.



DO NOT DRAIN ANY FUEL IN THE BILGE. THIS COULD LEAD TO A FIRE OR EXPLOSION.



AFTER THE FILTER ELEMENT HAS BEEN CHANGED, PRIME THE FUEL SYSTEM AND CHECK ALL FITTINGS FOR LEAKS BEFORE AND AFTER STARTING THE ENGINES.



BEFORE STARTING THE ENGINE, ALWAYS OPEN ALL HATCHES, WINDOWS, AND DOORS. RUN THE BLOWER FOR AT LEAST FIVE (5) MINUTES TO COMPLETELY VENTILATE THE BOAT AFTER FUELING OR SERVICING THE FUEL SYSTEM.

Chapter 4: **ELECTRICAL SYSTEM**

4.1 General

Your Pursuit is equipped with a 12-volt D.C. electrical system and could be equipped with an optional 110-volt A.C. system. The A.C. system draws current from shore power outlets at dockside. The D.C. system draws current from on-board batteries.

The 12-volt batteries in your boat are the lead-acid type. They will require similar maintenance as those found in automobiles.

There are electrical schematics included in this manual to aid in following an individual circuit of the boat.

4.2 12-Volt System

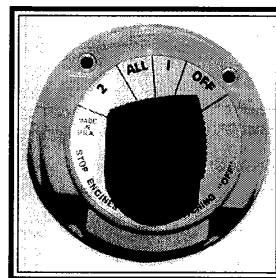
The 12-volt system is a fairly standard system. There are two (2) batteries controlled by one (1) battery selector switch. The batteries themselves are charged by the engine separately or simultaneously. They can also be charged by the battery charger, if the boat is equipped with the optional 110-volt dockside power and battery charger. All 12-volt power is distributed to the 12-volt accessories through individual circuit breakers located in the 12-volt switch panels. A main circuit breaker located near the battery selector switch protects the system from an overload. Another circuit breaker near the selector switch protects the circuit for the automatic float switch for the bilge pump. Most 12-volt accessories are operated directly by switches in the helm and accessory switch panels.



PROPER FUSE OR BREAKER PROTECTION MUST BE PROVIDED FOR ALL 12-VOLT EQUIPMENT ADDED. DO NOT OVERLOAD THE ACCESSORY CIRCUIT BREAKERS OR OTHER CIRCUITRY THROUGH ADDITIONAL 12-VOLT EQUIPMENT.

Battery Switch

The battery selector switch is located in the transom area of the boat. The switch feeds the engine and the 12-volt accessory panel. 12-volt power can be supplied by either battery # 1 or battery # 2 separately or by both batteries simultaneously. The selector switch also directs the charging current when the engines are operating.



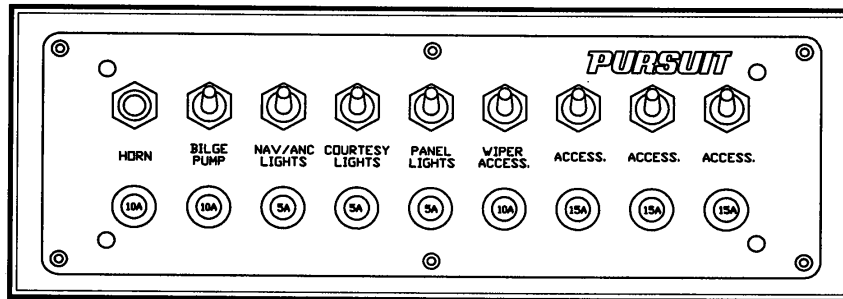
Battery Selector Switch

For example: When the switch is on battery # 1, the engine and the 12-volt system will be supplied power by battery # 1. Battery # 2 will be isolated and in reserve. Battery # 1 will be charged by the alternator. When the selector switch is on battery # 2, the engine and the 12-volt system will be supplied power by battery # 2. Battery # 1 will be isolated and in reserve. Battery # 2 will then be charged by the alternator.

When the selector switch is on "ALL," the batteries are connected in parallel so the engine and the 12-volt system will be supplied power by both batteries. Both batteries will be charged by the alternator. The "ALL" position should only be used when starting the engine, as this requires extra electrical power, or when both batteries are low and need charging. Otherwise, it is recommended that the selector switch be set on battery # 1 or battery # 2 when the engine is operating. While in port, or at anchor, the battery selector switch should be on either the battery # 1 or the battery # 2 position. This will keep one battery in reserve for starting the engine. The battery switch should be turned to the "OFF" position when leaving the boat unattended.

12-Volt Accessory Switch Panels

The main accessory switch panel is located at the helm. The circuit breakers that protect the accessories are located directly under the switches.



12-volt Accessory Switch Panel

The following is a description of the accessories controlled by the main accessory switch panel:

Horn Activates the boat horn. It is protected by a 10-amp breaker.

Bilge Pump The bilge pump is installed in the center of the bilge below the engine. The pump moves water out through the thru-hull fittings near the transom. To start the pump manually, put the switch in the "ON" position. It is protected by a 10-amp breaker.

Note: The bilge pump will start automatically when there is sufficient water in the bilge to activate the float switch. The float switch is protected by a 10-amp circuit breaker located near the battery selector switch and is always supplied current when the batteries are connected.

Anchor/Nav Lights The switch is a three-position switch. The middle position is "OFF." Moving the switch in one direction will activate the navigation lights. Moving the switch in the opposite direction activates the anchor light. It is protected by a 5-amp breaker.

Courtesy Lights Activates the lights that illuminate the cockpit area. It is protected by a 5-amp breaker.

Panel Lights Activates the engine gauge and compass lights. It is protected by a 5-amp breaker.

Windshield Wiper Activates the windshield wiper if this option is installed on your boat. If no wiper is installed, this switch is reserved for additional accessories. It is protected by a 10-amp breaker.

Accessory Switches (3) These switches are supplied to operate additional equipment that may have been installed by Pursuit or your Pursuit dealer. If no accessories are activated by these switches, they remain wired in the panel in reserve. They are protected by 15-amp breakers.

Additional Switch Panels

Additional switch panels may be located in various locations in the cockpit and helm area of the boat. Most of these panels are equipped with one switch and one circuit breaker. The following is a description of switch panels that may be on your Pursuit and the optional accessories they control:

Baitwell Switch This switch activates the baitwell circulating pump that supplies water to the baitwell. It is protected by a 15-amp breaker.

Washdown Pump This switch activates the raw water washdown pump. The pump is the pressure demand type and is protected by a 15-amp breaker.

Note: Please refer to Chapter 6 for more information on the baitwell and washdown systems.

Trim Tab Switch Located in the helm. This switch controls the trim tab planes located on the transom of the boat. It is protected by a 20-amp in-line fuse located behind the helm at the back of the switch. Please refer to Chapter 2 for detailed information on the operation of the trim tab controls.

Fuel Gauge Switch The fuel gauge switch panel is located at the helm and allows one fuel gauge to be used for both fuel tanks. With the ignition switch on, move the switch to port and the gauge will show the fuel level in the front fuel tank. Move the switch to starboard and the gauge will show the fuel level in the aft fuel tank.

Blower Switch Located in the helm. This switch supplies electrical current to the blower that provides ventilation to the engine compartment prior to start up and while operating below cruise speed. It is protected by a 10-amp breaker.

Note: Please refer to the DANGER and CAUTION notations in the Ventilation Systems Chapter 8.

4.3 110-Volt System (Optional)

The 110-volt A.C. system is fed by the shore power outlet. 110-volt current is distributed to the 110-volt accessories through individual circuit breakers located in the 110-volt panel. The main breaker in the panel protects the system from an overload and the reverse polarity light indicates any problems due to an improper shore power supply. All A.C. outlets in the cabin are protected by ground fault interrupts to protect against electrical shock. The 110-volt A.C. system is wired totally separate from the 12-volt D.C. system. A cord set is provided to supply power from the shore power outlet to the boat's 110-volt A.C. system.



TO REDUCE THE RISK OF ELECTRICAL SHOCK IN WET WEATHER, AVOID MAKING CONTACT WITH THE SHORE CABLE OR MAKING A CONNECTION TO A LIVE SHORE OUTLET.



TO REDUCE THE POSSIBILITY OF AN ELECTRICAL SHOCK, IT IS IMPORTANT THAT THE 110-VOLT A.C. GROUND SYSTEM IS FUNCTIONING PROPERLY AND THAT A PROPER CONNECTION EXISTS BETWEEN THE SHORE POWER CORD AND THE SHORE POWER INLET AND THE OUTLET GROUND CIRCUITS. IF THERE IS ANY DOUBT ABOUT THE INTEGRITY OF THE GROUND CIRCUIT, A QUALIFIED MARINE ELECTRICIAN SHOULD BE CONTACTED IMMEDIATELY AND THE 110-VOLT A.C. SHOULD BE DISCONNECTED UNTIL THE NECESSARY REPAIRS ARE COMPLETED.

Recommended procedure for making a shore connection

Turn the A.C. main breaker to the "OFF" position. If the dockside outlet includes a disconnect switch, turn it to the "OFF" position also.

To avoid strain on the shore power cord, make sure it has more slack than the mooring lines. Dress the cord so that it cannot be damaged by chafing between the boat and the dock. Make sure the cord does not come in contact with the water. Then connect the cord in the plug outlet making sure the connection plug includes a three-prong plug with a ground wire. Tighten the lock rings on both the shore and the boat connector plugs.



Shore Power Outlet

Turn the shore disconnect switch to the "ON" position and check for proper polarity. If reverse polarity has been achieved, the red polarity indicator in the 110-volt panel will light. If this should happen, make sure the main breaker on the panel is in the "OFF" position and the dock power switch is "OFF." Notify a qualified electrician to check the wiring at the dock outlet. If the reverse polarity light does not light when power is supplied to the panel, the polarity is correct and the A.C. main switch can be moved to the "ON" position.



DO NOT ATTEMPT TO CORRECT THE WIRING YOURSELF. ELECTRIC SHOCK CAN CAUSE SEVERE INJURY OR EVEN DEATH. ALWAYS HAVE A QUALIFIED ELECTRICIAN CHECK WIRING.

Disconnecting procedure for shore power connection

Turn the main breaker on the 110-volt A.C. panel to the "OFF" position.

Turn the disconnect switch on the dockside outlet to the "OFF" position.

Disconnect the shore power cord from the dockside outlet and replace the outlet caps. Disconnect the cord from the boat and replace the outlet cap. Store the shore power cable.

110-volt A.C. Panel and Accessory Operation

The A.C. panel is located in the cabin. The following is a description of the A.C. panel equipment and the breakers that protect the accessories:

A.C. Main Breaker

Protects the general distribution network. This breaker is very sensitive. The resulting power surge that occurs when connecting the dockside cord may cause the main breaker to trip. To avoid this surge, always turn the main breaker to the "OFF" position before plugging or unplugging the shore power cord.

Polarity Light

The red light indicates reverse polarity current at the panel. This situation will cause the red light to remain lit. If reverse polarity is achieved, immediately turn off all 110-volt panel breakers and dockside outlet breakers. Then, notify a qualified electrician to check the dockside wiring.

Battery Charger

Supplies electrical current directly to the automatic battery charger. The battery charger automatically charges and maintains the 12-volt batteries simultaneously when activated. See the battery charger manual for more information.

Outlets

Supplies electrical current to the port side cabin electrical outlets.



ALL A.C. ELECTRICAL OUTLETS ARE PROVIDED WITH GROUND FAULT INTERRUPTS TO PROTECT AGAINST ELECTRIC SHOCK. THESE OUTLETS SHOULD BE TESTED PERIODICALLY TO INSURE PROPER OPERATION.

Accessory

Reserved for additional equipment. Supplies 110-volt electrical current directly to the refrigerator when this option is installed and 110-volt current is chosen over the 12-volt supply. See refrigerator manual for more information.

4.4 Electrical System Maintenance

D.C. Electrical System Maintenance

At least once a year, spray all exposed electrical components behind the helm and in the plugs, with a metal protector such as WD40®. Exterior light fixture bulbs should be removed and the metal contact areas coated with a non water soluble lubricant like Vaseline®. The sockets should be sprayed with WD40®. Care must be taken not to get any oil or grease on the glass portion of the bulb as this will cause the bulb to overheat and burn out.



WHEN REPLACING LIGHT BULBS IN MARINE LIGHT FIXTURES, ALWAYS USE A BULB WITH THE SAME RATING AS THE ORIGINAL. USING A DIFFERENT BULB COULD CAUSE THE FIXTURE TO OVERHEAT AND MELT OR SHORT CIRCUIT.

Inspect all wiring for proper support, sound insulation, and tight terminals.

Check all below deck wiring to be sure it is properly supported, that the insulation is sound, and that there are no loose or corroded terminals. Corroded terminals should be thoroughly cleaned with sandpaper, or replaced, tightened securely and sprayed with WD40® or a similar protector. Inspect all engine wiring.

110-volt A.C. System Maintenance

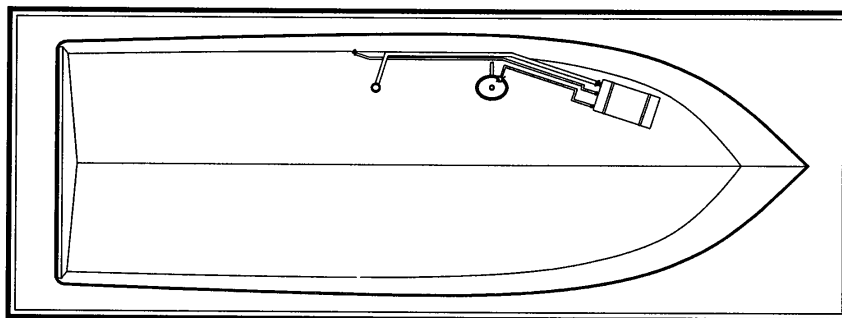
Periodically inspect all wiring for nicks, chafing, brittleness, improper support, etc. Examine the shore power cord closely for cracks in the insulation and corrosion in electrical connectors. Spraying receptacles and electrical connections with an electrical contact cleaner or CRC, WD40 or similar protector will reduce corrosion and improve electrical continuity.



DO NOT ALLOW CORROSION TO BUILD ON CONNECTIONS. SHORTS OR GROUND FAULTS CAN RESULT.

The entire 110-volt circuitry, especially the shore power cord, should be seasonally tested for proper continuity by an experienced electrician. This will detect any shorts, open wires, or ground faults. The polarity indicator system should also be inspected for proper operation.

Chapter 5: FRESHWATER SYSTEM



*Freshwater System
(For detailed schematic, see Chapter 15)*

5.1 General

The freshwater system consists of potable water tank, distribution lines and a hand operated pump. The tank is filled through a labeled deck plate located on the gunnel.



DO NOT FILL SYSTEM WITH ANYTHING OTHER THAN WATER. SHOULD THE SYSTEM BECOME CONTAMINATED WITH FUEL OR OTHER TOXIC FLUIDS, COMPONENT REPLACEMENT MAY BE NECESSARY.

5.2 Freshwater System Operation

Fill the water supply tank slowly through the labeled deck plate.

After filling the water tank, operate the galley sink hand pump until the air is purged and a solid stream of water flows from the faucet.

If the system has been recently filled or has not been used for an extended period, air bubbles may accumulate at the pump and the system may have to be reprimed.

5.3 Freshwater System Maintenance

Information supplied with water system components is included with this manual. Refer to this information for additional operation and service data.

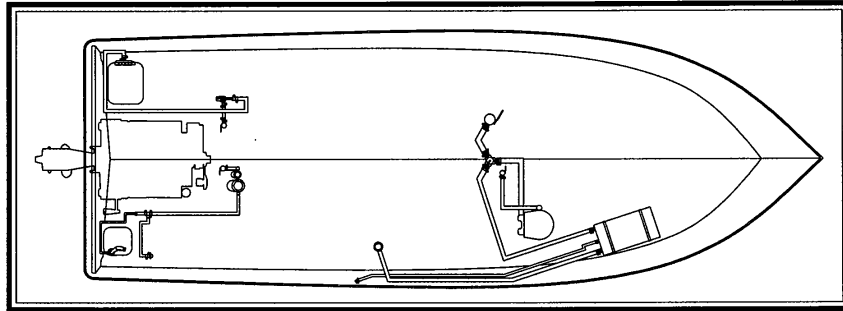
The following items should be done routinely to maintain your Freshwater System:

- Remove and clean the screens in the water tank vent fitting of any dirt, plastic particles, etc. Always replace the screens after cleaning.
- Periodically spray the pumps and metal components with a metal protector.
- Add a commercially available potable water conditioner to the water tank to keep it fresh.



THE FRESHWATER SYSTEM MUST BE PROPERLY WINTERIZED PRIOR TO WINTER LAY-UP. SEE SECTION ON WINTERIZING.

Chapter 6: **RAW WATER SYSTEM**



Raw Water System
(For detailed schematic, see Chapter 15)

6.1 General

In the raw or sea water systems, all water pumps are supplied by a hose connected to a ball valve located in the bilge compartment. Always make sure the ball valves are open before attempting to operate any component of the raw water system.

12-volt pumps supply sea water to the various accessories.

Priming the System

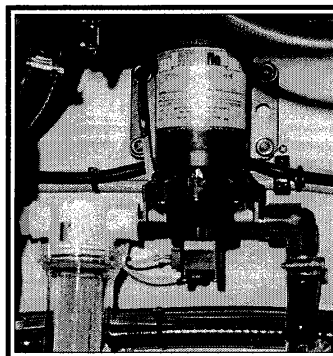
Make sure the ball valves are open. Open the hose connector for the raw water washdown and activate the pressure pump by turning the washdown pump switch to the "ON" position. Run the pump until all of the air is purged from the system and then turn the switch off. Turn the livewell switch to the "ON" position. Run the pump until all of the air is purged from the system and then turn the switch to the "OFF" position. If the livewell pump runs but does not prime, it may have an air lock at the pump. Running the boat at fifteen miles per hour or above will force water through the pump removing the air lock and allowing the pump to prime.

Note: It may be necessary to reprime the raw water system if the system is not used for an extended period and at the time of launching.

6.2 High Pressure Washdown

A 12-volt high pressure pump, controlled by a pressure sensor, supplies the raw water hose connector located in the cockpit. The pump is activated by the washdown switch located in the helm or the rear of the cockpit. This switch should be turned to the "ON" position just before using the washdown and be turned to the "OFF" position when the washdown is not in use.

When activated, the pressure switch will automatically control the pump. As the pressure builds in the washdown hose, the pump will shut off. When the washdown hose is in use and the pressure drops, the pump will turn on.



Washdown Pump

The raw water washdown system is equipped with a sea strainer located on the intake side of the pump. This should be checked frequently and cleaned as necessary.

The Washdown Pump Connection

The washdown pump hose connection is located in the cockpit and uses a standard garden hose connection.



ALWAYS TURN THE RAW WATER PUMP SWITCH TO THE "OFF" POSITION WHEN LEAVING THE BOAT UNATTENDED.



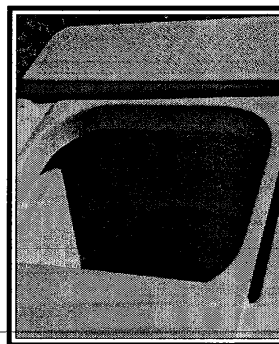
DO NOT RUN THE HIGH PRESSURE PUMP DRY FOR EXTENDED PERIODS AS DAMAGE TO THE PUMP WILL RESULT.



Washdown Connection

6.3 Livewell

Sea water is provided to the livewell by a 12-volt circulation pump. This pump is designed to carry a constant flow of water to the livewell. The pump does not have a pressure sensor. It is activated by the baitwell switch in the 12-volt panel or a separate switch in the stern of the cockpit. Always turn the pump "OFF" at the switch panel when the livewell is not in use.



Livewell

The livewell drain is equipped with a pvc ball valve located in the bilge under the livewell. The ball valve opens or closes the drain. An overflow built into the livewell automatically controls the water level in the livewell when the drain ball valve is closed and the pump is operating.

The livewell raw water intake is equipped with a scoop that will supply water to the livewell if the pump should fail. To supply water to the livewell using the scoop, make sure the thru hull and livewell valves are open and run the boat at a speed above fifteen miles per hour. Water will circulate through the livewell and out the overflow.

The livewell supply thru hull valve should be closed whenever the livewell is not in use. This will prevent water from entering the livewell while the boat is cruising. The valve should also be closed before hauling the boat from the water. This will help to prevent the livewell pump from losing prime when the boat is launched.

6.4 Raw Water System Maintenance

The following items should be done routinely to help maintain your Raw Water System:

- Check hoses, particularly the sea water supply line, for signs of deterioration.
- Remove and clean the sea water strainer.
- Spray pumps with a protective oil periodically.



SHOULD A HOSE RUPTURE, TURN THE PUMP OFF IMMEDIATELY. ALWAYS CLOSE THE THRU HULL VALVE WHEN PERFORMING MAINTENANCE ON A SEA WATER PUMP.

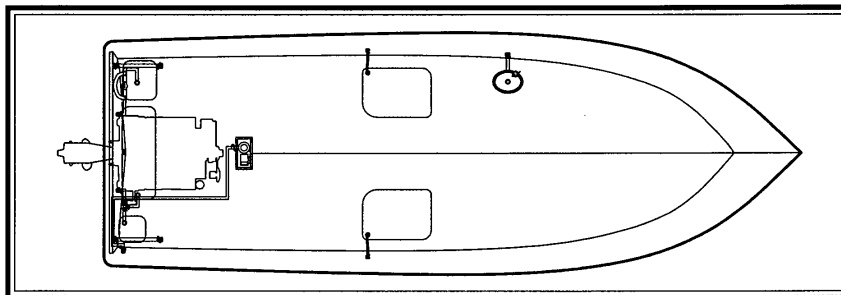


THE BATTERIES MUST BE PROPERLY CHARGED. OPERATING ANY PUMPS FROM A BATTERY WITH A LOW CHARGE MAY LEAD TO A PUMP FAILURE.



THE RAW WATER SYSTEM MUST BE PROPERLY WINTERIZED PRIOR TO WINTER LAY-UP. SEE SECTION ON WINTERIZING.

Chapter 7: DRAINAGE SYSTEMS



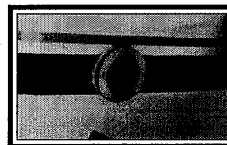
Drainage System
(For detailed schematic, see Chapter 15)

7.1 Cockpit Drainage

Your Pursuit has two scupper drains located on each side of the hull, near the waterline, to provide drainage for the cockpit. Water is channeled away from all hatches by a gutter or drainrail system. The water then drains overboard through the scuppers.

7.2 Hard-Top and Radar Arch Drainage

There is a hole drilled in one of the leg bases to prevent water from being trapped within the leg and provide a wire chase for accessories. A small hole is drilled in the tubing at the base of legs that are not drilled for a wire chase to allow water to drain.



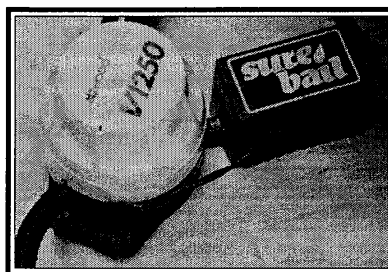
Scupper



ALWAYS MAKE SURE THE LEG DRAIN HOLES ARE CLEAR WHEN THE BOAT IS LAID UP FOR THE WINTER. WATER TRAPPED INSIDE THE TOWER LEGS COULD FREEZE AND CAUSE THE LEGS TO SPLIT.

7.3 Bilge Drainage

The bilge pump is activated both manually, by a switch in the helm station, and automatically, by a float switch located next to the pump in the bilge. The automatic float switch remains activated when the battery switches are in the "OFF" position. All bilge pumps pump water out of thru hulls located above the waterline in the hull.



Bilge Pump and Automatic Switch

Note: See Electrical Systems for additional information on bilge pump operation.

IMPORTANT: Any oil spilled in the bilge must be thoroughly removed and properly disposed of before operating the bilge pumps. The discharge of oil from the bilge is illegal and subject to a fine.



THE FEDERAL WATER POLLUTION CONTROL ACT PROHIBITS THE DISCHARGE OF OIL OR OILY WASTE INTO OR UPON THE NAVIGABLE WATERS OF THE UNITED STATES OR THE WATERS OF THE CONTIGUOUS ZONE IF SUCH DISCHARGES CAUSE A FILM OR SHEEN UPON OR A DISCOLORATION OF THE SURFACE OF THE WATER OR CAUSES A SLUDGE OR EMULSION BENEATH THE SURFACE OF THE WATER. VIOLATORS ARE SUBJECT TO A PENALTY OF \$5,000.



CERTAIN BULKHEAD AREAS ARE SEALED IN ACCORDANCE WITH U.S. COAST GUARD REGULATIONS THAT WERE IN EFFECT AT THE DATE OF MANUFACTURE OF THE BOAT. ANY MODIFICATIONS TO THESE BULKHEADS SHOULD BE IN ACCORDANCE WITH THE U.S. COAST GUARD REGULATIONS.

7.4 Fishbox Drainage

The fishbox is drained by gravity. Water drains out of a thru hull fitting located in the transom above the waterline. The fishbox should be flushed out and cleaned after each use.

7.5 Water System Drains

All sinks and livewells provided with fresh or raw water drain by gravity to overboard thru hulls located in the hull sides or transom just above the waterline. The overflow in the livewell drains into the overboard drains.

7.6 Maintenance

It is essential that the following items be done periodically to maintain proper drainage of your boat:

- Clean the cockpit drain rails with a hose to remove debris that can block water drainage.
- Clean the hard-top leg drain holes. This is especially important just before winter lay-up.
- Frequently test the automatic bilge switch for proper operation.
- Clean the bilge pump strainer of debris and check the bilge for foreign material that can cause the automatic switch to malfunction.
- Flush all gravity drains with freshwater to keep them clean and free flowing.
- Frequently clean and flush the fishbox with soap and freshwater or a bilge cleaner after each use to keep it clean and fresh.

Note: All drains and pumps must be properly winterized before winter lay-up.



NEVER USE HARSH CHEMICAL DRAIN CLEANERS IN MARINE DRAIN SYSTEMS. PERMANENT DAMAGE TO THE HOSES AND FITTINGS MAY RESULT.

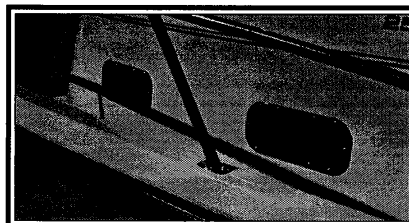
Chapter 8: **VENTILATION SYSTEM**

8.1 Cabin Ventilation

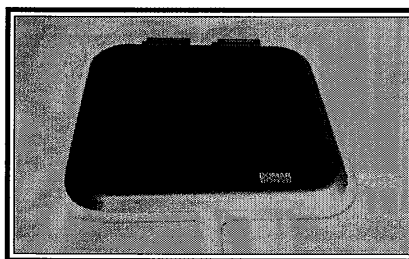
Ventilation to the cabin areas is provided by a deck hatch, opening port windows, and louvers in the cabin doors.

The port windows are secured by cam action locks. The locks should be adjusted so they are tight enough to seal the windows in the closed position, but not so tight that they break the plastic.

The deck hatch is supported in the open position by an adjustable hatch adjuster. To close the hatch, loosen the knob on the hatch adjuster and close the hatch. Secure in the closed position with the two cam levers on the inside of the hatch.



Port Windows



Forward Deck Hatch

8.2 Windshield Ventilation

The windshield is equipped with an opening vent panel on each side of the windshield. To open the vent, release the locking T-handle and open the vent to the desired position. Lock the vent in place by turning the T-handle 1/4 turn. The friction of the T-handle in the guide will hold the vent in that position.

Please note that some hard-top options may interfere with opening side vents in the windshield. In these cases, the windshield will not be vented.

8.3 Engine Compartment Ventilation

All Pursuit inboard/outboard boats are equipped with engine compartment ventilation. The ventilation system is designed to meet or exceed the requirements of the United States Coast Guard in effect at the time of manufacture.

Free Air System

A flow of air into the engine compartment is provided by vents located on either side of the hull. Exhaust vents provide a flow of air out of the engine compartment. The exhaust vents have ducts that reach to the lower part of the engine compartment. This provides adequate air movement while operating at or near cruise speeds.

Forced Ventilation

All Pursuit inboard/outboard boats are equipped with an electric blower that provides ventilation to the engine compartment prior to start up and while operating below cruise speed. For more information on the bilge blower operation, refer to Chapter 4, Electrical System.



GASOLINE VAPORS CAN EXPLODE. BEFORE STARTING THE ENGINE, OPERATE THE ENGINE COMPARTMENT BLOWER FOR FIVE (5) MINUTES, OPEN THE ENGINE HATCH, INSPECT THE FUEL SYSTEM AND CHECK THE ENGINE FOR THE ODOR OF GASOLINE VAPORS. ALWAYS OPERATE THE BLOWER WHILE THE ENGINE IS AT IDLE. UNDER NO CIRCUMSTANCES SHOULD THIS PROCEDURE BE OVERLOOKED.



ALWAYS RUN THE BLOWER WHEN OPERATING A GASOLINE POWERED BOAT BELOW CRUISE SPEEDS TO ENSURE ADEQUATE VENTILATION OF THE ENGINE COMPARTMENT.



FAILURE TO PROPERLY VENTILATE THE BOAT WHILE THE ENGINE IS RUNNING MAY PERMIT CARBON MONOXIDE TO ACCUMULATE WITHIN THE CABIN. CARBON MONOXIDE IS A COLORLESS AND ODORLESS GAS THAT IS LETHAL WHEN INHALED. CARE MUST BE TAKEN TO PROPERLY VENTILATE THE BOAT AND TO AVOID CARBON MONOXIDE FROM ACCUMULATING IN THE BOAT WHENEVER THE ENGINE IS RUNNING.

8.4 Maintenance

- Periodically lubricate all hinges and latch assemblies with a light oil.
- Periodically clean and coat gasket material with silicone to help keep them pliable.
- Periodic inspection and cleaning of the engine compartment ventilation ducts is necessary to ensure adequate air circulation. A build up of leaves, twigs, or other debris can severely reduce ventilation. It is also important to be sure that the bilge water level does not accumulate to a level that could restrict the ventilation ducts.
- The bilge blower is permanently lubricated and requires no maintenance. Blower operation can and should be tested by placing a hand over the rear vent. Do not rely on the sound of the blower. A substantial amount of air should be exhausted by the blower. Frequently check the intake vents for obstructions, preferably before each cruise.



SHOULD BLOWER NOISE BECOME EXCESSIVE, THE SOURCE OF THE NOISE SHOULD BE FOUND AND CORRECTED BEFORE OPERATING THE BOAT.

Chapter 9: **SAFETY EQUIPMENT**

9.1 Engine Alarm

Some inboard/outboards are equipped with an audible alarm system mounted in the helm area that monitors selected critical engine systems. The alarm will sound if one of these systems begins to fail. Refer to the engine owner's manual for information on the alarms installed with your engine.

If the alarm sounds:

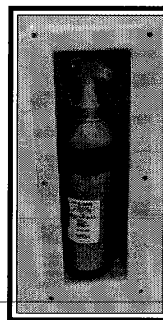
- Immediately throttle the engine back to idle.
- Shift the transmission to neutral.
- Monitor the engine gauges to determine the cause of the problem.
- If necessary, shut off the engine and investigate until the cause of the problem is found.

9.2 Neutral Safety Switch

Every control system has a neutral safety switch incorporated into it. This device prohibits the engine from being started while the shift lever is in any position other than the neutral position. If the engine will not start, slight movement of the shift lever may be necessary to locate the neutral position and disengage the safety cutout switch. Control or cable adjustments may be required to correct this condition should it persist. See your Pursuit dealer for necessary control and cable adjustments.

9.3 Fire Extinguisher

At least one fire extinguisher is required on all Pursuit boats. Contact the U.S. Coast Guard Boating Safety Hotline, 1-800-368-5647 or 1-202-267-1070, for information on the type and size fire extinguisher required for your boat. Fire extinguishers require regular inspections to insure they are charged and ready for use.



Fire Extinguisher

Please refer to the information provided by the fire extinguisher manufacturer for instructions on the proper maintenance and use of your fire extinguisher.

9.4 Required Safety Equipment

Besides the equipment installed on your boat by Pursuit, certain other equipment is required to help ensure passenger safety. Items like a sea anchor, working anchor, extra dock lines, flare pistol, life vests, a line permanently secured to your ring buoy, etc., could at some time save your passengers' lives, or save your boat from damage. Contact the U.S. Coast Guard Boating Safety Hotline, 1-800-368-5647 or 1-202-267-1070, for information on boat safety courses and brochures listing the "Federal Equipment Requirements." Also, check your local and state regulations.

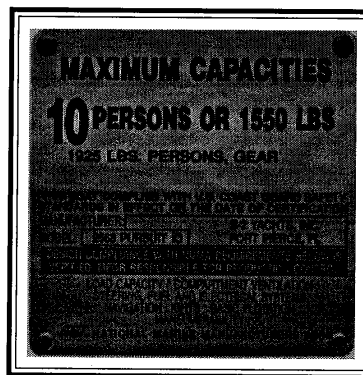
The Coast Guard Auxiliary offers a "Courtesy Examination." This inspection will help ensure that your boat is equipped with all of the necessary safety equipment.

9.5 Maximum Capacity Rating

Your 2560 Pursuit is equipped with a "Maximum Capacities" plate, which is permanently attached to the cockpit near the helm. The plate indicates the maximum horsepower and load capacity for your boat. Never exceed the limits dictated by the information provided on the capacity plate.



IT IS EXTREMELY DANGEROUS TO OVER-LOAD OR OVER-POWER YOUR BOAT. BOATS THAT ARE OVER-LOADED OR OVER-POWERED CAN BECOME UNSTABLE OR DIFFICULT TO CONTROL. ALWAYS MAKE SURE THAT YOUR BOAT IS LOADED AND POWERED WITHIN THE LIMITS SHOWN ON YOUR BOAT'S CAPACITY PLATE.



Chapter 10: **OPERATION**

10.1 General

Before you start the engine on your Pursuit, have you become familiar with various component systems and their operation? Do you have the necessary safety equipment on board? Do you know and understand the “Rules of the Road?” Has an experienced operator briefed you on the general operation of your new boat? Have you performed a “Pre-Cruise System Check?”

A thorough understanding of the component systems and their operation is essential to the proper operation of the boat. This manual and the associated manufacturers’ information is provided to enhance your knowledge of your Pursuit boat. Read them carefully.

Maintenance and service tips are included to help you keep your boat in like-new condition.

10.2 Rules of the Road

As in driving an automobile, there are a few rules you must know for safe boating operation. The Coast Guard, Coast Guard Auxiliary, Department of Natural Resources, or your local boat club sponsors courses in boat handling, including rules of the road. We strongly recommend such courses. Books on this subject are also available from your local library.

10.3 Pre-Cruise System Check

Before Starting the Engine

- Check the weather forecast. Decide if the planned cruise can be made safely.
 - Be sure all necessary safety equipment is on board and operative. This should include items like the running lights, spotlight, life saving devices, etc. Please refer to Chapter 9 for additional information on safety equipment.
 - Make sure you have signal kits and flare guns aboard, and they are in good operating condition.
 - Be sure you have sufficient water and other provisions for the planned cruise.
-

- Leave a written message listing details of your planned cruise with a close friend ashore. (Float Plan)
- Check the amount of fuel on board.
- Check the water separating fuel filter.
- Check the engine oil.
- Set the battery selector switch as desired.
- Turn on the bilge blower. Check the blower output and operate five (5) minutes before starting the engines.
- Check the bilge water level. Look for other signs of potential problems. Monitor for the scent of fuel fumes.
- Have a tool kit aboard. The kit should include the following basic tools:

Spark plug wrench	Hammer
Spark plug gap gauge	Electrician's tape
Screwdriver	Lubricating oil
Pliers	Jackknife
Adjustable wrench	Vise grip
Pipe wrench	



THERE MUST BE AT LEAST ONE PERSONAL FLOTATION DEVICE ON BOARD FOR EVERY PERSON ONBOARD AND ONE THROW-OUT FLOTATION DEVICE. CHECK THE U.S. COAST GUARD STANDARDS FOR THE CORRECT TYPE OF DEVICE FOR YOUR BOAT.

- Have the following spare parts on board:

Extra light bulbs	Spark plugs
Fuses and circuit breakers	Flashlight and batteries
Drain plugs	Engine oil
Propeller(s)	Fuel filters
Propeller nut	Fuel hose and clamps
- Make sure all fire extinguishers are in position and in good operating condition.



VAPORIZING LIQUID EXTINGUISHERS GIVE OFF TOXIC FUMES; USE ONLY COAST GUARD APPROVED FIRE EXTINGUISHERS.

10.4 Operating Your Boat



GASOLINE VAPORS CAN EXPLODE. BEFORE STARTING THE ENGINE, OPERATE THE ENGINE COMPARTMENT BLOWER FOR FIVE (5) MINUTES, OPEN THE ENGINE HATCH, INSPECT THE FUEL SYSTEM AND CHECK THE ENGINE FOR THE ODOR OF GASOLINE VAPORS. ALWAYS OPERATE THE BLOWER WHILE THE ENGINE IS AT IDLE. DO NOT START OR OPERATE THE ENGINE IF FUEL FUMES ARE PRESENT. UNDER NO CIRCUMSTANCES SHOULD THIS PROCEDURE BE OVERLOOKED.

After Starting the Engine

- Visibly check the engine to be sure there are no apparent water, fuel or oil leaks.
- Check the engine gauges. Make sure they are reading normally.
- Check the controls for proper operation.
- Make sure all lines, cables, anchors, etc. for securing the boat are on board and in good condition. All lines should be coiled, secured and off the decks when underway.
- Have a safe cruise and enjoy yourself.

Remember

When you operate a boat, you accept the responsibility for the boat, for the safety of passengers and for others out enjoying the water.

- Alcohol or drugs can severely reduce your reaction time and affect your better judgement.
- Alcohol severely reduces the ability to react to several different signals at once.
- Alcohol makes it difficult to correctly judge speed and distance, or track moving objects.
- Alcohol reduces night vision and the ability to distinguish red from green.



YOU SHOULD NEVER OPERATE YOUR BOAT WHILE UNDER THE INFLUENCE OF ALCOHOL OR DRUGS.



MAKE SURE ONE OTHER PERSON ON THE BOAT IS INSTRUCTED IN THE OPERATION OF THE BOAT.



MAKE SURE THE BOAT IS OPERATED IN COMPLIANCE WITH ALL STATE AND LOCAL LAWS GOVERNING THE USE OF A BOAT.



DO NOT OPERATE THE BOAT UNLESS IT IS COMPLETELY ASSEMBLED. KEEP ALL FASTENERS TIGHT. KEEP ADJUSTMENTS ACCORDING TO SPECIFICATIONS.

- Avoid sea conditions that are beyond the skill and experience of you and your crew.
- Before operating the boat for the first time, read the engine break-in procedures. The break-in procedures are found in the owner's manual for the engine. The manual is in the literature packet.
- As different types of engines are used to power the boat, have the dealer describe the operating procedures for your boat. For more instructions on "How To Operate The Boat," make sure you read the instructions given to you in the owner's manual for the engine you have selected.

Note: For more instructions on safety, equipment and boat handling, enroll in one of the several free boating courses offered. For information on the courses offered in your area, call the "Boating Course Hotline," 1-800-336-2628.

Note: If the running gear unit hits an underwater object, stop the engine. Inspect the propulsion system for damage. If the system is damaged, contact your dealer for a complete inspection and repair of the unit.

To stop the boat, follow this procedure:

- Allow the engine to drop to the idle speed.
- Make sure the shifting lever is in the neutral position.

Note: If the engine has been run at high speed for a long period of time, allow the engine to cool down by running the engine in the idle position for 3 to 5 minutes.

- Turn the ignition key to the “OFF” position.

After Operation

- If operating in saltwater, wash the boat and all equipment with soap and water.
- Check the bilge area for debris and excess water.
- Fill the fuel tank to near full to reduce condensation.
- Check that the boat is properly moored.
- Turn off all electrical equipment except the automatic bilge pumps.
- If you are going to leave the boat for a long period of time, put the battery main switch in the “OFF” position and close all sea cocks.
- Make sure the boat is securely moored.



TO PREVENT DAMAGE TO THE BOAT, CLOSE ALL SEACOCKS BEFORE LEAVING THE BOAT.

10.5 Grounding and Towing

If the boat should become disabled, or if another craft that is disabled requires assistance, great care must be taken. The stress applied to a boat during towing may become excessive. Excessive stress can damage the structure of the boat and create a safety hazard for those aboard.

Freeing a grounded vessel, or towing a boat that is disabled, requires specialized equipment and knowledge. Line failure and structural damage caused by improper towing have resulted in fatal injuries. Because of this, we strongly suggest that these activities be left to those who have the equipment and knowledge, e.g., the U.S. Coast Guard or a commercial towing company, to safely accomplish the towing task.



THE MOORING CLEATS ON PURSUIT BOATS ARE NOT DESIGNED OR INTENDED TO BE USED FOR TOWING PURPOSES. THESE CLEATS ARE SPECIFICALLY DESIGNED AS MOORING CLEATS FOR SECURING THE BOAT TO A DOCK, PIER, ETC. DO NOT USE THESE FITTINGS FOR TOWING OR ATTEMPTING TO FREE A GROUNDED VESSEL.



WHEN TOWING OPERATIONS ARE UNDERWAY, HAVE EVERYONE ABOARD BOTH VESSELS STAY CLEAR OF THE TOW LINE AND SURROUNDING AREA. A TOW LINE THAT SHOULD BREAK WHILE UNDER STRESS CAN BE VERY DANGEROUS.



RUNNING AGROUND CAN CAUSE SERIOUS DAMAGE TO A BOAT AND ITS UNDERWATER GEAR. IF YOUR BOAT SHOULD BECOME GROUNDED, DISTRIBUTE PERSONAL FLOTATION DEVICES AND INSPECT THE BOAT FOR POSSIBLE DAMAGE. THOROUGHLY INSPECT THE BILGE AREA FOR SIGNS OF LEAKAGE. AN EXPERIENCED SERVICE FACILITY SHOULD CHECK YOUR UNDERWATER GEAR AT THE FIRST OPPORTUNITY. DO NOT CONTINUE TO USE YOUR BOAT IF THE CONDITION OF THE UNDERWATER EQUIPMENT IS QUESTIONABLE.

10.6 Trailering Your Boat

Note: Contact your dealer to evaluate your towing vehicle and hitch, and to make sure you have the correct trailer for your boat.

- Make sure the trailer is a match for your boat's weight and hull design.
- The gross vehicle weight rating must be shown on the trailer. Make sure the weight of the boat, engine, gear and trailer is not more than the gross vehicle weight rating.
- Make sure the boat is securely fastened on the trailer to prevent movement between the boat and trailer.

Note: Your dealer will give instructions on how to load, fasten and launch your boat.



MAKE SURE YOUR TOWING VEHICLE AND TRAILER ARE IN COMPLIANCE WITH ALL STATE AND LOCAL LAWS. CONTACT YOUR STATE MOTOR VEHICLE BUREAU FOR LAWS GOVERNING THE TOWING OF TRAILERS.



BOATS HAVE BEEN DAMAGED BY TRAILERS THAT DON'T PROPERLY SUPPORT THE HULL. ALWAYS MAKE SURE THE TRAILER BUNKS AND ROLLERS ARE ADJUSTED SO THEY ARE NOT PUTTING EXCESSIVE PRESSURE ON THE LIFTING STRAKES AND ARE PROVIDING ENOUGH SUPPORT FOR THE HULL. HULL DAMAGE RESULTING FROM IMPROPER TRAILER SUPPORT IS NOT COVERED BY THE PURSUIT WARRANTY.

Chapter 11: **EXTERIOR EQUIPMENT**

11.1 Deck

Rails and Deck Hardware

The rail system and hardware fittings have been selected and installed to perform specific functions. Fenders or mooring lines should be secured to the cleats and not to rails or stanchions. The stern is equipped with a hawse pipe and cleat system. Mooring lines should be fed through the hawse pipes then secured to the stern cleats. Be sure a clear lead exists when running dock lines or anchor lines. A line inadvertently run around a stanchion or over the rail could cause damage.

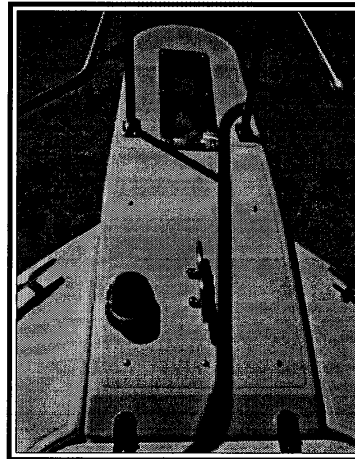
IMPORTANT: All fittings must be periodically inspected for loose fit, wear and damage. Any problems should be corrected immediately.



PURSUIT BOATS ARE NOT EQUIPPED WITH HARDWARE DESIGNED FOR TOWING PURPOSES. THE MOORING CLEATS ARE NOT TO BE USED FOR TOWING ANOTHER VESSEL OR HAVING THIS BOAT TOWED.

Bow Pulpit and Roller (Optional)

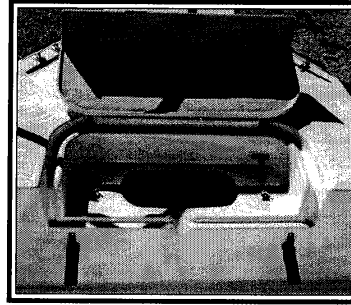
The bow pulpit can be equipped with a roller assembly that allows the anchor to be operated and stored at the pulpit. The anchor line is stored in the rope locker and routed out the rope locker hatch or rope pipe deck fitting, through the roller and connected to the anchor chain. Always make sure the anchor is properly secured when it is in the stored position on the pulpit.



Bow Pulpit

Anchor /Rope Locker

The anchor locker is in the bow of the boat and accessed through a hatch in the deck. The anchor line is always stored in the locker. The anchor can be mounted on the deck or stored in the anchor locker. The anchor locker has a built-in bracket for a Danforth™ style anchor. If the anchor is stored in the anchor locker, it must be properly secured to prevent it from bouncing in the locker and causing damage to the hull or anchor locker.



Rope Locker



THE ANCHOR MUST BE POSITIONED SO IT DOES NOT REST AGAINST THE HULL SIDES AND BE PROPERLY SECURED AT ALL TIMES WHEN IT IS STORED IN THE ANCHOR LOCKER. A LOOSE ANCHOR IN THE ANCHOR LOCKER WILL BOUNCE AND CAN DAMAGE THE BOAT. DAMAGE RESULTING FROM THE ANCHOR BOUNCING IN THE ANCHOR LOCKER IS NOT COVERED BY THE PURSUIT WARRANTY.

The anchor locker is drained overboard by drain fittings in the hull at the floor of the locker. It is very important to check the drains frequently to make sure they are clean and free flowing.

11.2 Hull

Fiberglass Swim Platform (Optional)

Your 2560 Pursuit can be equipped with an optional swim platform. The swim platform should only be installed by the Pursuit factory at the time of construction or by an authorized Pursuit dealer. Improper swim platform installation can damage the boat's transom.



Swim Platform



NEVER USE A BOARDING LADDER OR SWIM PLATFORM WHEN THE ENGINE IS RUNNING OR THE BOAT IS IN MOTION.

11.3 Cockpit

Cockpit Storage

The helm and passenger seats are mounted on storage boxes. The boxes are insulated and drain overboard. They can be used as storage compartments or coolers.

Helm

The helm and engine controls are located on an opening helm station. The helm station is hinged at the bottom and opens to provide access to service the helm equipment or to install electronics. To open the helm station, release the clamps at the top of the helm. The helm station can then be opened. A strap holds the helm in the open position and prevents it from opening too far. Always make sure the helm station clamps are properly secured when the helm is closed.



ALWAYS MAKE SURE THE HELM STATION CLAMPS ARE PROPERLY SECURED BEFORE OPERATING OR TRAILERING YOUR BOAT. IF THE HELM STATION IS NOT PROPERLY SECURED, IT COULD OPEN UNEXPECTEDLY AND DAMAGE THE BOAT OR CAUSE LOSS OF CONTROL.



THE HELM STATION SHOULD NEVER BE OPENED WITH THE ENGINE RUNNING. IN SOME SITUATIONS, IT IS POSSIBLE FOR THE SHIFT AND THROTTLE CONTROL TO BE ENGAGED AS THE HELM IS OPENED, WHICH COULD CAUSE LOSS OF CONTROL OR DAMAGE TO THE BOAT.

Stern Bait and Tackle Rigging Station

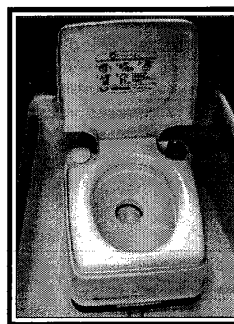
The stern bait and tackle rigging station is equipped with a sink, livewell and fishbox. The sink is plumbed to the raw water washdown system and the livewell is supplied by a separate raw water aerator pump.

Refer to Chapter 6 for additional information on the raw water systems.

Chapter 12: **INTERIOR EQUIPMENT**

12.1 Portable Head

The system is made up of two major components, an upper tank and a lower tank. The upper tank contains the fresh water supply, a bellows pump, a seat and the lid. The bottom tank contains the flush valve, a waste holding tank, a chemical storage compartment and the drain nozzle. The components are secured together by a clamping mechanism when the portable head is ready for use.



Portable Marine Head

In some areas the law requires that portable heads be equipped with an optional permanent deck mounted pump out system to evacuate the waste with a dock side pump. Boats with a portable head pump out will be equipped with a deck fitting marked "waste" located on the deck. Since this system is required to be permanent, the bottom waste tank cannot be removed and the only way to evacuate the system is by a dock side pump.

To use the portable head, add the recommended amount of holding tank deodorant to the waste tank and fill the fresh water tank. To flush after use, pull the waste valve handle straight out, then press flushing bellows one or more times to rinse. To close and seal the waste holding tank, simply push the valve handle all the way in. Monitor the level in the waste tank and empty as necessary.

Maintenance

To keep your portable head operating properly it must be emptied and properly cleaned periodically. Please refer to the manufacturer owner's manual for detailed instructions on the proper operation of your portable head.



IN SOME AREAS THE LAW REQUIRES A WASTE PUMP OUT SYSTEM ON PORTABLE HEADS. IF YOUR BOAT IS EQUIPPED WITH THE WASTE PUMP OUT, MAKE SURE YOU KNOW THE LAWS FOR THE AREAS IN WHICH YOU BOAT BEFORE MODIFYING OR REMOVING THE PUMP OUT SYSTEM.

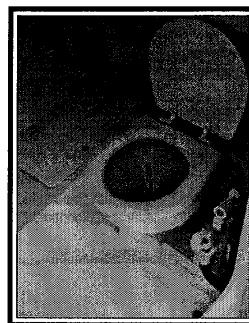


THE PORTABLE HEAD MUST BE PROPERLY WINTERIZED BEFORE WINTER LAY-UP OR FOR COLD WEATHER USE. PLEASE REFER TO THE MANUFACTURER OWNER'S MANUAL FOR COLD WEATHER AND WINTERIZING INSTRUCTIONS.

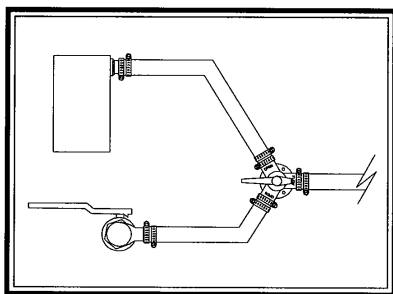
12.2 Marine Head System (Optional)

This system is provided as optional equipment. The flush water is supplied by a thru hull fitting and a raw water line. Before using, open the inlet valve on the head and pump to wet the inside of the bowl. After use, close the valve and pump to discharge the waste to the holding tank or overboard.

Waste can be directed either into the holding tank or overboard, when legal to do so. This is accomplished by an optional Y-valve located in the head compartment below the sink.



Marine Head



Y-valve

In the overboard discharge position, the waste exits the boat through a large thru hull fitting located in the stern bilge. The thru hull fitting is equipped with a ball valve. Always open this valve when the overboard discharge is selected and close it when the holding tank is selected.

In the holding tank position, the waste is pumped directly into the holding tank where it remains until it is pumped out by a waste dumping station.



IN MANY AREAS IT IS ILLEGAL TO FLUSH HEAD WASTE DIRECTLY OVERBOARD. VIOLATION OF THESE POLLUTION LAWS CAN RESULT IN FINES OR IMPRISONMENT. ALWAYS KNOW THE LAW FOR THE AREAS IN WHICH YOU BOAT. NEVER DUMP HEAD OR HOLDING TANK WASTE OVERBOARD ILLEGALLY.

Holding Tank

The holding tank is located in the bilge area. When the tank is full it must either be pumped out by an approved waste dumping station through the waste deck fitting or be pumped overboard with the optional macerator discharge pump, when legal to do so. When the macerator discharge pump is installed, the Y-valve will be used to select either the macerator discharge pump or the waste deck fitting to evacuate the holding tank.

To operate the macerator discharge pump, open the ball valve at the overboard discharge thru hull and set the Y-valve to the macerator pump position. Activate the macerator switch until the tank

is emptied. Turn the switch to "OFF" and close the discharge ball valve when pumping is complete.



DONOT ALLOW THE OVERBOARD MACERATOR DISCHARGE PUMP TO RUN DRY FOR MORE THAN 10 SECONDS. SERIOUS DAMAGE TO THE MACERATOR PUMP WILL RESULT.

Maintenance

The head should be cleaned and inspected for leaks regularly.

The holding tank should be pumped out and flushed as needed. Periodically add chemical to the head to help control odor and to chemically break down the waste. See the marine toilet manufacturer's owner's manual for additional operating and maintenance information.



THE HEAD SYSTEM MUST BE PROPERLY WINTERIZED BEFORE WINTER LAY-UP. SEE SECTION ON WINTERIZING.

12.3 AC/DC Refrigerator (Optional)

Dual voltage refrigerators are supplied as optional equipment. These units will operate on 110-volt A.C. or 12-volt D.C. The refrigerator switches to 12-volt D.C. automatically when the A.C. power is disconnected. 110-volt A.C. power is provided through the accessory circuit breaker on the 110-volt panel, when available.

Care should be exercised while operating the refrigerator on 12-volts without the engine running. It draws a substantial amount of current and can severely drain a battery through extended use. The refrigerator door has a special latch to secure the door while under way, make sure the door is properly secured whenever the boat is moving.

Refer to the refrigerator owner's manual for additional operating and maintenance instructions.

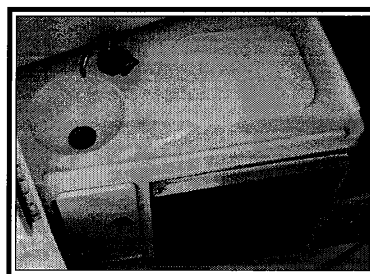
12.4 Ice Box

An ice box is installed as standard equipment. The ice box drains into the bilge and has a special latch to secure the door while under way. Make sure the door is properly secured whenever the boat is moving.

12.5 Galley and Sink

The galley is equipped with storage and a freshwater sink. Water is supplied to the sink by a hand operated pump. The sink drains overboard through a fitting in the side of the hull.

See Chapter 5 for more information on the freshwater system.



Galley

Chapter 13: **ROUTINE MAINTENANCE**

13.1 Exterior Hull and Deck

Hull Cleaning-Below The Water Line

When the boat is removed from the water, clean the outer bottom surface immediately. Algae, grass, dirt and other marine growth is easier to remove while the hull is still wet. Use a pressure cleaner or a hard bristle brush to clean the surface.



TO PREVENT DAMAGE TO THE FIBERGLASS, DO NOT SAND THE OUTER BOTTOM SURFACE OF THE BOAT.

If the hull bottom has been painted with antifouling paint, contact your dealer for the recommended maintenance procedures.

Bottom Painting

If the boat is to be left in saltwater for extended periods, the hull must be protected from marine growth by antifouling paint. Because of variations in water temperature, marine growth, and pollution in different regions, your dealer and/or a qualified boat yard in your area should be consulted when deciding what bottom paint system to apply to your hull. This is extremely important as pollution and marine growth can damage fiberglass hulls.

Zinc Anodes

Sacrificial zinc anodes are installed on the inboard engine's fresh water cooling system and on the outdrive. Additional zinc anodes should be installed on the trim tabs if the boat is to be left in the water. Contact your dealer for the proper size and type of zinc anodes to be used and the specific installation procedure. Zincs should be checked monthly and changed when they are 75% of their original size.

Note: Some outdrives require a different anode for freshwater than for saltwater. Consult your dealer or engine manufacturer for information on the proper anode for your boating area.

Fiberglass Gelcoat Surfaces

Normal maintenance requires only washing with mild soap and water. A stiff brush can be used on the non-skid areas. Kerosene or commercially prepared products will remove oil and tar which could be a problem on trailered boats. Harsh abrasive and chemical cleaners are not recommended because they can damage or dull the gelcoat, reducing its life and making it more susceptible to stains. When the boat is used in saltwater, it should be washed thoroughly with soap and water after each use.

At least once a season, wash and wax all exposed fiberglass surfaces. Use a high quality automotive or boat wax. Follow the procedure recommended by the wax manufacturer.

The washing and waxing of your boat will have the same beneficial effects as they have on an automobile finish. The wax will fill minute scratches and pores thus helping to prevent soiling and will extend the life of the gelcoat.

After the boat is exposed to the direct sunlight for a period of time, the color in the gelcoat tends to fade, dull or chalk. A heavier buffing is required to bring the gelcoat back to its original luster. For power cleaning use a light cleaner. To clean the boat by hand, use a heavier automotive cleaner. Before cleaning the surfaces, read the instructions given with the cleaner. After cleaning the surfaces, apply wax and polish all fiberglass surfaces except the non-skid areas.

A pamphlet called "Congratulations Welcome to the Fiberglass Fleet" is included in the literature packet. For more information on the care of fiberglass, read the pamphlet.

If the fiberglass should become damaged and need repair, contact your dealer for an authorized repair person to make the repairs.



DO NOT WAX NON-SKID AREAS AS THIS COULD MAKE THEM SLIPPERY AND CONSEQUENTLY INCREASE THE POSSIBILITY OF INJURY.

Stainless Steel Hardware

When using the boat in saltwater, the hardware should be washed with soap and water after each use. When your boat is used in a corrosive environment such as saltwater, water with a high sulfur content, or polluted water, the stainless steel will periodically develop surface rust stains. This is perfectly normal under these conditions. The stainless can normally be cleaned and protected by using a high quality boat or automotive wax or a commercial metal cleaner and protectant.



UNDER NO CIRCUMSTANCES SHOULD ANY ABRASIVE MATERIALS SUCH AS SAND-PAPER, BRONZE WOOL, OR STEEL WOOL BE USED ON STAINLESS STEEL. DAMAGE TO THE HARDWARE WILL RESULT.

Anodized Aluminum Surfaces

Normally, the only maintenance that is required with anodized aluminum is to periodically wash it with soap and water. If the boat is used in saltwater or polluted water, the aluminum should be washed with soap and water after each use. Saltwater allowed to remain on anodized aluminum could penetrate the anodized coating and attack the aluminum.

If the anodized coating is badly scratched it can be touched up with an aluminum paint. With proper care, anodized aluminum will provide many years of maintenance free service.

Chrome Hardware

Use a good chrome cleaner and polish on all chrome hardware.

Plexiglas®

Use only mild soap and water to clean plexiglas®. Solvents and products containing ammonia can permanently damage plexiglas®. A coat of automotive, or boat, wax is beneficial to protect the surface.

13.2 Upholstery, Canvas and Enclosures

Vinyl Upholstery

The vinyl upholstery used on the exterior seats and bolsters in your boat should be cleaned periodically with soap and water. Avoid using products containing ammonia or harsh chemicals as they can shorten the life of vinyl. A vinyl protector will protect and extend the life of vinyl. One drawback to vinyl protectors is that they may make the vinyl slippery. You may find this to be undesirable in some applications.

Acrylic Canvas

Acrylic canvas should be cleaned periodically by using a mild detergent and water. Scrub lightly and rinse thoroughly.

After several years, the acrylic canvas may lose some of its ability to shed water. If this occurs, wash the fabric and treat it with a commercially available water proofing designed for this purpose.

Note: Some leakage at the seams is normal and unavoidable with acrylic enclosures.

Side curtains and clear connectors can be cleaned with mild soap and water. They should not be allowed to become badly soiled. Dirt, oil, mildew, and cleaning agents containing ammonia, will shorten the life of the vinyl that is used for clear curtains. After cleaning the curtains and allowing them to dry, apply a non-lemon furniture polish or a plexiglass and clear plastic protector to extend the life of the curtains.



DO NOT USE ANY POLISH CONTAINING LEMON SCENTS OR LEMON. THE LEMON JUICE WILL ATTACK THE VINYL AND SHORTEN ITS LIFE.

13.3 Cabin Interior

The cabin interior can be cleaned just like you would clean a home interior. To preserve the teak woodwork, use teak oil. To maintain the carpeting, use a vacuum cleaner. Because air and sunlight are very good cleansers, periodically put cushions, sleeping bags, etc. on deck, in the sun and fresh air, to dry and air out. If cushions or equipment get wet with saltwater, remove and use clean, freshwater to rinse off the salt crystals. Salt retains moisture and will cause damage. Dry thoroughly and reinstall.

If you leave the boat for a long period of time, put all cushions on their sides, open all interior cabin and locker doors, and hang a commercially available mildew protector in the cabin.



ALWAYS READ THE LABEL CAREFULLY ON MILDEW PROTECTORS. REMOVE THE PROTECTOR AND ALLOW THE CABIN TO VENTILATE COMPLETELY BEFORE USING THE CABIN.

13.4 Bilge and Engine Compartment

To keep the bilge clean and fresh, use a commercial bilge cleaner regularly. Follow the directions carefully. The engine and engine room should be kept clean and free of oil accumulation and debris. All exposed pumps and metal components, including the engine and drive gear, should be sprayed periodically with a protector to reduce the corrosive effects of the high humidity always present in these areas.

Maintenance intervals are outlined in the engine owner's manuals. Their recommendations should be followed exactly.

Chapter 14: **SEASONAL MAINTENANCE**

14.1 Lay-up and Storage

Before Hauling

- Pump out the head. Flush the holding tank using clean soap, water and a deodorizer. Pump out the cleaning solution.
- Fuel tank(s) should be left nearly full. In winter storing with a full tank, a fuel winterizer is recommended to reduce fuel deterioration. For more recommendations for your specific area, check with your local Pursuit dealer. Operate the boat for 15 minutes to allow the treated fuel to reach the engine.
- Drain the water from the freshwater system.
- Consult the engine owner's manual for detailed information on preparing the engine for storage.

Lifting



BOATS HAVE BEEN DAMAGED FROM IMPROPER LIFTING AND ROUGH HANDLING WHEN BEING TRANSPORTED BY LIFT TRUCKS. CARE AND PROPER HANDLING PROCEDURES MUST BE USED WHEN USING A LIFT TRUCK TO MOVE THE BOAT. NEVER ATTEMPT TO LIFT THE BOAT WITH A SUBSTANTIAL AMOUNT OF WATER IN THE BILGE. NEVER ALLOW THE BOAT TO BE SET ON A CRADLE THAT DOES NOT PROPERLY SUPPORT THE HULL OR PUTS ANY PRESSURE ON THE LIFTING STRAKES.



SEVERE GELCOAT CRAZING OR MORE SERIOUS HULL DAMAGE CAN OCCUR DURING HAULING AND LAUNCHING IF PRESSURE IS CREATED ON THE GUNWALES (SHEER) BY THE SLINGS. SPREADERS ARE NOT REQUIRED IF BELTS ARE NOT CREATING PRESSURE (CABLE DRUMS FURTHER APART THAN BEAM OF BOAT). FLAT, WIDE BELTING SLINGS AND SPREADERS LONG ENOUGH TO KEEP PRESSURE FROM THE GUNWALES IS ESSENTIAL. DO NOT ALLOW ANYONE TO HAUL YOUR BOAT WHEN THE SPREADERS ON THE LIFT ARE NOT WIDE ENOUGH TO TAKE THE PRESSURE OFF THE GUNWALES.

Supporting The Boat For Storage

Your trailer or a well-made cradle is the best support for your boat during storage. When storing the boat on a trailer for a long period:

- Make sure the rollers and pads support the hull of the boat and do not put pressure on the hull lifting strakes.
- Make sure the trailer is on a level surface and the bow is high enough so that water will drain from the bilge and engine exhaust system.
- Make sure the hitch is properly supported.
- Check the tires once each season. Add enough air for the correct amount of inflation for the tires.

Note: Read the owner's manual for the trailer for the correct amount of inflation for the tires.

When storing the boat on a cradle:

- The cradle must be specifically for boat storage.
- Make sure the cradle is well supported and placed on a level surface with the bow high enough to provide proper drainage of the bilge and exhaust system.
- The cradle must be in the proper fore and aft position to properly support the hull and designed so that it does not put pressure on the hull lifting strakes. When the cradle is in the correct location, the bunks should match the bottom of the hull.



BOATS HAVE BEEN DAMAGED BY TRAILERS AND CRADLES THAT DON'T PROPERLY SUPPORT THE HULL. ALWAYS MAKE SURE THE BUNKS AND ROLLERS ARE ADJUSTED SO THEY ARE NOT PUTTING PRESSURE ON THE LIFTING STRAKES AND ARE PROVIDING ENOUGH SUPPORT FOR THE HULL. HULL DAMAGE RESULTING FROM IMPROPER TRAILER OR CRADLE SUPPORT IS NOT COVERED BY THE PURSUIT WARRANTY.

Preparing The Boat For Storage

- Remove the bilge drain plug(s), if installed.
- Thoroughly wash the fiberglass exterior, especially the antifouling portion of the bottom. Remove as much marine growth as possible. Lightly wax the exterior fiberglass components.

- Remove all oxidation from the exterior hardware, and apply a light film of moisture-displacing lubricant.
- Remove propeller(s) and grease the propeller shaft using light waterproof grease.
- Remove the batteries and store in a cool place. Clean using clear, clean water. Be sure each battery has sufficient water and clean terminals. Keep the batteries charged and safe from freezing throughout the storage period.
- Refer to Chapter 4, Electrical System, for information on the maintenance of the D.C. electrical systems.
- Coat all faucets and exposed electrical components in the cockpit with a protecting oil.
- Clean out, totally drain and completely dry the fishboxes, sinks and livewells.
- Clean the exterior upholstery with a good vinyl cleaner and dry thoroughly.
- Remove as many cushions and open as many locker doors as possible. Leaving as many of these areas open as possible will improve the boat's ventilation during the storage period.

Special Note: It is recommended that a mildew preventer be hung in the boat's cabin before it is closed for storage.

- Clean the exterior upholstery with a good vinyl cleaner and dry thoroughly. Spray the weather covers and boat upholstery with a spray disinfectant. Enclosed areas such as the refrigerator, shower basin, storage locker areas, etc. should also be sprayed with this disinfectant.

14.2 Winterizing

Freshwater System

The entire freshwater system must be completely drained. Disconnect all hoses, check valves, etc. and blow all the water from the system. Use only very low air pressure when doing this to prevent possible system damage. A recommended alternative to the above mentioned procedure is the use of commercially available non toxic, freshwater system antifreeze. After draining the potable water lines and water tanks, pour the antifreeze mixture into the water tank, prime and operate pumps until the mixture flows from all freshwater faucets. Be sure antifreeze has flowed through all of the freshwater drains.

For additional information on the freshwater system refer to Chapter 5.

Raw Water System

Completely drain the raw water systems. Disconnect all hoses and blow the water from the system. Use only very low air pressure when doing this to prevent possible system damage. A recommended alternative to the above mentioned procedure is the use of commercially available non toxic, potable water system antifreeze. If potable water antifreeze is used, pour the mixture into a pail and put the raw water intake lines into the solution. Run the pumps one at a time until the antifreeze solution is visible at all raw water faucets and discharge fittings and drains. Be sure antifreeze has flowed through all of the raw water drains.

The portable head must be properly winterized by following the manufacturer's winterizing instructions in the portable head owner's manual.

The marine head (optional) must be properly winterized by following the manufacturer's winterizing instructions in the marine toilet owner's manual. Drain the intake and discharge hoses completely using low air pressure if necessary. The head holding tank must be pumped dry and one gallon of potable water antifreeze poured into the tank through the deck waste pump out fitting.

Drain all of the sea strainers and raw water supply and discharge lines for the engine raw water supply pump. Make sure all water has drained from the exhaust system. Once this is accomplished please follow the engine manufacturer's winterizing procedures located in your engine owner's manuals or contact a Pursuit dealer.

For additional information on the raw water system refer to Chapter 6.

Bilge

Coat all metal components, wire busses, and connector plugs in the bilge with a protecting oil. It is also important to protect all strainers, sea cocks, pumps, and steering components.

The bilge pumps and bilge pump lines must be completely free of water and dried out when the boat is laid-up for the winter in climates where freezing occurs. Compartments in the bilge that will not drain completely should be pumped out and then sponged until completely free of water.

Dry the hull bilge and self-bailing cockpit troughs. Water freezing in these areas could cause damage.

Hard Top and Radar Arch

It is imperative that all drain holes in the legs are open and completely free of water. Remove the canvas and thoroughly clean and store in a safe, dry place. Remove all electronics. Coat all wire connectors and bus bars in the helm compartment with a protecting oil.



ALWAYS MAKE SURE THE LEG DRAIN HOLES ARE CLEAR WHEN THE BOAT IS LAID UP FOR THE WINTER. WATER TRAPPED INSIDE THE T-TOP LEGS COULD FREEZE AND CAUSE THE LEGS TO SPLIT.

Special Notes Prior To Winter Storage

If the boat will be in outside storage, properly support a storage cover and secure it over the boat. It is best to have a frame built over the boat to support the canvas. It should be a few inches wider than the boat so the canvas will clear the rails and allow passage of air. If this cover is fastened too tightly there will be inadequate ventilation and this can lead to mildew, moisture accumulation, etc. It is essential to fasten the canvas down securely so that the winds cannot remove it or cause chafing of the hull superstructure. Do not store the boat in a damp storage enclosure. Excessive dampness can cause electrical problems, corrosion, and excessive mildew.

Whenever possible, do not use the bimini top or other enclosure canvas in place of the winter storage cover. The life of these canvases may be significantly shortened if exposed to harsh weather elements for long periods.



PLACING AN ELECTRIC OR FUEL BURNING HEATING UNIT IN THE BOAT CAN BE POTENTIALLY HAZARDOUS AND IS NOT RECOMMENDED.

Proper storage is very important to prevent serious damage to the boat. If the boat is to be stored indoors, make sure the building has enough ventilation. It is very important that there is enough ventilation both inside the boat and around the boat.

Note: If the boat is to be stored indoors or outdoors, open all drawers, clothes lockers, cabinets, and doors a little. If possible, remove the upholstery, mattresses, clothing, and rugs.

14.3 Recommissioning



DO NOT OPERATE THE BOAT UNLESS IT IS COMPLETELY ASSEMBLED. KEEP ALL FASTENERS TIGHT. KEEP ADJUSTMENTS ACCORDING TO SPECIFICATIONS.



IT IS IMPORTANT AND RECOMMENDED THE FITTING OUT PROCEDURE FOR THE MARINE GEAR BE DONE BY A QUALIFIED SERVICE PERSON. READ THE ENGINE OWNER'S MANUAL FOR THE RECOMMENDED PROCEDURE.



BEFORE LAUNCHING THE BOAT, MAKE SURE THE HULL DRAIN PLUG IS INSTALLED.

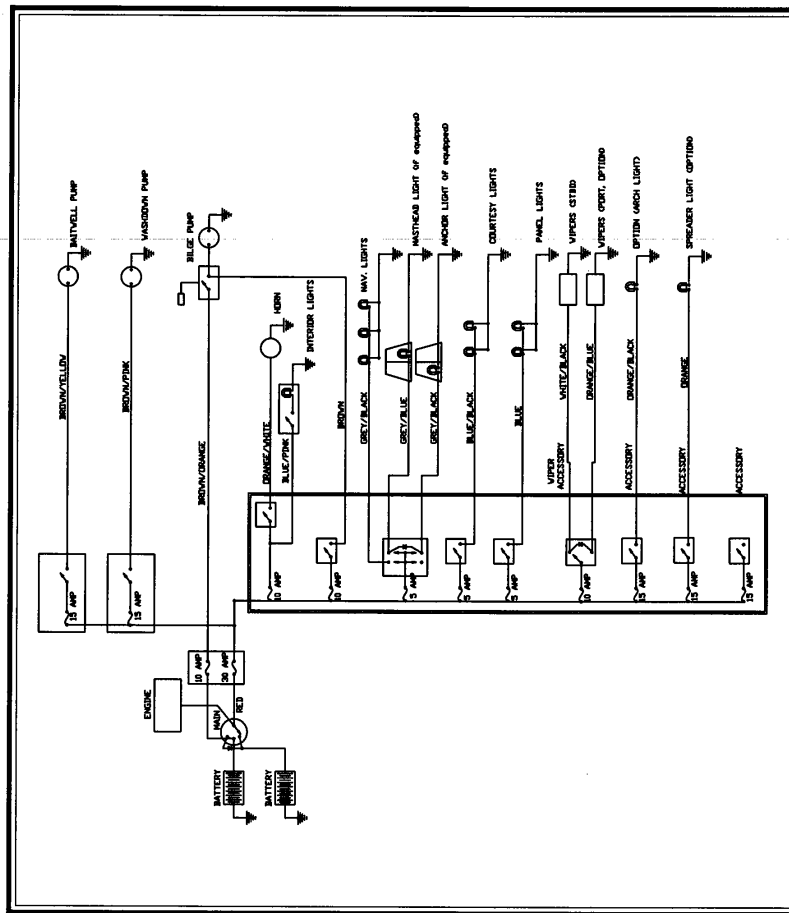
Reactivating The Boat After Storage

- Charge and install the batteries.
- Install the drain plugs in the hull.
- Check the engine for damage and follow the manufacturer's instructions for recommissioning.
- Perform all routine maintenance.
- Check all hose clamps for tightness.
- Pump the antifreeze from the fresh and raw water systems and flush several times with fresh water.
- Check and lubricate the steering system.
- Check and tighten all bolts, screws and fasteners.
- Clean and wash the boat.
- Install all upholstery, cushions and canvas.

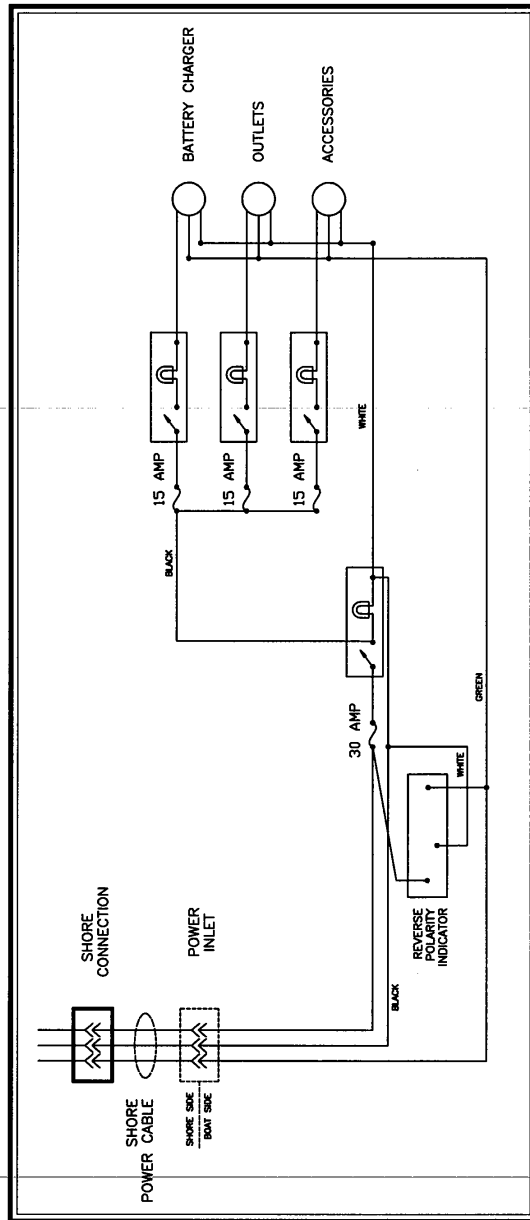
After Launching

- Carefully check all water systems for leaks. Operate each system one at a time checking for leaks and proper operation.
- Check the bilge pump manual and automatic switches.
- Prime the fuel system and start the engine. Carefully monitor the gauges and check for leakage and abnormal noises. Operate the boat at slow speeds until the engine temperature stabilizes and all systems are operating normally.

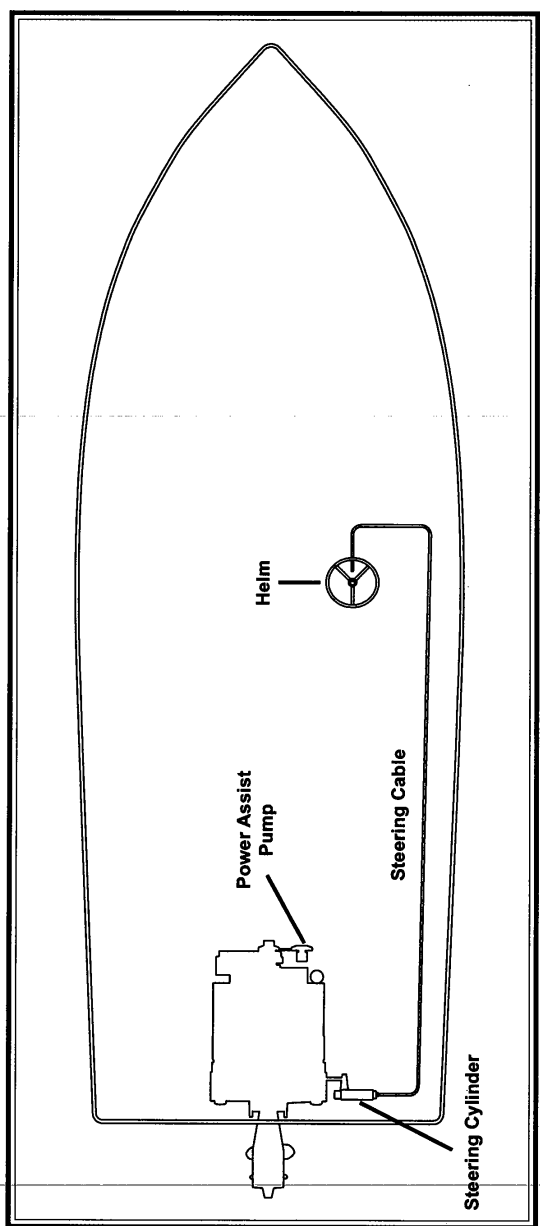
Chapter 15: SCHEMATICS



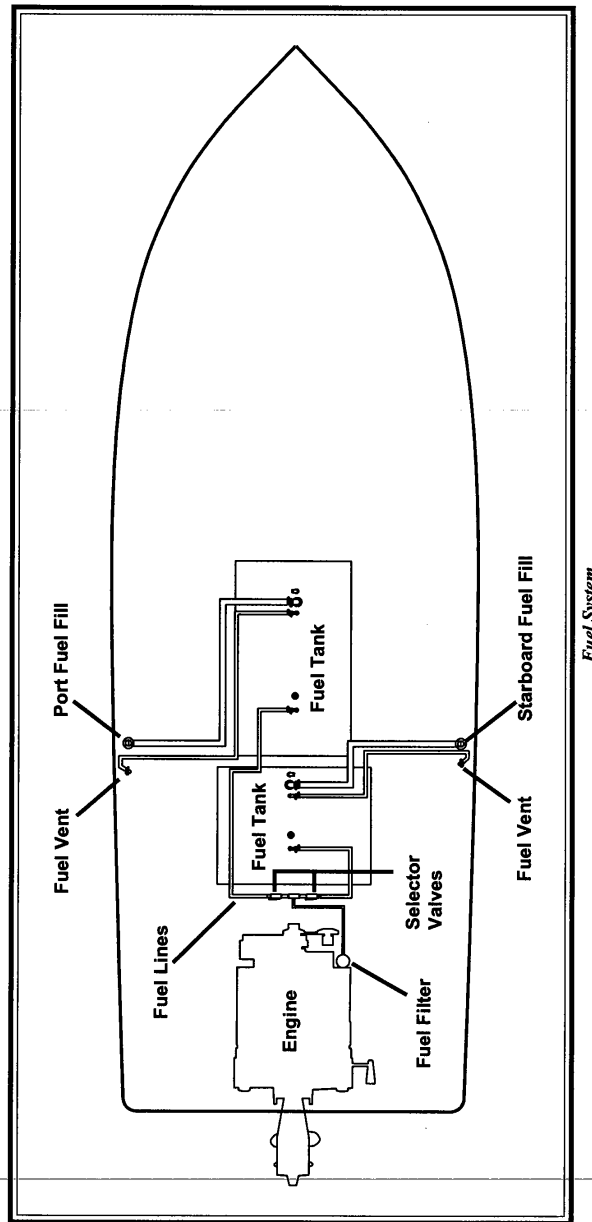
12-Volt Wiring Schematic



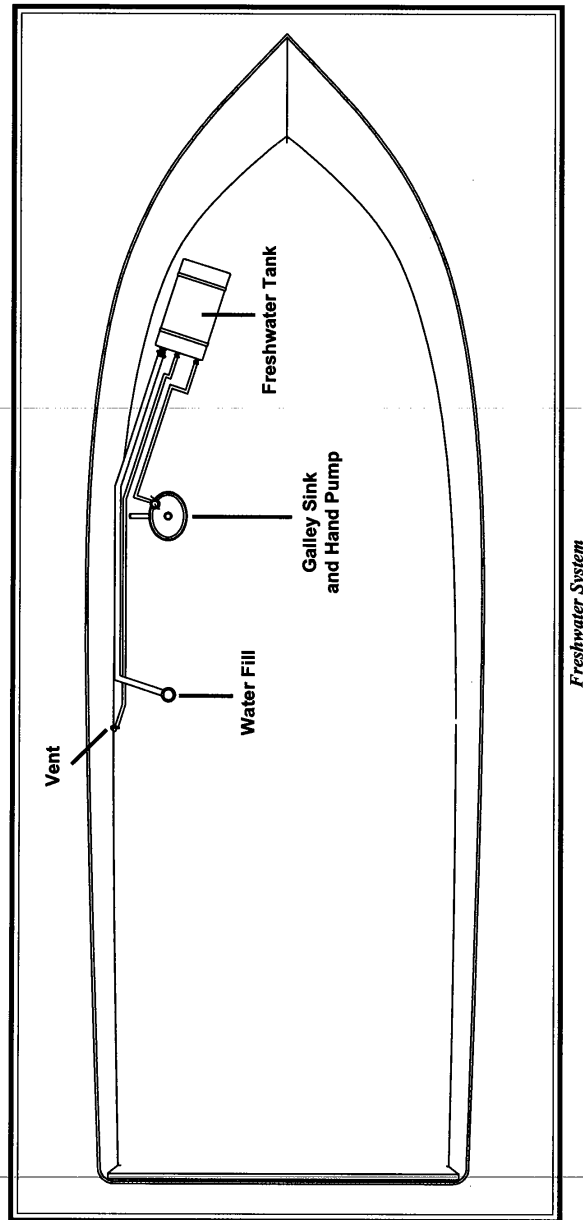
110-Volt Wiring Schematic

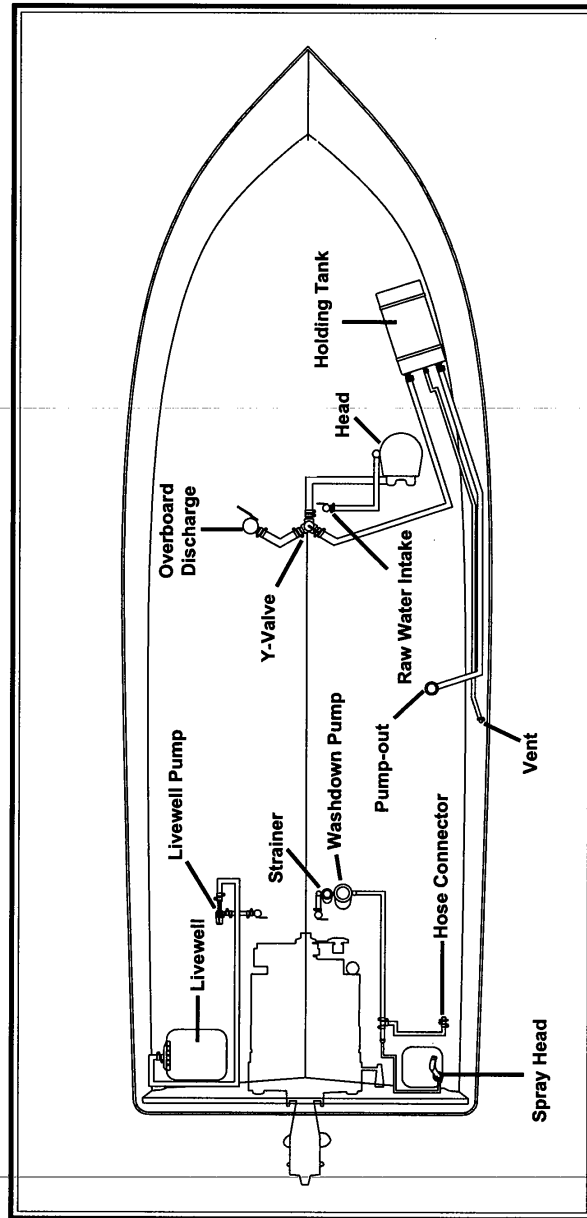


Steering System Schematic

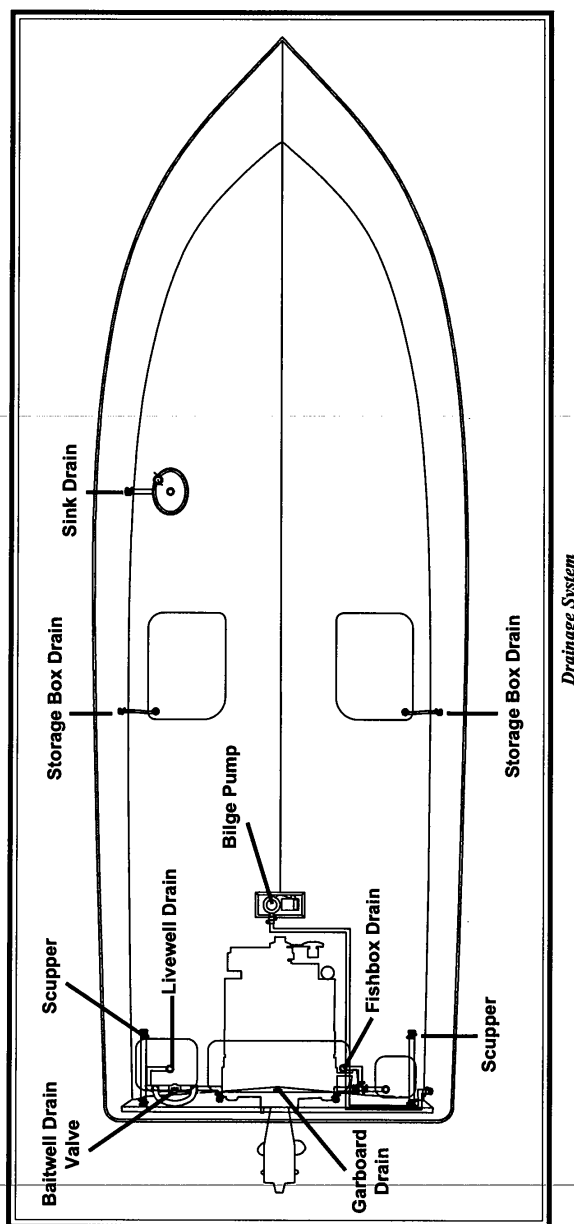


Fuel System





Raw Water System



PURSUIT® 2560 WALKAROUND

Chapter 16:

GLOSSARY OF TERMS

Aft:	In, near, or toward the stern of a boat
Aground:	A boat stuck on the bottom
Amidship:	In or toward the part of a boat midway between the bow and stern
Anchor:	A specially shaped heavy metal device designed to dig efficiently into the bottom under a body of water and hold a boat in place
Anchorage:	An area specifically designated by governmental authorities in which boats may anchor
Athwartship:	When an object lies on a line or in a plane at right angles to the centerline of a boat
Beam:	The breadth of a boat usually measured at its widest part
Beamy:	Boats of greater than normal beam
Bilge:	The lower interior areas of the hull of a boat
Bilge Pump:	Pumps water that collects in the bilge, overboard
Boarding Ladder:	Set of steps temporarily fitted over the side of a boat to assist persons coming aboard
Boat Hook:	Short shaft of wood or metal with a fitting at one end shaped to aid in extending one's effective reach from the side of the boat
Bow:	The front end of a boat
Bow Line:	A line that leads forward from the bow of the boat
Bow Rail:	Knee high rails of solid tubing to aid in preventing people from falling overboard
Bridge:	The area from which a boat is steered and its speed controlled
Bridge Deck:	Deck forward and usually above the cockpit deck

Bulkhead:	Vertical partition separating compartments of a boat
Cabin:	Superstructure above the main deck level
Capsize:	When a boat turns over
Chain Locker:	A locker, usually located in the bow of a boat, used for stowing the anchor line or chain
Chapman's:	<u>Chapman-Piloting, Seamanship, and Small Boat Handling, 60th Edition</u> , by Elbert S. Maloney, Hearst Marine Books, NY, ISBN 9-688-10425-8
Chock:	A deck fitting, usually of metal, with inward curving arms through which lines such as mooring or anchor lines are passed so as to lead them in the proper direction both on board and off the boat
Closed Cooling System:	A separate supply of freshwater is used to circulate only within the engine
Coaming:	A vertical piece around the edges of cockpit, hatches, etc. to stop water on deck from running below
Cockpit:	An open space in the deck of a boat outside of the cabin and deckhouse
Companionway:	Openings in the deck of a boat to provide access below
Compartment:	The interior of a boat divided off by bulkheads
Cradle:	The framework which supports a boat as she is hauled out or stored
Cutlass Bearing:	Rubber bearing in the strut that supports the propeller shaft
Deck:	The floor-like platform of a boat
Draft:	The depth of water a boat needs to float
Dry Rot:	A fungus attack on wood areas
Drydock:	A dock that can be kept dry during boat construction or repair
Electrical Ground:	A connection between an electrical connector and the earth

Engine Bed:	A sturdy structural member running fore-and-aft on which the engine is mounted
Even Keel:	When a boat floats properly as designed
Fender:	A soft object of rubber or plastic used between boats and piles, pier sides, seawalls, etc. to protect the topsides from scarring and to cushion any shock of the boat striking a fixed object
Flying Bridge:	An added set of controls above the level of the normal control station
Fore:	The part of the boat in which the bow is located
Foundering:	When a boat fills with water and sinks
Freeboard:	The height of a boat's topsides from the waterline to the deck
Fuel Pump:	Feeds fuel under pressure
Galley:	The kitchen of a boat
Grab Rail:	Hand-hold fittings mounted on cabin tops or sides for personal safety when moving around the boat, both on deck and below
Ground Tackle:	A general term including anchors, lines, and other gear used in anchoring
Grounds:	A boat touches the bottom
Gunwale:	The upper edge of a boat's side
Hand Rail:	Rail mounted on the boat, for grabbing with your hand, to steady you while walking about the boat
Harbor:	An anchorage which provides reasonably good protection for a boat, with shelter from wind and sea
Hatch:	A door or cover for access down into a compartment of a boat
Head:	Refers to both the toilet and toilet area
Headroom:	The vertical distance between the deck and the cabin or canopy top (or other overhead structure)

Heat Exchanger:	Used to transfer the heat that is picked up by the closed cooling system to the raw cooling water
Helm:	The operating area of a boat
Hull:	The frame or body of the boat
Inboard:	A boat with the engine mounted within the hull inside the gunwale of the boat
Keel:	A plate or timber plate running lengthwise along the center of the bottom of a boat
Knot:	Unit of speed, 1 knot = 1 nautical mile per hour (1.161 miles per hour)
Lay-up:	To decommission a boat for the winter (usually in northern climates)
Lazarette:	A compartment in the stern of a boat used for general storage
Length On The Waterline (L.W.L.):	A length measurement of a boat from the fore part of the stern to the after part of the stern where the hull breaks the water
Life Preserver:	Provides additional buoyancy to keep a person afloat when he/she is in the water
Limber Hole:	A passage cut into the lower edges of floors and frames next to the keel to allow bilge water to flow to the lowest point of the hull from where it can be pumped out
Line:	Rope
Lists:	A boat that inclines to port or starboard while afloat
Locker:	A closet, chest or box aboard a boat
Marina:	A protected facility primarily for recreational small craft
Marine Ways or Railways:	Inclined planes at the water's edge onto which boats are hauled
Moored:	Secured with cables, lines or anchors
Nautical Mile:	Distance measurement equal to a unit about 6/5th's of a statute (land) mile

Oil pump:	Supplies lubricating oil where needed within the engine
Outboard:	A boat with the engine mounted on the transom and is detachable
Overhead:	The ceiling of a cabin or compartment
Pier:	A structure which projects out from the shoreline
Piles or Piling:	A long column driven into the bottom to which a boat can be tied
Plenum:	A chamber for directing air flow, as in engine intake air plenum
Pitching:	The fore and aft rocking motion of a boat as the bow rises and falls
Port:	The left side of the boat when facing the bow
Porthole (port):	The opening in the side of a boat to allow the admittance of light and air
Propeller Shaft:	Shaft which runs from the back of the engine gear box, aft, through the stuffing box, shaft log, struts, and onto which the propeller is attached
Raw Water Cooled:	Water for cooling is drawn in through a hull fitting, circulated in the engine, and then discharged overboard
Reduction Gear:	Often combined with the reverse gear so that the propeller, turning at a slower rate than the engine, will have increased efficiency
Reverse Gear:	Change the direction of rotation of the propeller to give a thrust in the opposite direction for stopping the boat or giving it sternway
Roll:	A boat's sidewise rotational motion in rough water
Rope Locker:	See "chain locker"
Rubrail:	Railing (often rubber or hard plastic) that runs along the boat's sheer to protect the hull when coming alongside docks, piers, or other boats
Rudder:	A moveable flat surface that is attached vertically at or near the stern for steering
Scupper:	An opening in the side or transom of the boat through which water on deck or in the cockpit is drained overboard

Seacock:	Safety valves installed just inside the thru-hull fittings and ahead of the piping or hose running from the fittings
Shaft log:	Pipe through which the propeller shaft passes
Sheer:	The uppermost edge of the hull
Sling:	A strap which will hold the boat securely while being lifted, lowered, or carried
Sole:	The deck of a cockpit or interior cabin
Spring Line:	A line that leads from the bow aft or from the stern forward to prevent the boat from moving ahead or astern
Starboard:	The right side of a boat when facing the bow
Stem:	The line at which the port and stern topsides meet at the bow
Stern:	The rear end of a boat
Stringer:	Longitudinal members fastened inside the hull for additional structural strength
Strut Bearing:	See "cutlass bearing"
Stuffing Box:	Prevents water from entering at the point where the propeller shaft passes through the shaft log
Superstructure:	Something built above the main deck level
Swamps:	When a boat fills with water from over the side
Swimming Ladder:	Much the same as the boarding ladder except that it extends down into the water
Taffrail:	Rail around cockpit
Thru-hull:	A fitting used to pass fluids (usually water) through the hull surface, either above or below the waterline

Topsides:	The side skin of a boat between the waterline or chine and deck
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Transom:	Flat planking across the stern
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Travel Lift:	Machinery used at boat yards to hoist boats out of and back into the water
Trim:	This relates to the way a boat floats in the water
Trough:	The area of water between the crests of waves and parallel to them
Twin-Screw Craft:	A boat with two propellers on two separate shafts
Underway:	When a boat moves through the water
Wake:	Disrupted water that a boat leaves astern as a result of its motion
Wash:	The flow of water that results from the action of her propeller or propellers
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Water Pump:	Circulates cooling water
Waterline:	The plane of a boat where the surface of the water touches the hull when it is afloat on even keel
Watertight Bulkhead:	Bulkheads secured so tightly so as not to let water pass
Wharf:	A structure generally parallel to the shore
Working Anchor:	An anchor carried on a boat for most normal uses
Yacht Basin:	A protected facility primarily for recreational small craft
Yaw:	When a boat runs off her course to either side

