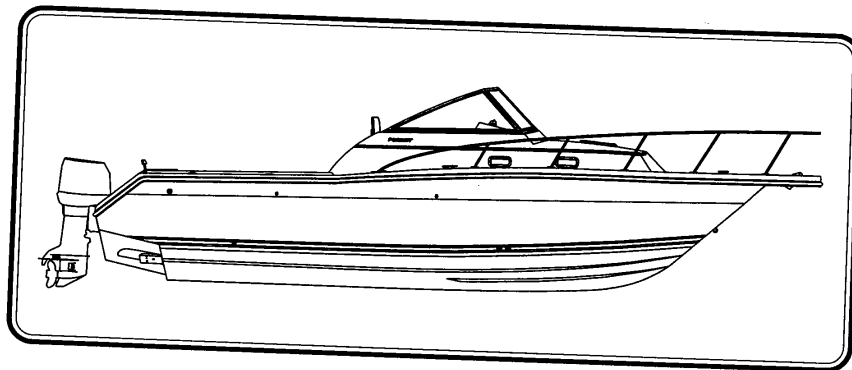


PURSUIT®

2855 EXPRESS FISHERMAN ***OWNER'S MANUAL***



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

PURSUIT® 2855 EXPRESS FISHERMAN
Print Date 12/94

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IMPORTANT INFORMATION

Your **PURSUIT**® 2855 Express Fisherman 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 2855 Express Fisherman 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	ENGINE NUMBER
HULL 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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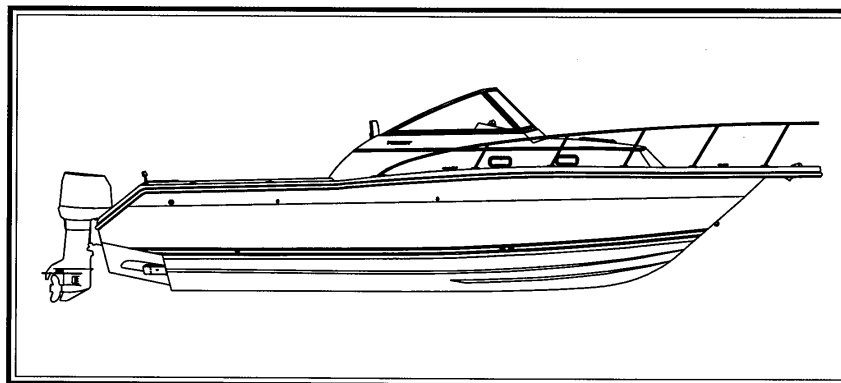
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Chapter 1: **PROPULSION SYSTEM**



2855 Express Fisherman

1.1 General

The Pursuit 2855 Express Fisherman is designed to be powered with twin 2 cycle outboard motors. All outboard motors used on your Pursuit use an oil injection system. Oil is automatically injected in the engines and mixed at the proper ratio from two oil tanks located in the stern of the boat.

Note: Always monitor the oil level in the tanks and only use the type of oil specified by the engine manufacturer.

Each manufacturer of the various outboard motors 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.

1.2 Drive Systems

Each outboard motor is a complete drive system with the gear case being just forward of the propeller and connected to the power head with a vertical drive shaft. Other than the routine maintenance outlined in the engine owner's manual, there is little to be concerned with unless the boat is to be kept in saltwater for extended periods of time. Then the main concerns are marine growth and electrolysis.

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. Outboard motors are equipped with sacrificial zinc anodes to prevent electrolysis problems. The zinc anodes must be monitored and replaced as necessary. For locations and maintenance, please refer to engine owner's manual.

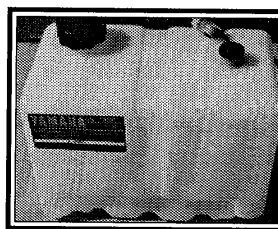
When leaving the boat in the water, tilt the motors as high as possible. This will decrease the risk of marine growth around the cooling inlets, propeller and exhaust ports and damage from electrolysis.



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

1.3 Engine Lubrication

Your outboard motors are lubricated by a variable ratio oil injection system. The oil tanks are mounted in the stern of the boat and filled through the oil fill deck plates. Always monitor the oil level before each cruise by checking the gauge in the helm or visually checking the oil level using the reference marks on the tanks. When additional oil is needed, use only the type of oil specified by the engine manufacturer. Refer to the engine owner's manual for oil specifications and additional information on the oil injection system.



Engine Oil Tank

PURSUIT® 2855 EXPRESS FISHERMAN

1.4 Engine Cooling System

Outboard engines are raw water (sea water) cooled. Water is pumped through the water inlets, circulated through the engine block, and relinquished with the exhaust gases through the propeller hub. 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. In most outboard motors some cooling water is diverted through ports below the engine cowling. This allows the operator to visually check the operation of the cooling system. When the engine is started, always check for a steady stream of water coming out of that port.



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

Note: If the boat is used in salt or badly polluted water the engine should be flushed after each use. Refer to the engine owner's manual for the proper engine flushing procedure.

1.5 Propellers

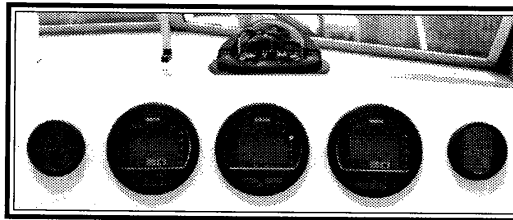
The propellers convert the engine's power into thrust. They come in a variety of styles, diameters and pitches. The one that will best suit the needs of your Pursuit will depend somewhat on your application and expected average load. Propeller sizes are identified by two numbers stamped on the prop in 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 engine gear assembly. Refer to the engine owner's manual for information on propeller removal and installation.



RUNNING AGROUND OR STRIKING AN UNDERWATER OBSTRUCTION CAN RESULT IN SERIOUS INJURY AND DAMAGE TO THE MOTOR 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 engines' operational conditions. Close observation of these instruments allows the pilot to operate the engines at the most efficient level and could save them from serious costly damage. The instrumentation is unique to the type of outboard motors 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 an impeller failure.



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

Water Pressure Gauge

The water pressure gauge monitors the water pressure in the engine cooling system. Refer to the engine manufacturer owner's manual for more information on the cooling system water pressure requirements for your engines.



DO NOT OPERATE THE ENGINE(S) IF LOW WATER PRESSURE IS INDICATED. THIS COULD BE AN INDICATION OF A COOLING SYSTEM BLOCKAGE OR AN IMPELLER FAILURE. IF LOW WATER PRESSURE IS INDICATED, SHUT THE ENGINE OFF AND INVESTIGATE AND CORRECT THE PROBLEM.

Oil Level Gauge

The oil level gauge indicates the amount of oil in the engine oil tank(s).

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 engines off and 13 to 14.5 volts with the engines running.

Hour Meter

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

Engine Alarms

Most 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 engines.



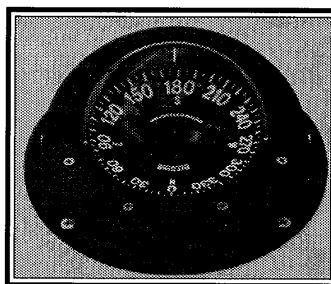
IF THE ENGINE ALARM SOUNDS, IMMEDIATELY SHUT OFF THE ENGINE UNTIL THE PROBLEM IS FOUND AND CORRECTED.

Fuel Management Gauge

Fuel management systems are optional equipment with some outboard engines. On Yamaha® engines, the fuel management gauge is a multi-function gauge used to monitor the gallons per hour, miles per gallon, and engine synchronization. If you have a fuel management system installed on your boat, please refer to the engine or fuel management manual for information on that system.

Compass

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



Compass

Instrument Maintenance

Electrical protection for instruments and ignition circuitry is provided by a set of circuit breakers located near the main battery switch. The ignition switches should be sprayed periodically with a contact cleaner/lubricant. The ignition switches 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.

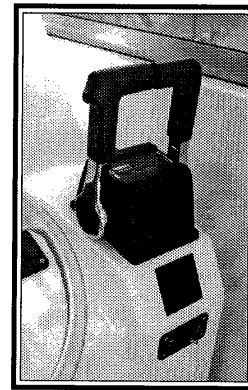
Each manufacturer of the control components provides an owner's manual with its product. It is important that you read the manuals and become familiar with the proper care and operation of the control systems.

2.2 Engine Throttle and Shift Controls

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

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

The helm on your Pursuit is designed for a binnacle style control with a single lever for each engine 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.



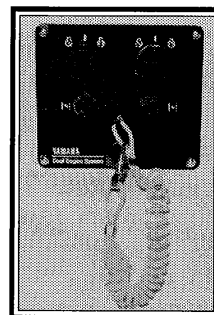
Controls

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 Kill Switch

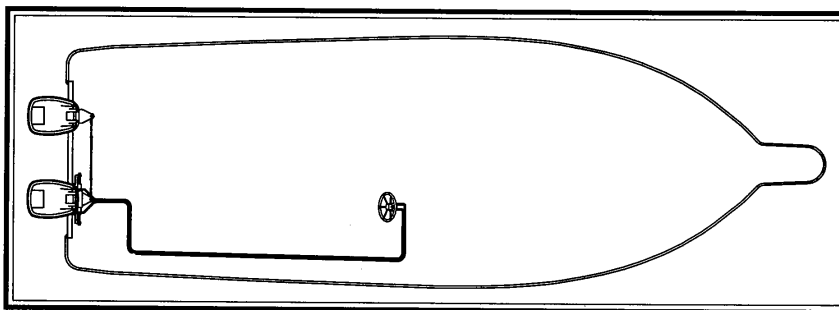
All Pursuit boats rigged with outboard motors are equipped with a kill switch and lanyard. When the lanyard is pulled it will engage the switch and shut off the engines. We strongly recommend that the lanyard be attached to the driver whenever the engines are running. If the engines will not start, it could be because the lanyard is not properly inserted into the kill switch. Always make sure the lanyard is properly attached to the kill switch before attempting to start the engines.



Kill Switch

2.5 Steering System

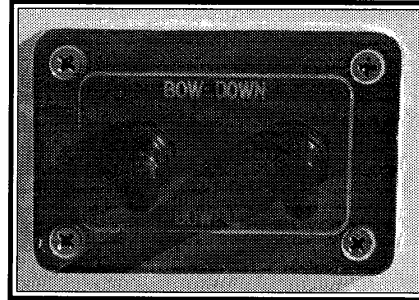
The steering system is hydraulic and made of two main components: the helm assembly and the hydraulic cylinder. The helm unit acts as both a fluid reservoir and pump. Turning of the helm, or steering wheel, pumps the fluid in the hydraulic hoses and activates the hydraulic cylinder causing the motors to turn. A slight clicking sound may be heard as the wheel is turned. This sound is the opening and closing of valves in the helm unit and is normal. Refer to the steering manufacturer owner's manual for specific information on the steering system.



Steering System (For detailed schematic, see Chapter 15)

2.6 Trim Tabs

The trim tabs are recessed into the hull below the swim platform and integrated transom engine mounting system. A dual toggle switch is used 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 Tab Switch

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 plane 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 adjustments become 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 LOWER UNIT 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.

When new, or after repairs, hydraulic steering systems may need to have all air purged from the system. Review the information provided by the hydraulic steering manufacturer for proper specifications and details on system service and maintenance.

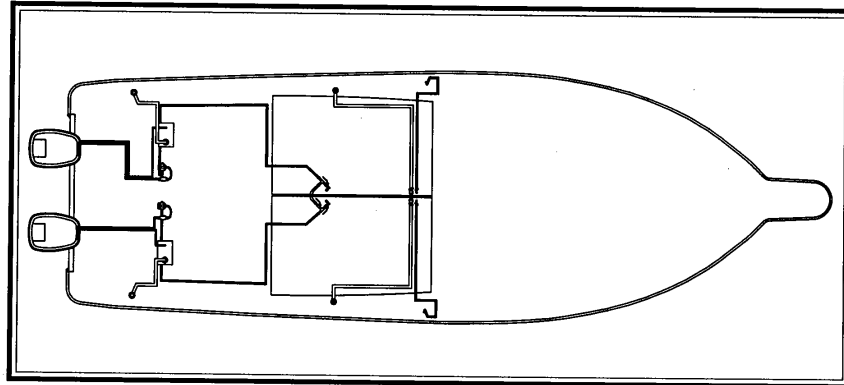
Trim Tab Maintenance

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 tab owner's manual for additional maintenance information and fluid specifications.

Chapter 3: FUEL SYSTEM



Fuel System
(For a detailed schematic, see Chapter 15)

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.



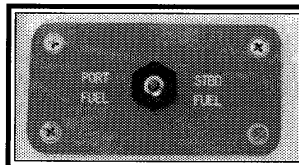
DO NOT LET THE ODOR OF GASOLINE GO UNCHECKED. ANY ODOR OF GASOLINE MUST BE IMMEDIATELY INVESTIGATED AND STEPS TAKEN TO PROTECT THE BOAT AND ITS OCCUPANTS UNTIL THE PROBLEM IS CORRECTED. IF THE ODOR OF GASOLINE IS NOTED, SHUT OFF ALL ENGINES AND ELECTRICAL EQUIPMENT. INVESTIGATE AND CORRECT THE SITUATION IMMEDIATELY. HAVE ALL PASSENGERS PUT ON PERSONAL FLOTATION DEVICES AND KEEP FIRE EXTINGUISHER 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. The fuel gauge switch located on the helm is used to switch the gauge reading to the starboard or port fuel tank.

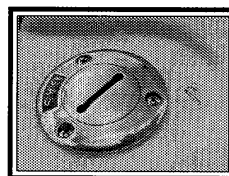


Fuel Gauge Switch

Note: The fuel gauge switch will not have any effect on the fuel supply to the engines. The fuel supply must be controlled by the valves located near the fuel withdrawal tubes on the fuel tanks.

Fuel Fills

Fuel fill 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.



Fuel Fill



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

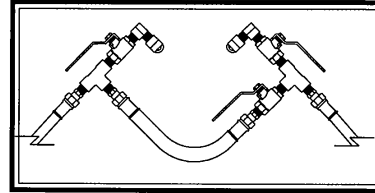
Fuel Vents

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 full, fuel will be ejected from the fuel vent.

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

3.2 Outboard Fuel System

The fuel system on the Pursuit 2855 has two fuel tanks and three manual fuel valves, one "ON/OFF" valve for each tank fuel line and one "ON/OFF" valve for the bypass line. The valves are off when the handle is perpendicular to the fuel flow. The bypass line and valve allows the operator to run both engines from both tanks or both engines from either the starboard or port tank.



Fuel Valves

During normal operation, the port engine should be supplied fuel from the port tank and the starboard engine supplied fuel from the starboard tank. The bypass valve should be off and used only in case of a fuel supply problem in one of the tanks.

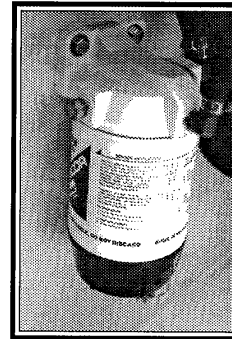
Note: The engines will not draw fuel equally from both tanks when the bypass valve is set so both engines are operating from both tanks. This could result in one tank being exhausted of fuel while the other tank is partially full, causing fuel supply problems.

Fuel withdrawal lines are equipped with anti-syphon 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 ANTI-SYPHON VALVES FROM THE SYSTEM. SHOULD THE VALVES BECOME CLOGGED, CLEAN AND RE-INSTALL OR REPLACE.

Fuel filters are installed in the transom area of the boat. The filters are the water separator type and there is one filter for each engine fuel line. Each fuel filter has a sediment bowl that should be checked for water frequently to assure an adequate supply of clean, dry fuel to the engines. It is recommended that the filters are inspected periodically and the elements changed as needed. See Fuel System Maintenance for additional information on the fuel filter.



Fuel Filter

3.3 Fueling Instructions



FUEL IS VERY FLAMMABLE. BE CAREFUL WHEN FILLING THE FUEL TANKS. NO SMOKING. NEVER FILL THE TANKS WHILE THE ENGINES 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 OUTBOARD 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 USE OF AN ALCOHOL BLEND, IS NOT COVERED BY THE PURSUIT WARRANTY. REFER TO THE ENGINE MANUFACTURE OWNER'S MANUAL FOR THE FUEL REQUIREMENTS FOR YOUR ENGINES.

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. Check the fuel compartment and below the deck for fuel odors. If you smell fuel, do not start the engine.



TO REDUCE THE RISK OF A FIRE AND/OR EXPLOSION, DO NOT START THE ENGINE(S) 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 primer bulbs, connections, clamps and hoses for leakage and damage or deterioration. Replace as necessary. Spray the valves, fuel gauge and ground connections with a metal 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 engines. The filters must be checked for water and other contamination frequently. Water is drained from the filters by placing a cup under the filter and draining through the petcock at the bottom of the filter until clean fuel flows. Each filter contains an element that must be changed at least once a season or more frequently depending on the quality of the fuel.



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



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

Chapter 4: **ELECTRICAL SYSTEM**

4.1 General

Your Pursuit is equipped with a 12-volt D.C. electrical system and a 110-volt A.C. system. The A.C. system draws current from shore power outlets at dockside. The D.C. system draws current from two (2) 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

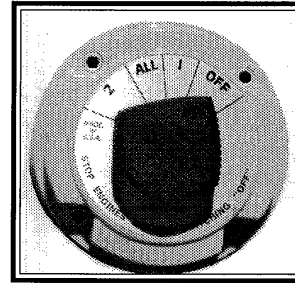
The 12-volt system is a fairly standard system. There are two (2) batteries, one for the starboard engine and one for the port engine. The batteries are controlled by two (2) battery selector switches. The batteries themselves can be charged by either engine separately, both engines simultaneously, or by the battery charger when hooked to shore power. All 12-volt power is distributed to the 12-volt accessories through individual circuit breakers located in the 12-volt switch panels or the circuit breaker panel. A main circuit breaker, located near the battery selector switch, protects the system from an overload. Other circuit breakers, located near the selector switch, protect the circuit for the automatic float switches for the aft and forward bilge pumps. 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 Selector Switches

There are two (2) battery selector switches located in the transom area of the boat. One battery switch feeds the starboard engine and the 12-volt accessory panel. The other battery switch feeds the port engine. 12-volt power can be supplied by either battery #1 or battery #2 separately or by both batteries simultaneously. The selector switches also direct the charging current when the engines are operating.



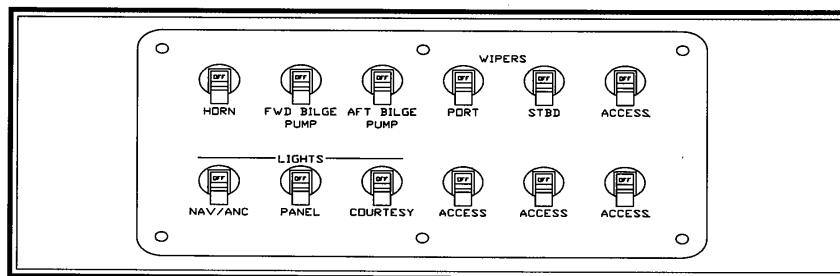
Battery Selector Switch

For example: When both selector switches are on battery #1, both engines and the 12-volt panels will be powered by battery #1. Battery #2 will be isolated and in reserve. Battery #1 will be charged by both alternators. When both selector switches are on battery #2, both engines and the 12-volt panels will be powered by battery #2. Battery #1 will now be isolated and in reserve. Battery #2 will then be charged by both alternators.

When both selector switches are on "ALL," the batteries are connected in parallel. Thus, both batteries are used by both engines and all 12-volt equipment.

The "ALL" or "BOTH" positions should only be used when starting the engines, as this requires extra electrical power, or in case of a charging system malfunction on one engine. Otherwise, it is recommended that one selector switch be set on battery #1 and the other switch be on battery #2 when the engines are operating. When in port or at anchor, the switch that supplies the port engine should be off and the switch that supplies the starboard engine should be on either the battery #1 or the battery #2 position. This will keep one battery in reserve for starting the engines. Both switches should be in the "OFF" position when leaving the boat unattended.

Note: Current is supplied to the automatic float switches for the forward and aft bilge pumps when the batteries are connected and the battery selector switches are off.



12-volt Accessory Switch Panel

12 Volt Accessory Switch Panels

The main accessory switch panel is located at the helm. The circuit breakers that protect the accessories are located on a separate breaker panel directly below the helm.

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.

Forward Bilge Activates the forward bilge pump which is installed in the center of the bilge below the cabin steps. The pump moves water out through a thru-hull fitting near the water line on the hull side. To start the pump manually, put the switch in the “On” position. It is protected by a 10-amp breaker.

Aft Bilge Activates the stern bilge pump which is installed in the center of the bilge near the transom. The pump moves water out through the thru-hull fitting near the water line on the hull side. To start the pump manually, put the switch in the “On” position. It is protected by a 10-amp breaker.

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

Port Wiper Activates the port windshield wiper. It is protected by a 10-amp breaker.

Starboard Wiper Activates the starboard windshield wiper. It is protected by a 10-amp breaker.

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.

Panel Lights Activates the engine gauge and compass lights. 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.

Accessory Switches (4) These switches are supplied to protect additional equipment that may or may not 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. Some accessories that may be connected to the accessory switches are: The hard-top lights, spreader lights, macerator or electronics. They are protected by 15-amp breakers.

Additional Accessory Switch Panels

Additional switch panels are 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 additional panels that may be on your Pursuit and the accessories they control:

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

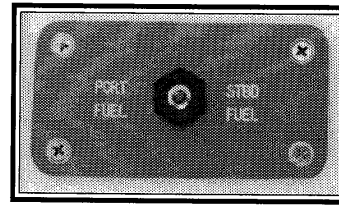
Washdown Pump Located in the stern of the cockpit. This switch activates the raw water washdown pump. The pump is the pressure demand type and is protected by a 15-amp breaker.

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 15 amp breaker located in the helm breaker panel. Please refer to Chapter 2 for detailed information on the operation of the trim tab controls.

Windlass Switch Located in the helm. This switch controls the optional windlass which is mounted to the deck directly above the rope locker. It is protected by a circuit breaker of the type and rating recommended by the windlass manufacturer.

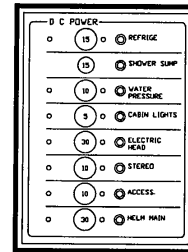
Fuel Gauge Switch The fuel gauge switch panel is located at the helm and allows one fuel gauge to be used for both fuel tanks. With the ignition switch on, move the switch to port and the gauge will show the fuel level in the port fuel tank. Move the switch to starboard and the gauge will show the fuel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



Fuel Gauge Switch

Cabin D.C. Accessory Breaker Panel

Power is distributed to the 12-volt cabin accessories through individual circuit breakers located in the D.C. panel. A main breaker located between the battery selector switch and the panel protects the system from an overload. Some 12-volt accessories are operated directly by the circuit breaker in the panel while others are operated by switches fed by the panel breakers.



Cabin D.C. Panel



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.

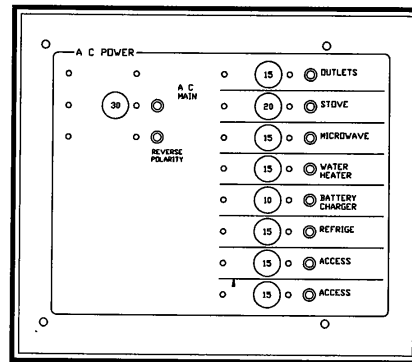
The following is a description of the accessories controlled by the cabin D.C. breaker panel:

- Refrigerator** Supplies 12-volt electrical current directly to the optional refrigerator when 110-volt is not being used.
- Shower Sump** Supplies 12-volt electrical current directly to the shower sump pump automatic float switch which automatically controls the shower drain sump pump.
- Water Pressure** Supplies 12-volt electrical current directly to the freshwater pump pressure switch located on the pump below the stern access hatch in the bilge. The pressure switch automatically controls the water pump when the system is activated and properly primed.
- Cabin Lights** Supplies 12-volt electrical current to the cabin light switches.

<u>Electric Head</u>	Supplies 12-volt electrical current directly to the switch which controls the optional electric head. Also supplies electrical current to the optional macerator over-board discharge pump.
<u>Stereo</u>	Supplies 12-volt electrical current to the stereo.
<u>Accessory</u>	Reserved for additional 12-volt equipment.
<u>Accessory</u>	Reserved for additional 12-volt equipment.

4.3 110-volt System

The 110-volt A.C. system is fed by the shore power outlet. All 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.



A.C. Breaker Panel



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.

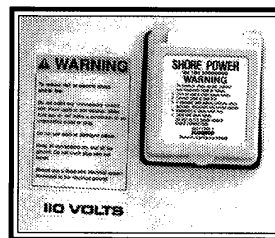


TO REDUCE THE POSSIBILITY OF AN ELECTRICAL SHOCK, IT IS IMPORTANT THAT THE 110-VOLT A.C. GROUND SYSTEM IS FUNCTIONING PROPERLY AND THAT A PROPER CONNECTION EXISTS BETWEEN THE SHORE POWER CORD AND THE SHORE POWER INLET AND THE OUTLET GROUND CIRCUITS. IF THERE IS ANY DOUBT ABOUT THE INTEGRITY OF THE GROUND 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 cable make sure it has more slack than the mooring lines. Dress the cable so that it cannot be damaged by chafing between the boat and the dock. Make sure the cable does not come in contact with the water. Then connect the cable in the plug inlet 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 red polarity light does not illuminate 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 cable from the dockside outlet and replace the outlet caps. Disconnect the cable from the boat and replace the inlet cap. Store 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 supplied to the panel. This situation will cause the red light to remain lit. If reverse polarity is achieved, immediately turn off all cabin 110-volt breakers and dockside outlet breakers and notify a qualified electrician to check the dockside wiring.

Outlets Supply electrical current to the cabin electrical outlets.

Note: 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.

Stove Supplies electrical current directly to the gally stove.

Microwave Supplies 110-volt current directly to the microwave oven. See the microwave manual for more information.

Water Heater Supplies electrical current directly to the hot water heater circuit. The water temperature is automatically controlled by a thermostat in the water heater control panel. See the water heater manual for more information.

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.

Refrigerator Supplies 110-volt electrical current directly to the optional refrigerator when 110-volt power is available and chosen over the 12-volt power supply. See the refrigerator manual for more information.

Accessory Supplies electrical current to the air conditioning control panel when this option is installed. Otherwise it is reserved for additional 110-volt equipment.

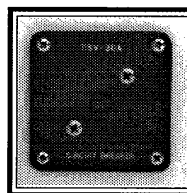
Note: This breaker will trip if sea water is not being supplied to the air conditioning unit. If this breaker trips reset and check for water flow out of the air conditioning thru hull. Refer to the air conditioner owner's manual for additional information.

Accessory Reserved for additional 110-volt equipment.

Additional A.C. Breaker Panels installed in your Pursuit

Shore Power Inlet Breaker

Located in the cockpit below the shore power inlet plug. This breaker protects the A.C. system between the shore power inlet plug and the main A.C. panel.



*Shore Power Inlet
Breaker*

4.4 Electrical System Maintenance

12-Volt D.C. Electrical System Maintenance

At least once a year, spray all exposed electrical components behind the helm and in the plugs, with a protector. 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 a protector. Care must be taken not to get any oil or grease on the glass portion of the bulbs 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, paying particular attention to portable appliance cords and plugs.

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 a metal and electrical protector. Inspect all engine wiring.

Check the electrolyte level in the batteries regularly and add distilled water as necessary. If the batteries are frequently charged by the automatic battery charger, the electrolyte level will have to be checked more often. Keep the batteries clean and the battery posts free of corrosion.

110-Volt A.C. Electrical System Maintenance

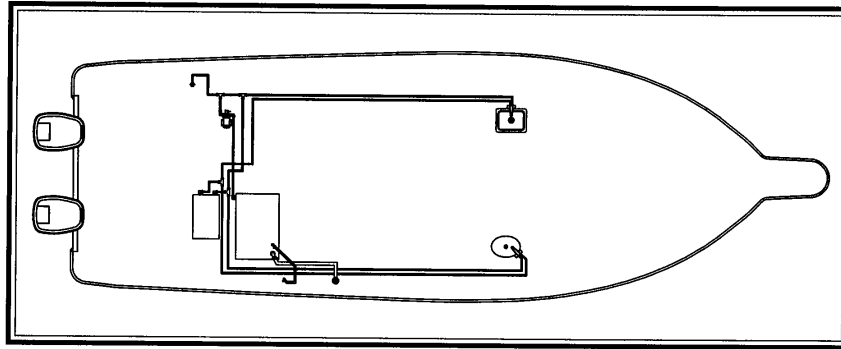
Periodically inspect all wiring for nicks, chafing, brittleness, improper support, etc. Examine the shore power cord closely for cracks in the insulation and corrosion in electrical connectors. Spraying receptacles and electrical connections with an electrical contact cleaner or a metal and electrical 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 a detailed schematic, see Chapter 15)

5.1 General

The freshwater system consists of a potable water tank, distribution lines and a distribution pump. The pump is equipped with an automatic pressure switch and is located near the water tank in the stern bilge. 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, partially open all faucets. The water pressure breaker on the cabin D.C. panel should be on. Allow the pump to run until all of the air is purged from the system and a steady stream of water is flowing from each outlet. Next, turn off the faucets one by one. As the pressure builds, the pump will automatically shut off.



Freshwater Pump

When properly primed and activated the water system will operate much like the water system in a home. An automatic pressure sensor keeps the system pressurized. 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.

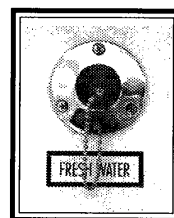
Whenever the boat is left unattended, the water pressure breaker should be placed in the “OFF” position.



DO NOT ALLOW THE FRESHWATER PUMP TO RUN DRY. THE FRESHWATER PUMP WORKS ON DEMAND AND WILL NOT SHUT OFF AUTOMATICALLY WHEN THE TANK IS EMPTY. THIS CAN RESULT IN DAMAGE TO THE PUMP. ALWAYS TURN THE WATER PRESSURE BREAKER OFF WHEN THE FRESHWATER SYSTEM IS NOT IN USE.

The Freshwater Washdown Hose Connection

The freshwater washdown hose connection is located in the cockpit and uses a standard garden hose connection. Make sure the washdown hose connector cap is secure or hose spray nozzle is off when the freshwater system is activated.



*Washdown Hose
Connector*

5.3 Hot Water Heater (Optional)

The water heater is located in the stern bilge. All heaters have a 110-volt element that is thermostatically controlled at the heater and activated by a circuit breaker located in the 110-volt panel. A high pressure relief valve protects the system from excessive pressure. Always make sure all air is purged from the hot water heater and lines before activating the water heater breaker. Refer to the water heater owner’s manual for additional information.



DO NOT SUPPLY CURRENT TO AN EMPTY WATER HEATER. DAMAGE TO THE HEATER WILL RESULT. THE SYSTEM MUST BE FILLED AND PRIMED BEFORE USING THE WATER HEATER.

5.4 Shore Water Connection (Optional)

The shore water connection allows the direct connection of the water system to a shoreside water supply. This provides the system with a constant supply of freshwater and minimizes the pressure pump operation.

A female inlet fitting is mounted in the cockpit. A pressure reducer is installed in the system along with two check valves. One check valve keeps water from running out of the shore water inlet fitting when the pressure pump operates. The second provides protection for the pressure pump when the shore water is connected.

To use shore water, connect a hose from the shore water faucet to the shore water fitting on the boat. Next, turn on the shore water. The pressure pump will not run and the water in the boat's water tank will not be used.

Note: The water tank will not be filled by connecting to shore water.



DO NOT MODIFY OR CHANGE THE SHORE WATER INLET CONNECTOR WITH ANOTHER TYPE WITHOUT CONSULTING PURSUIT CUSTOMER RELATIONS OR YOUR DEALER. THE USE OF THE WRONG TYPE OF INLET CONNECTOR CAN DAMAGE THE FRESHWATER SYSTEM.

5.5 Shower Operation

To obtain the most consistent temperature, fully open the cold water faucet. Gradually open the hot water faucet until the desired temperature is obtained. Some minor variations in the water temperature may occur as the pressure pump cycles.

Shower water is drained from the boat by a sump pump system connected to the shower drain. An automatic float switch in the shower sump controls the pump. The pump is protected by the shower sump pump circuit breaker in the panel. After showering, let the cold water flow for a period of time to flush the drainage system of soap residue.

Note: The shower drain strainer must be cleaned regularly. It is also essential that the sump be inspected periodically for accumulated debris that needs to be removed.

5.6 Freshwater System Maintenance

Information supplied with water system components, by the equipment manufacturers, 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.

Remove the filter screens from the faucet spouts and eliminate any accumulation of debris. A build up of debris can cause the pump to cycle excessively.

Periodically spray the pumps and metal components with a metal protector.

The batteries must be properly maintained and charged. Operating the pressure pump from a battery with a low charge could lead to pump failure.

Add a commercially available potable water conditioner to the water tank to keep it fresh.



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

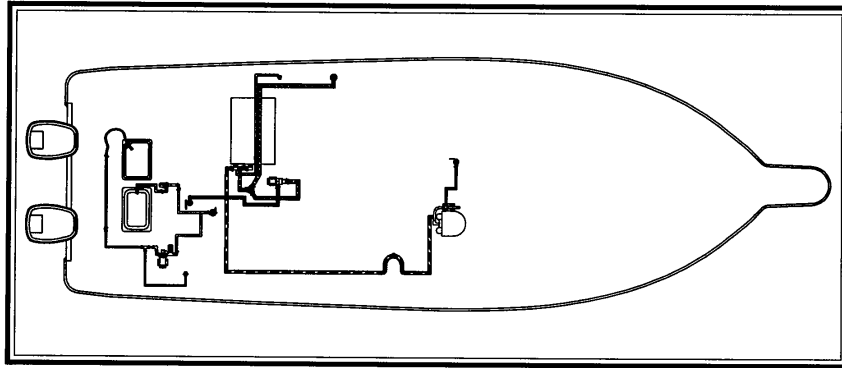


THE FRESHWATER SYSTEM MUST BE PROPERLY WINTERIZED PRIOR TO WINTER LAY-UP. SEE SECTION ON WINTERIZING.



THE WATER PRESSURE BREAKER SHOULD BE PLACED IN THE "OFF" POSITION WHENEVER LEAVING THE BOAT UNATTENDED OR WHEN THE FRESHWATER SYSTEM IS NOT IN USE.

Chapter 6: **RAW WATER SYSTEM**



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

6.1 General

In the raw or sea water systems, all water pumps are supplied by hoses connected to ball valves and thru hull fittings 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 most of the various accessories. The optional air conditioner uses a 110-volt A.C. sea water supply pump. This is the only 110-volt A.C. pump in the system and is automatically activated when the air conditioning or heating system is in use.

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. Open the valve in the livewell and 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 15 miles per hour or above will force water through the pump removing the air lock and allowing the pump to prime. Closing the thru hull ball valves before the boat is hauled from the water will help to eliminate air locks in raw water systems.

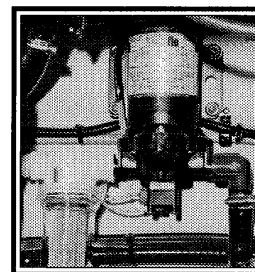
Note: It may be necessary to reprime the raw water system if the system is not used for an extended period and at the time of launching.

6.2 High Pressure Washdown

A saltwater 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.

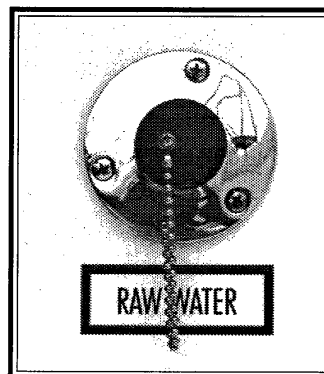
The raw water washdown system is equipped with a sea strainer on the intake side of the pump located in the bilge below the stern access hatch. This should be checked frequently and cleaned as necessary.



Washdown Pump

The Washdown Pump Connection

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



*Washdown Hose
Connector*



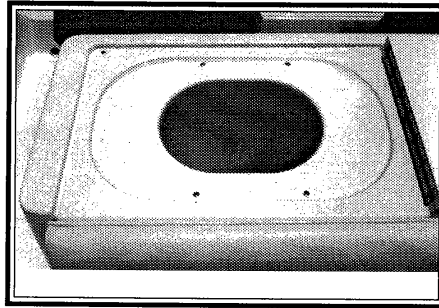
ALWAYS TURN THE RAW WATER PUMP SWITCH TO THE “OFF” POSITION WHEN LEAVING THE BOAT UNATTENDED.



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

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 cockpit. The flow of water can be regulated by the valve in the livewell. Care must be taken not to close the valve to the point that it severely restricts the water flow. A severely restricted water flow can cause damage to the livewell pump. An overflow built into the livewell automatically controls the water level in the livewell. Always turn the pump "OFF" at the switch panel when the livewell is not in use.



Livewell

To fill the livewell, insert the plug into the drain fitting at the bottom of the livewell. Make sure the valves in the livewell and at the intake thru hull fitting are open and activate the baitwell switch. When the water level reaches the overflow, the livewell valve can be adjusted to regulate the circulation.

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 15 miles per hour. Water will circulate through the livewell and out the overflow.

To drain the livewell, turn off the livewell pump and pull out the plug in the drain fitting at the bottom of the livewell. When the livewell has completely drained, use the washdown hose to flush the livewell and drain of debris.

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.

Note: Do not use the livewell as a dry storage area when it is not in use. Sea water could accidentally be delivered to the livewell from the thru hull scoop and damage equipment stored there.

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.
- The fishboxes and livewells should be drained and cleaned after each use.



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

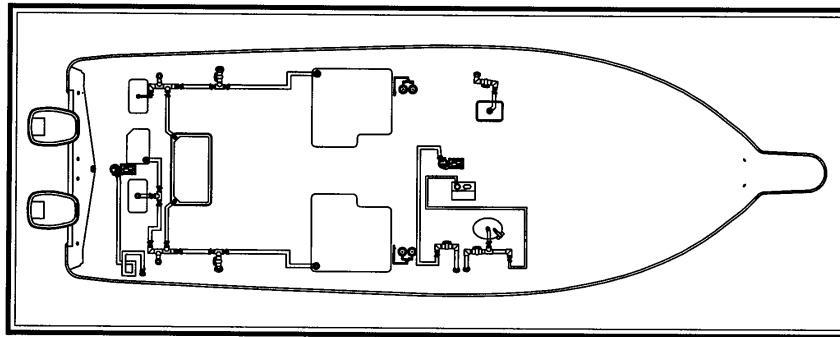


THE BATTERIES MUST BE PROPERLY CHARGED. OPERATING ANY PUMPS FROM A BATTERY WITH A LOW CHARGE MAY LEAD TO A PUMP FAILURE.



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

Chapter 7: DRAINAGE SYSTEMS



Drainage System
(For a detailed schematic, see Chapter 15)

7.1 General

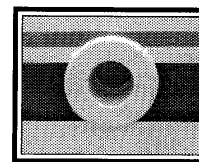
All water is drained by gravity to overboard thru hull fittings located in the hull sides above the water line. The drain thru hull fittings are equipped with PVC ball valves that are always open under normal operating conditions. All drains, including the cockpit scuppers, are connected to the thru hull valves. In the event of an emergency, the valves can be closed to prevent sea water from entering the boat through the drainage system. It is important to check and operate the drain valves at least annually to make sure they are in good condition and operating properly. Please review the drainage schematic to become familiar with the location of the thru hull drain valves.



SITUATIONS REQUIRING ONE OR MORE DRAIN VALVES TO BE CLOSED CAN BE POTENTIALLY DANGEROUS TO THE BOAT AND YOUR CREW. IF THIS OCCURS, DISTRIBUTE PERSONAL FLOTATION DEVICES TO THE CREW AND TAKE ALL NECESSARY SAFETY PRECAUTIONS, INCLUDING NOTIFYING THE COAST GUARD, UNTIL THE PROBLEM IS FOUND AND CORRECTED.

7.2 Cockpit Drains

Your Pursuit has two scupper drains located in the rear of the cockpit. Water is channeled away from all hatches by a gutter or drain rail system. The water then drains overboard through the scupper drain system.



Scupper

PURSUIT® 2855 EXPRESS FISHERMAN

7.3 Hard-Top and Radar Arch Drains

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 the other legs, which are not drilled for a wire chase, that allows water to drain.



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

7.4 Bilge Drainage

The rear 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 switch is in the "OFF" position and the batteries are connected.



Bilge Pump

The forward bilge pump is located below the cabin sole. It is accessed through the bottom cabin step. The 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 switch is in the "OFF" position and the batteries are connected.

All bilge pumps pump water out of thru hulls located above the waterline in the hull.

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

When the boat is out of the water the bilge can be drained by a thru hull drain located in the bilge below the stern access hatch. The drain has a threaded plug with a T-handle extension. The plug should be removed whenever the boat is hauled out of the water and installed just prior to launching. It is important to check the drain plug regularly to make sure it is tight.



A LOOSE DRAIN PLUG WILL ALLOW SEA WATER TO ENTER THE BILGE AND COULD CAUSE THE BOAT TO SINK. IT IS VERY IMPORTANT TO CHECK THE DRAIN PLUG FREQUENTLY TO INSURE IT IS PROPERLY TIGHTENED. DO NOT ATTEMPT TO USE THIS PLUG TO DRAIN THE BILGE WHILE THE BOAT IS UNDERWAY. IF THE DRAIN PLUG IS REMOVED WHILE THE BOAT IS UNDERWAY, SEA WATER WILL BE FORCED INTO THE BILGE THRU THE DRAIN HOLE CREATING A POTENTIALLY DANGEROUS SITUATION.

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 DISCHARGE CAUSES 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 \$10,000.



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.

7.5 Fishbox Drains

The fishboxes, located behind the helm and passenger seats, are drained by gravity. Water drains out of thru hull fittings located in the hull side above the waterline. The fishboxes are insulated should be flushed out and cleaned after each use.

7.6 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 just above the waterline. The overflows in the livewell drain into the overboard drains.

7.7 Shower Drain

Shower water is drained from the boat by a sump pump system connected to the shower drain. The shower sump system is located in the bilge and accessed through the bottom cabin step. An automatic float switch in the shower sump controls the pump. The pump is protected by the shower sump pump circuit breaker in the panel. After showering, let the cold water flow for a period of time to flush the drainage system of soap residue. The shower sump has a removeable hatch to allow the system to be inspected and serviced. It is essential that the sump system be inspected periodically and any accumulated debris removed.

7.8 Drink Holder Drains

The drink holders are equipped with a drain hose that channels the water to the cockpit sole. The water then drains overboard through the scuppers.

7.9 Rope Locker Drains

The rope locker drains overboard through two special drain fittings located in the hull sides at the bottom of the rope locker. It is important to inspect the drains frequently to remove any accumulated debris.

7.10 Drainage System 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 and radar arch leg drain holes. This is especially important just before winter lay-up.
- Clean the bilge pump strainers of debris and check the bilge for foreign material that can cause the automatic switch to malfunction.
- Frequently test the stern and forward automatic bilge pump switches for proper operation.
- Flush all gravity drains with freshwater to keep them clean and free flowing.
- Clean and inspect the shower drain sump system. Remove accumulated debris and flush with freshwater. Frequently test the automatic pump switch for proper operation.
- Clean and flush the fishbox and cooler storage boxes with soap or a bilge cleaner and freshwater after each use to keep them 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.

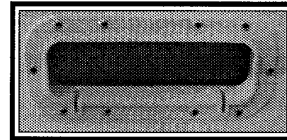
Chapter 8: **VENTILATION SYSTEM**

8.1 Cabin Ventilation

Ventilation to the cabin area is provided by a deck hatch and opening port windows.

Port Windows

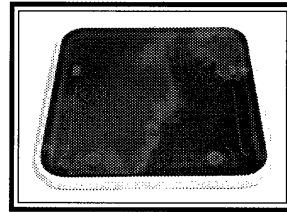
The port windows are secured by cam action locks. The locks should be adjusted so they are tight enough to seal the windows in the closed position, but not so tight that they break the plastic.



Opening Port Window

Deck Hatch

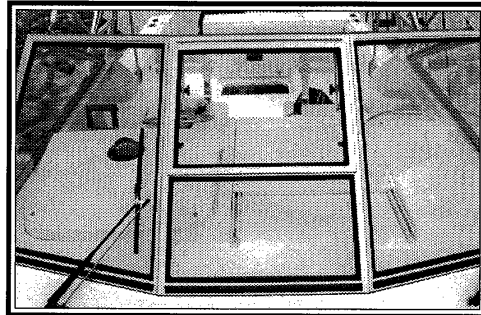
The deck hatch is supported in the open position by adjustable hatch adjusters. To close the hatch, release the cams on the hatch adjusters and lower the hatch. Secure in the closed position with the two cam levers on the inside of the hatch.



Forward Deck Hatch

8.2 Windshield Ventilation

The windshield is equipped with an opening vent panel in the center of the windshield. To open the vent, loosen the friction knobs on the windshield vent adjusters and turn the locks on the vent to the unlocked position. Open the vent to the desired position and tighten the friction knobs. The adjusters will hold the vent in that position. To close the vent, loosen the friction knobs on the vent adjusters and close the vent. Then turn the locks on the vent to the locked position and tighten the friction knobs on the adjusters.



Windshield Vent Window

8.3 Maintenance

- Periodically lubricate all hinges, adjusters and latch assemblies with a light oil.
- Periodically clean and coat gasket materials with silicone to help keep them pliable.

Chapter 9: **SAFETY EQUIPMENT**

9.1 Engine Alarms

Most 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 engines.

If the alarm sounds:

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

9.2 Neutral Safety Switch

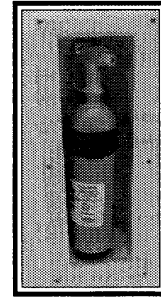
Every control system has a neutral safety switch incorporated into it. This device prohibits the engines from being started while the shift lever is in any position other than the neutral position. If the engines will not start, slight movement of the shift levers may be necessary to locate the neutral 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 Kill Switch

All Pursuit boats rigged with outboard motors are equipped with a kill switch and lanyard. When the lanyard is pulled it will engage the switch and shut off the engines. We strongly recommend that the lanyard be attached to the driver whenever the engines are running. If the engines will not start, it could be because the lanyard is not properly inserted into the kill switch. Always make sure the lanyard is properly attached to the kill switch before attempting to start the engines.

9.4 Fire Extinguisher

At least one fire extinguisher is required on all Pursuit boats. Boats 26' and larger may require two or three fire extinguishers. Coast Guard approved fire extinguishers are hand-portable, either B-I or B-II classification and have a specific marine type mounting bracket. It is recommended the extinguishers be mounted in a readily accessible position.



Fire Extinguisher

Fire extinguishers require regular inspections to insure that:

- Seals and tamper indicators are not broken or missing.
- Pressure gauges or indicators read in the operable range.
- There is no obvious physical damage, corrosion, leakage or clogged nozzles.

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.

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

9.5 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 800-336-2628 and 800-245-2628 in Virginia, 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.

Chapter 10: **OPERATION**

10.1 General

Before you start the engines 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 sponsor 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 Check

Before Starting the Engines

- 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 current and 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 filters for water.
- Check the oil in the engine oil tanks.
- Set the battery selector switches as desired.
- 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 ON BOARD 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
Propellers	Fuel filters
Propeller nuts	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

After Starting the Engines



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

- Visibly check the engines to be sure there are no apparent water, fuel or oil leaks.
- Check the operation of the engine cooling systems. (Refer to section 1.4)
- 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 a 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 and any 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 AND DRUGS.

- Avoid sea conditions that are beyond the skill and experience of you and your crew.



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.

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 engines 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 drive unit hits an underwater object, stop the engine. Inspect the drive unit for damage. If the unit 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 levers are in the neutral position.

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

- Turn the ignition keys to the "Off" position.

After Operation

- If operating in saltwater, wash the boat and all equipment with soap and water. Flush the engines using freshwater. Please refer to the engine owner's manual for instructions on flushing your outboard engines.
- Check the bilge area for debris and excess water.
- Fill the fuel tanks to near full to reduce condensation.
- 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 switches in the "Off" position and close all seacocks.
- 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 Transporting Your Boat

The Pursuit 2855 Express is a large boat and should only be trailered by professionals that have the knowledge and equipment to move large boats without causing damage.

Please contact your dealer or the Pursuit customer relations department if you are planning to transport your boat and have any questions in regard to the proper equipment and support for the hull.



BOATS HAVE BEEN DAMAGED BY TRAILERS THAT DON'T PROPERLY SUPPORT THE HULL. ALWAYS MAKE SURE THE TRAILER BUNKS AND PADS 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.

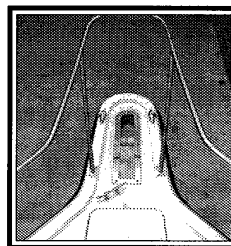
Important: All fittings must be periodically inspected for loose fit or wear and damage. Any problems should be corrected immediately.



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

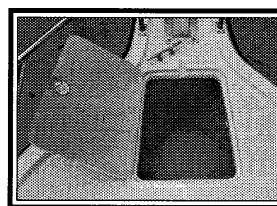
The bow pulpit is built into the hull and is equipped with a roller assembly that allows the anchor to be operated and stored at the pulpit. The pulpit roller is designed for the Delta® anchor. The anchor line is stored in the rope locker and routed out the rope locker hatch, through the roller and connected to the anchor chain. A cleat is provided on the deck near the pulpit to secure the anchor. Always make sure the anchor is properly secured when it is in the stored position on the pulpit.



Bow Pulpit and Roller

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. 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.



Anchor/Rope Locker

The anchor locker is drained by thru hull fittings in the hull sides near the bottom of the locker. It is very important to check the drains frequently to make sure they are clean and free flowing.



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.

Windlass (Optional)

The optional windlass is mounted to the deck near the rear of the pulpit above the rope locker. The anchor is stored on the pulpit and is raised and lowered by the windlass. The anchor line is stored in the rope locker and routed out through the windlass to the anchor chain.

The anchor is lowered by releasing the anchor from the cleat or chain binder on the pulpit and operating a “down” control at the helm. After the anchor is set, the windlass must not be left to take the entire force from the anchor line. Boats lying to their anchor in a high swell or heavy weather conditions will snub on the line. This can cause slippage or apply excessive loads to the windlass. The line should be made fast to a bow cleat to relieve the load on the windlass.

The anchor is hauled in by releasing the line from the bow cleat and operate the “up” control at the helm. Once the anchor is retrieved, independently secure the anchor to the chain binder or a cleat to prevent it from being accidentally released. This is especially important while the boat is under way.

The windlass manufacturer provides an owner’s manual with its product. It is extremely important that you read the manual and become familiar with the proper care and operation of the windlass.



A WINDLASS MUST BE USED WITH CARE. IT IS EXTREMELY IMPORTANT THAT YOU READ THE OWNER’S MANUAL AND BECOME FAMILIAR WITH THE SAFETY INSTRUCTIONS AND PROPER OPERATION OF THE WINDLASS BEFORE USING IT WITH YOUR BOAT. ALWAYS ENSURE THAT LIMBS, FINGERS, HAIR AND CLOTHING ARE KEPT CLEAR OF THE WINDLASS AND ANCHOR LINE DURING OPERATION.



DO NOT USE A WINDLASS AS A SOLE MEANS OF SECURING AN ANCHOR IN THE BOW PULPIT. ALWAYS SECURE THE ANCHOR LINE TO A CLEAT OR CHAIN BINDER BEFORE OPERATING YOUR BOAT.

11.2 Hull

Swim Platform

Your Pursuit is equipped with an integral swim platform and engine mounting system located in the stern of the boat. There are four inspection deck plates in the transom engine well to provide access to the stern bilge and engine mounting bolts. Always make sure these plates are secure before operating your boat.

Boarding Ladder (Optional)

An optional boarding ladder is available and designed to be stored in the cockpit. To use the ladder, slide the studs firmly into the special brackets on the gunnel near the rear of the cockpit. Make sure it is secure in the gunnel brackets and the short support legs are resting firmly against the hull. The ladder must be removed from the gunnel brackets and properly stored before starting the engines.



MOVING PROPELLERS ARE DANGEROUS. THEY CAN CAUSE DEATH, LOSS OF LIMBS, OR OTHER SEVERE INJURY. DO NOT USE THE SWIM PLATFORM OR SWIM LADDER WHILE THE ENGINE(S) ARE RUNNING. STOP THE ENGINE(S) IF DIVERS OR SWIMMERS ARE ATTEMPTING TO BOARD. ALWAYS REMOVE AND PROPERLY STORE THE LADDER BEFORE STARTING THE ENGINE(S).

Trim Tabs

The trim tabs are recessed into the hull below the swim platform. The trim tabs are an important part of the control systems. Please refer to Chapter 2 for detailed information on the trim tabs.

11.3 Cockpit

Fishboxes and Tackle lockers

The helm and passenger seats are mounted on molded, insulated fishboxes. They can be used as storage compartments, fishboxes or coolers. The boxes drain overboard to thru hull fittings above the waterline.

A large tackle locker is built into each seat base just forward of the fishboxes. Each tackle locker is lockable and has five storage drawers.

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. 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.



UNDER NO CIRCUMSTANCES SHOULD THE HELM BE OPENED WHEN THE ENGINE(S) ARE RUNNING. IN SOME SITUATIONS IT IS POSSIBLE TO ACCIDENTALLY ENGAGE THE ENGINE SHIFT AND THROTTLE CONTROL INTO GEAR AS THE HELM IS OPENING. THIS COULD RESULT IN LOSS OF CONTROL, DAMAGE TO THE BOAT, AND INJURY TO PASSENGERS.

Stern Bait and Tackle Rigging Station

The stern bait and tackle rigging station is equipped with a sink, livewell and rigged bait storage area. 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.

Transom Door

A transom door is incorporated into the rigging station. The transom door should only be operated when the boat is not in motion. The door must be latched in either the full "OPEN" or full "CLOSED" position. Never leave the transom door unlatched.

Note: Periodically inspect the transom door fittings for wear, damage, or loose fit. Any problems should be inspected and corrected immediately.



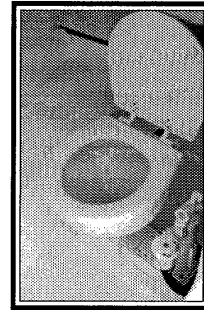
THE TRANSOM DOOR SHOULD BE CLOSED AND PROPERLY LATCHED WHENEVER THE ENGINE(S) ARE RUNNING. NEVER OPEN THE TRANSOM DOOR WHILE UNDERWAY OR IN ROUGH SEA CONDITIONS. IN CERTAIN SITUATIONS, AN OPEN TRANSOM DOOR COULD ALLOW A SUBSTANTIAL AMOUNT OF WATER TO ENTER THE COCKPIT CREATING A POTENTIALLY DANGEROUS CONDITION.

Chapter 12: **INTERIOR EQUIPMENT**

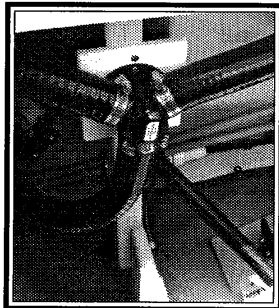
12.1 Marine Head System

This system is provided as standard 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 bilge below the stern access hatch.



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 or the optional overboard macerator discharge system.



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 and Macerator Discharge Pump

The holding tank is located in the bilge. 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 option is installed, the Y-valve is used to select the waste deck fitting or the overboard macerator discharge pump.

To operate the macerator discharge pump, move the Y-valve handle to the macerator pump-out position, open the ball valve at the overboard discharge thru hull fitting. Then activate the macerator switch in the helm switch panel until the tank is emptied. Turn the switch to "OFF" and close the discharge ball valve when pumping is complete.

Note: The macerator discharge pump can only be run dry for a couple of seconds. Allowing the macerator pump to run after the holding tank is empty will cause damage to pump.

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 manufacturers owner's manuals for additional operating and maintenance information.



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

12.2 Refrigerator

A dual voltage refrigerator is supplied as standard equipment. This unit will operate on 110-volt A.C. or 12-volt D.C. power. The refrigerator switches to 12-volt D.C. automatically when the A.C. power is disconnected and the refrigerator breaker is activated on the cabin D.C. panel. When 110-volt A.C. current is provided by the refrigerator circuit breaker on the 110-volt panel, the refrigerator automatically switches to A.C. power.

Care should be exercised while operating the refrigerator on 12-volt power 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.

12.3 Galley and Sink

The galley is equipped with storage and a fresh water sink. Water is supplied to the sink by a 12-volt pump located in the stern bilge. When activated by the water pressure breaker in the 12-volt panel, the water system will operate much like the water system in a home. An automatic pressure sensor keeps the system pressurized.

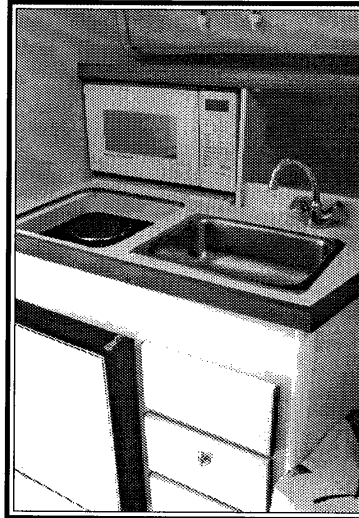
The sink drains overboard through a fitting in the side of the hull.

See Chapter 5 for more information on the fresh water system.

12.4 Microwave Oven

A microwave oven is provided as standard equipment on the 2855 Express Fisherman. The microwave operates on 110 volt A.C. power and is protected by the microwave breaker in the 110-volt A.C. breaker panel.

Please refer to the microwave owner's manual for detailed information on the microwave oven installed in your boat.



Galley

12.5 Stove

The single burner stove is located below a removable section of the galley counter near the sink. The stove is electric and operates on 110-A.C. power and protected by the stove breaker on the 110-volt breaker panel.

Please refer to the stove owner's manual for information on the operation of the stove.



THE STOVE IS DESIGNED AS AN APPLIANCE FOR COOKING FOOD. DO NOT ATTEMPT TO USE THE STOVE TO HEAT THE CABIN. USING THE STOVE TO HEAT THE CABIN COULD CAUSE THE STOVE TO OVERHEAT RESULTING IN DAMAGE TO THE STOVE OR A CABIN FIRE.

12.6 Air Conditioner

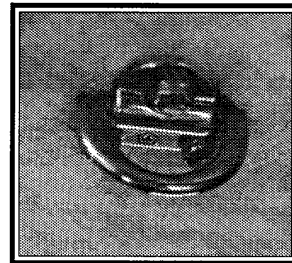
The air conditioning unit is the reverse cycle type and operates on 110 volt A.C. power. The unit is equipped with reverse cycle heat and can be operated as a cooling or heating unit. It is protected by the accessory breaker in the 110-volt breaker panel. To operate, make sure the thru hull valve for the air conditioner raw water supply pump is on. Turn the air conditioner breaker to the "ON" position. The unit will then be controlled by the air conditioning control panel in the cabin. When activated, water should continuously flow from the overboard drain thru hull.

See the air conditioner owner's manual for additional operating and maintenance instructions.

Note: Air conditioners use surface water as a cooling medium. The boat must be in the water and the raw water supply system must be properly activated prior to use. Operation without proper cooling will cause the air conditioning circuit breaker to trip and could cause system damage. Always check for proper water flow out of the air conditioning pump discharge thru hull when the air conditioner is operating.

12.7 V-Berth and Lounge

The U-shaped lounge in the cabin can be converted to a double berth and two overhead bunks. The table is supported by a single removable pedestal and doubles as a V-berth filler cushion support. To use the table as a filler cushion support, remove the table from the pedestal. Then remove the pedestal from the mount in the cabin sole and stow the pedestal. The table can then be set on the support rails in the center of the V-berth and the center cushions put into place.



D-ring

The two side lounge backrest cushions can be converted into bunks above the double berth. The backrest cushions are hinged to the V-berth liner near the top of the cushions. Two heavy duty straps and hooks are used to secure each cushion in the bunk position. To convert the backrest cushions to bunks, pull the bottom of the cushions out to a horizontal position. Then secure the straps to the D-ring on the cabin headliner. The bunks are designed to be used only when the boat is in port. Always lower the bunks to the backrest position in the lounge before operating your boat.

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.

Bottom Painting

If the boat is to be left in saltwater for extended periods, the hull must be protected from marine growth by anti-fouling 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.



TO PREVENT DAMAGE TO THE FIBERGLASS, DO NOT SAND THE OUTER BOTTOM GELCOAT SURFACE OF THE BOAT. SANDING THE GELCOAT WILL VOID THE 5 YEAR BLISTER FREE WARRANTY. USE ONLY CHEMICAL WAX REMOVERS AND ETCHERS RECOMMENDED BY THE BOTTOM PAINT MANUFACTURER TO PREPARE THE GELCOAT SURFACE FOR BOTTOM PAINT.

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

Zincs

Sacrificial zincs are installed on the outboard engines and 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.

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 a paint such as Rustoleum® 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®

Plexiglas® scratches easily. Use a soft cloth and 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. Do not use the following on Plexiglas®:

Abrasive cleaners	Acetone
Solvents	Alcohol
Glass cleaners	Cleaners containing ammonia

Engines

Proper engine maintenance is essential to the proper performance and reliability of your outboard engines. Maintenance schedules and procedures are outlined in your engine owner's manual. They should be followed exactly.

If the boat is used in saltwater, flush the cooling systems after each daily use. To flush the systems when the boat is out of the water, follow the procedure outlined in your engine owner's manual.

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 waterproofing 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 plexiglas® 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 CLEAR VINYL AND SHORTEN ITS LIFE.

Snap should be lubricated periodically with petroleum jelly. Zippers should be lubricated with silicone spray or paraffin.

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

Periodically check the bilge pumps for proper operation and clean debris from the strainers and float switches. Inspect all hoses, clamps and thru hulls for leaks and tightness on a regular basis.

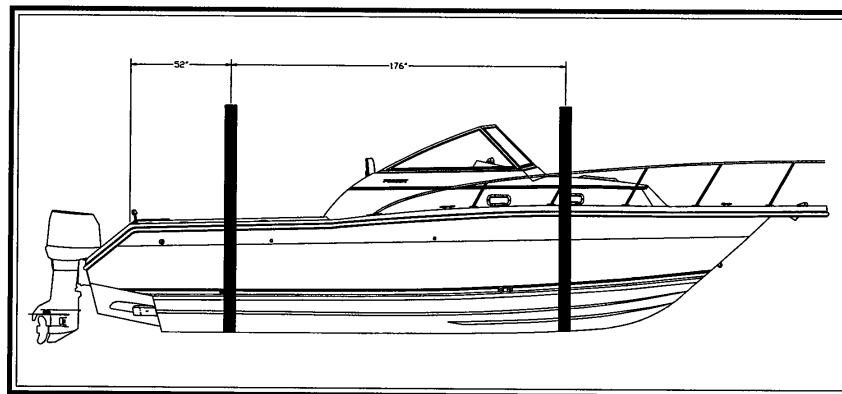
To keep the bilge clean and fresh, it is recommended that you use a commercial bilge cleaner on a regular basis. Follow the directions carefully. All exposed pumps and metal components in the bilge should be sprayed periodically with a protector to reduce the corrosive effects of the high humidity always present in these areas.

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 tanks 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 engines.
- Drain water from the freshwater system.
- Consult the engine owner's manual for detailed information on preparing the engines for storage.



Sling locations

Lifting

It is essential that care be used when lifting your boat. Make sure the spreader bar at each sling is at least as long as the distance across the widest point of the boat that the sling will surround. Put the slings in position. The positions are marked with small labels on each side of the boat under the rubrails.



BOATS HAVE BEEN DAMAGED FROM IMPROPER LIFTING AND TRANSPORTING WITH FORKLIFTS. CARE AND CAUTION MUST BE EXERCISED WHEN TRANSPORTING A BOAT WITH A FORK LIFT. NEVER HOIST THE BOAT WITH A SUBSTANTIAL AMOUNT OF WATER IN THE BILGE.



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 ARE 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

A cradle is the best support for the boat whenever it is not in the water. Make sure the cradle supports the boat at the correct position.

- 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 so that water will drain from the bilge and cockpit.
- The cradle must be in the proper fore and aft position to properly support the hull. When the cradle is in the correct location, the bunks should match the bottom of the hull and should not be putting pressure on the lifting strakes.



BOATS HAVE BEEN DAMAGED BY TRAILERS AND CRADLES THAT DON'T PROPERLY SUPPORT THE HULL. ALWAYS MAKE SURE THE BUNKS AND PADS 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 CRADLE AND TRAILER 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 anti-fouling 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 propellers and grease the propeller shafts using light waterproof grease.
- Remove the batteries and store in a cool place. Clean using clear, clean water. Be sure the batteries have sufficient water and clean terminals. Keep the batteries charged and safe from freezing throughout the storage period.

Note: Refer to Chapter 4, Electrical Systems, for information on the maintenance of the A.C. and D.C. electrical systems.

- Coat all faucets and exposed electrical components in the cabin and cockpit with a protecting oil.
- Clean out, totally drain and completely dry the fishboxes, sinks and livewells.
- Thoroughly clean the interior of the boat. Vacuum all carpets and dry clean drapes and upholstery.
- Remove cushions, open the refrigerator/cooler door and 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.

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. Make sure the hot water heater and freshwater tank are completely drained. 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 tank, lines and water heater, pour the antifreeze mixture into the freshwater tank, prime and operate the pump until the mixture flows from all freshwater faucets. Be sure to open all hot and cold water faucets, including the freshwater washdown. Make sure antifreeze has flowed through all of the freshwater drains.

The shower drain sump system must be properly winterized. Clean debris from the drain and sump and flush for several minutes with fresh clean water. After the system is clean, pump the drain sump as dry as possible. Then pour a potable water antifreeze mixture into the shower drain until antifreeze has been pumped through the entire system and out of the thru hull.

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.

Marine Toilet

The marine toilet 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 and optional macerator discharge pump must be pumped dry and one gallon of potable water antifreeze poured into the tank through the deck waste pump out fitting. After the antifreeze has been added to the holding tank, open the overboard discharge valve and activate the macerator pump until the antifreeze solution is visible at the discharge thru hull.

Note: Make sure you follow the marine toilet manufacturer's winterizing instructions exactly.

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, seacocks 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-Tops 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 HARD-TOP OR RADAR ARCH 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 convertible top 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 BILGE AREA 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. Then hang a commercially available mildew protector in the cabin.

14.3 Recommissioning



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

Note: It is important and recommended that 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.

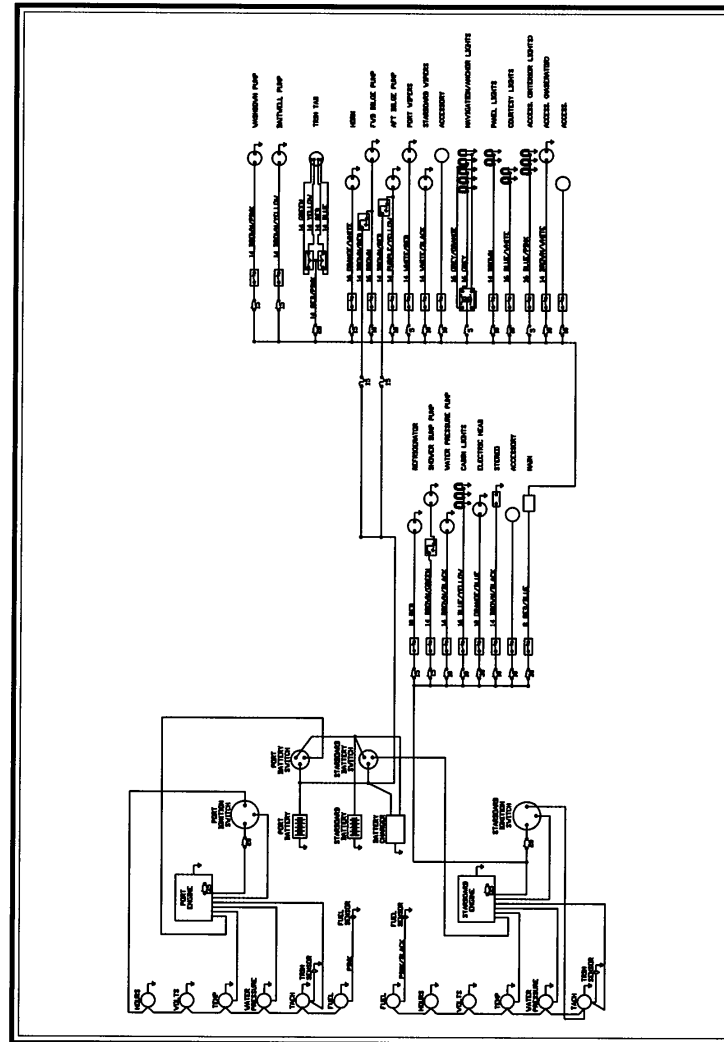
Reactivating The Boat After Storage

- Charge and install the batteries.
- Install the drain plug in the hull.
- Check the engines for damage and follow the manufacturer's instructions for recommissioning.
- Check the engines mounting bolts to make sure they are tight.
- 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 freshwater. Make sure all antifreeze is flushed from the hot water heater and it is filled with freshwater before it is activated.
- Check and lubricate the steering system.
- Clean and wash the boat.
- Install all upholstery, cushions and canvas.

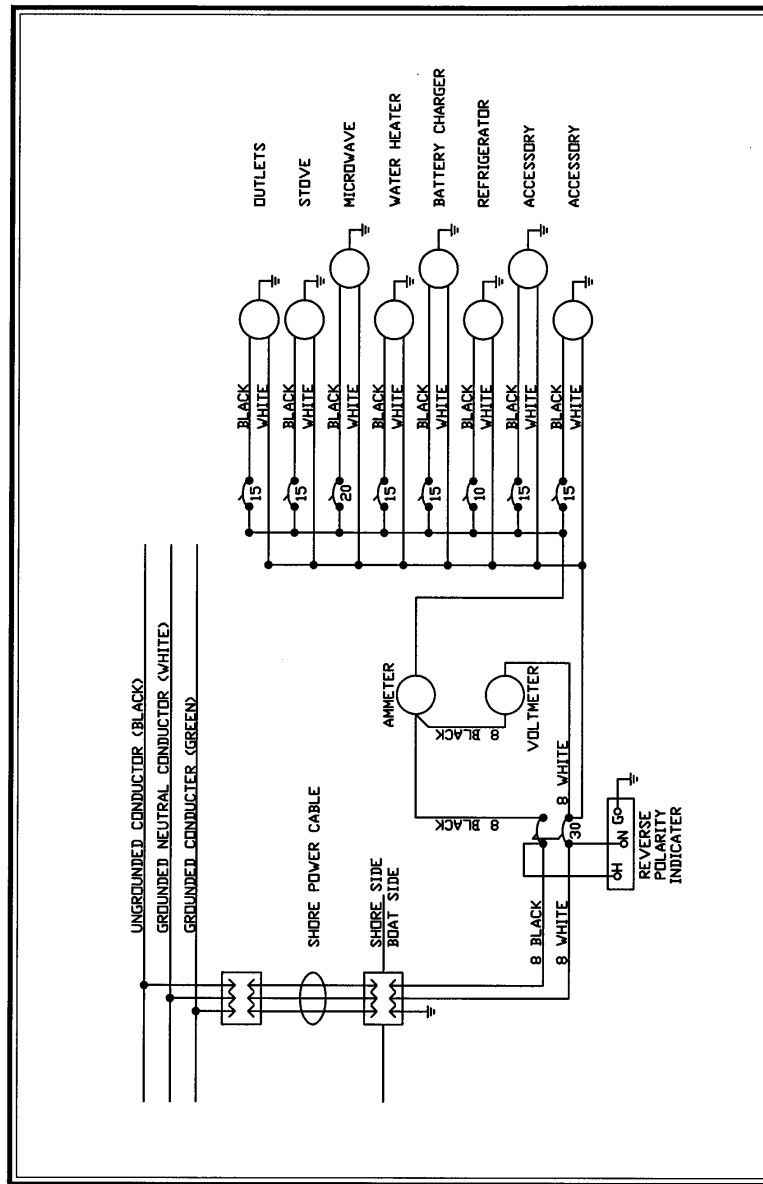
After Launching

- Carefully check all water systems and the engine bolts 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 engines. When the engines start, check the cooling system port below the engine cowling for a strong stream of water. This insures that the cooling pump is operating. 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.

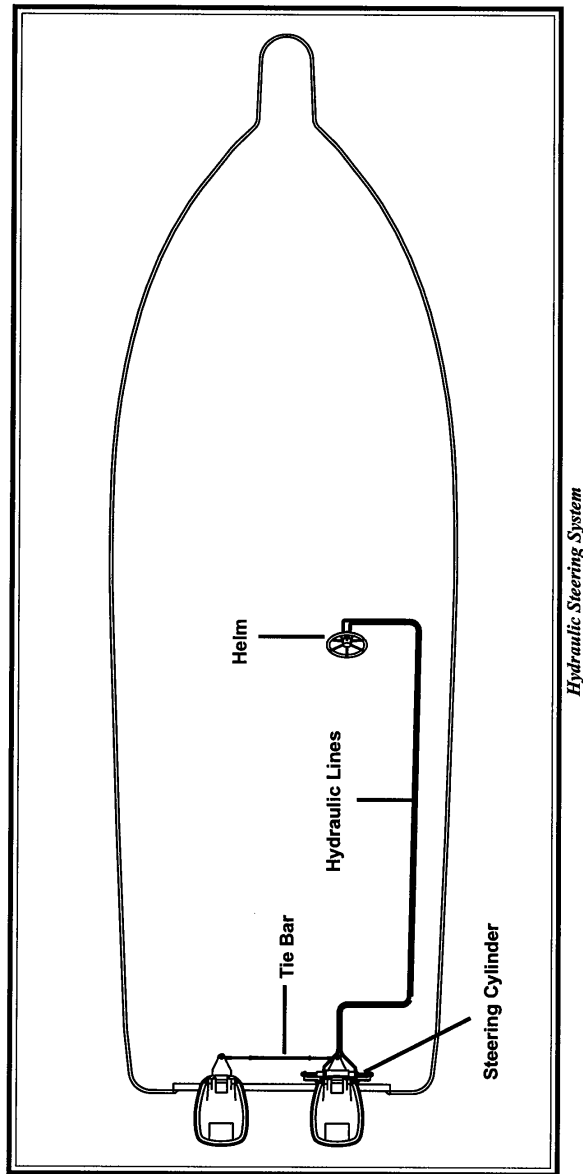
Chapter 15: SCHEMATICS



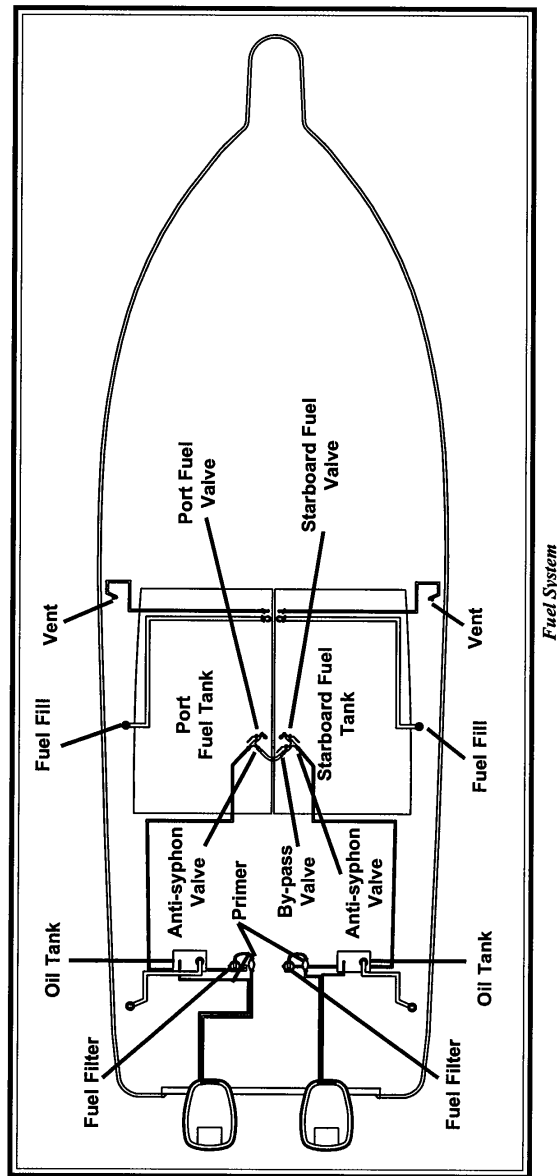
12-Volt D.C. Wiring Schematic



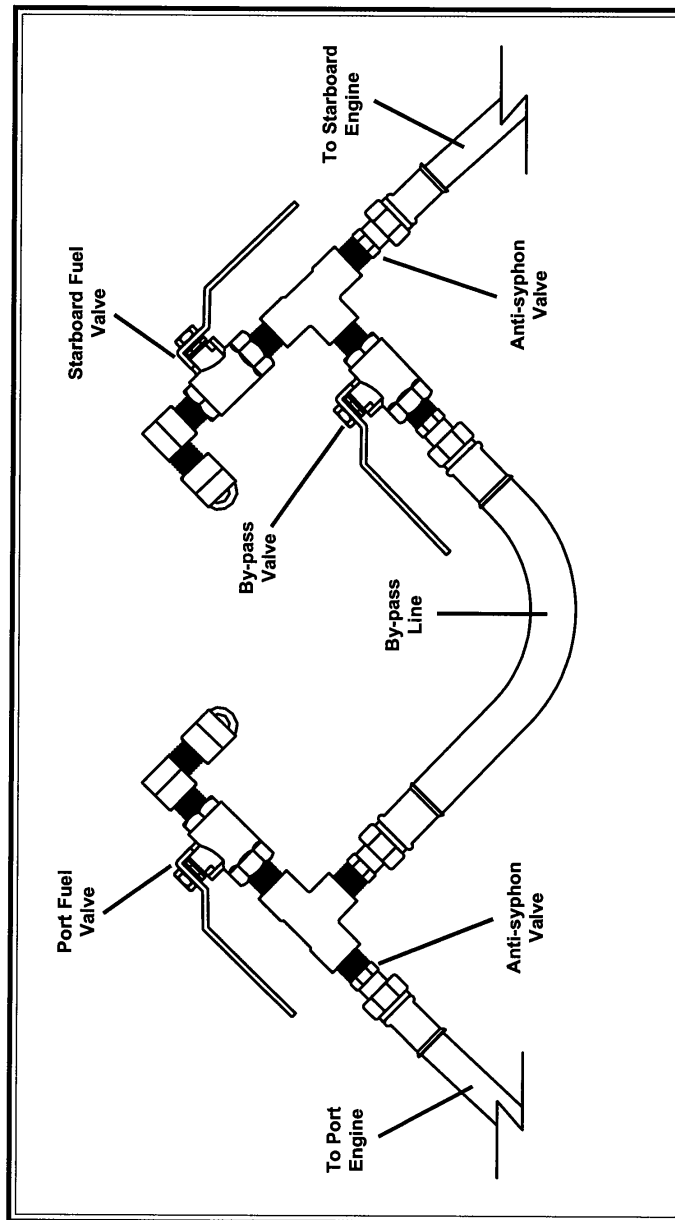
110-Volt Wiring Schematic



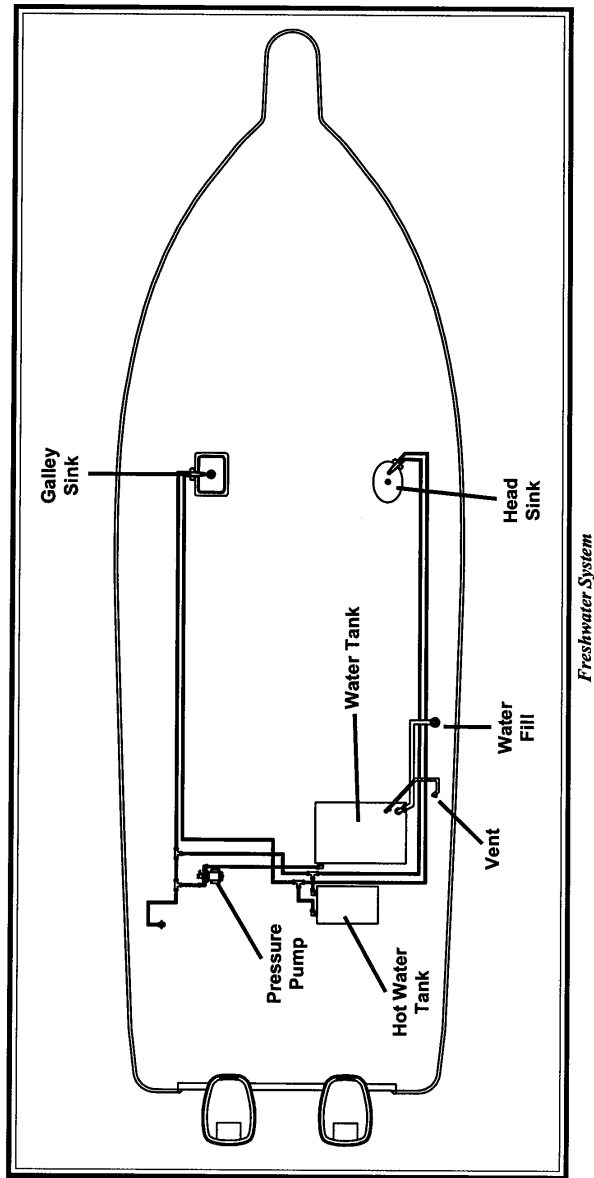
Hydraulic Steering System

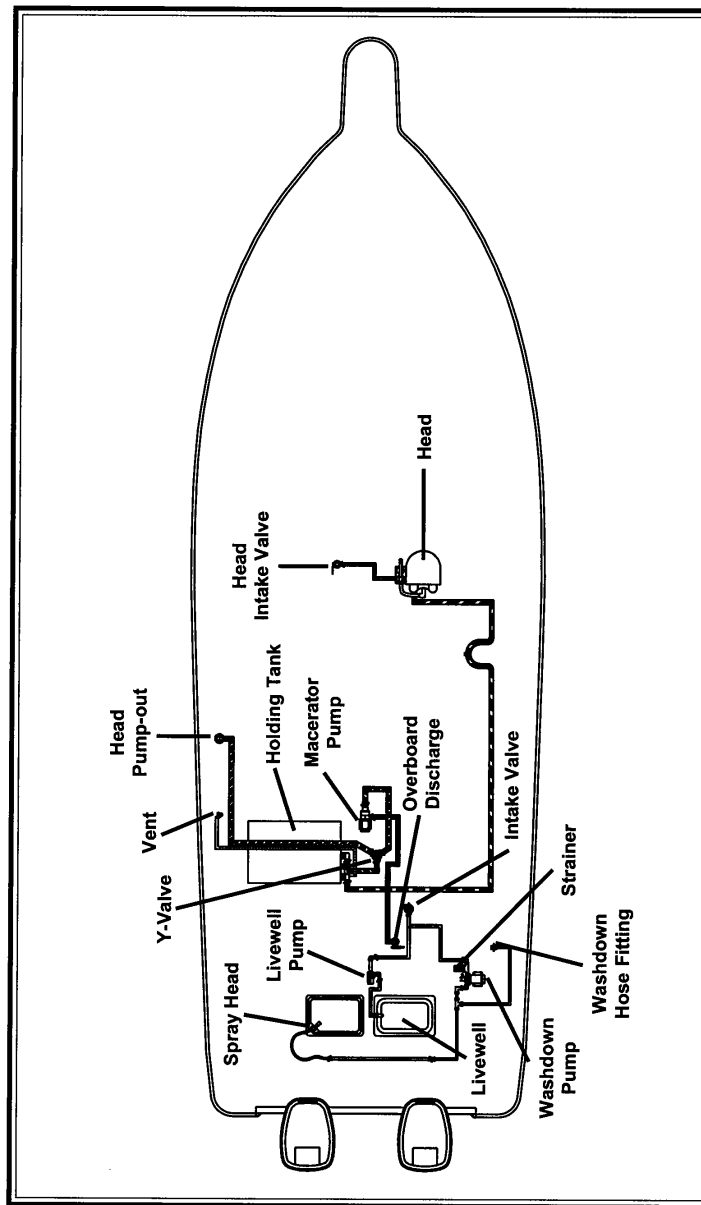


Fuel System

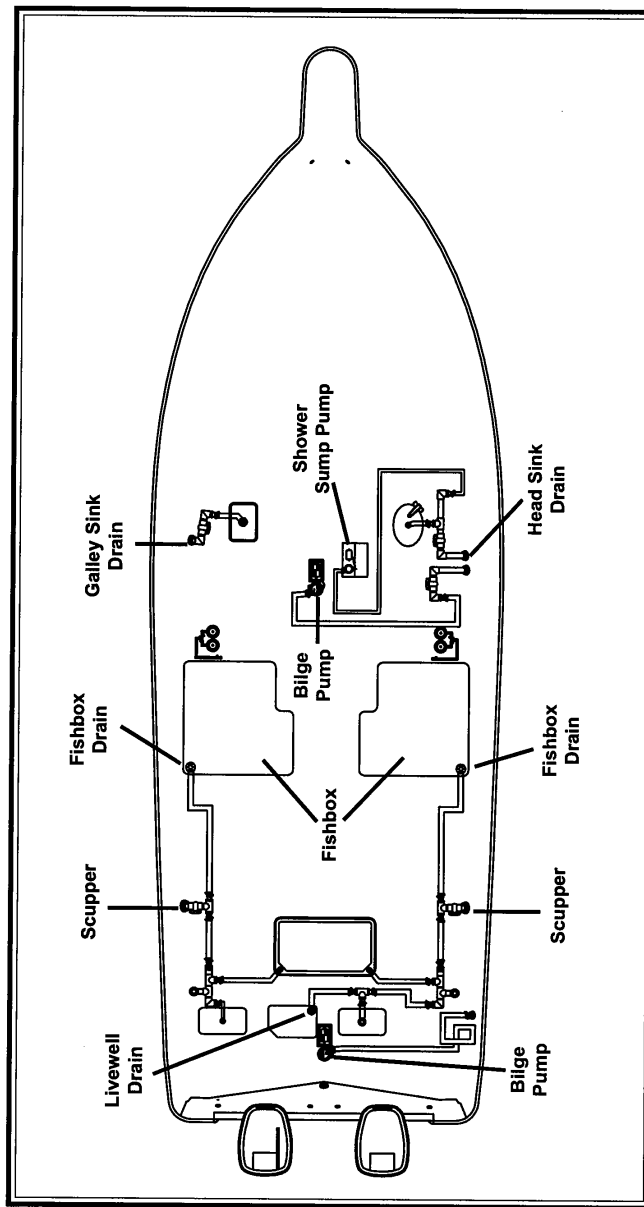


Fuel Selector Valves

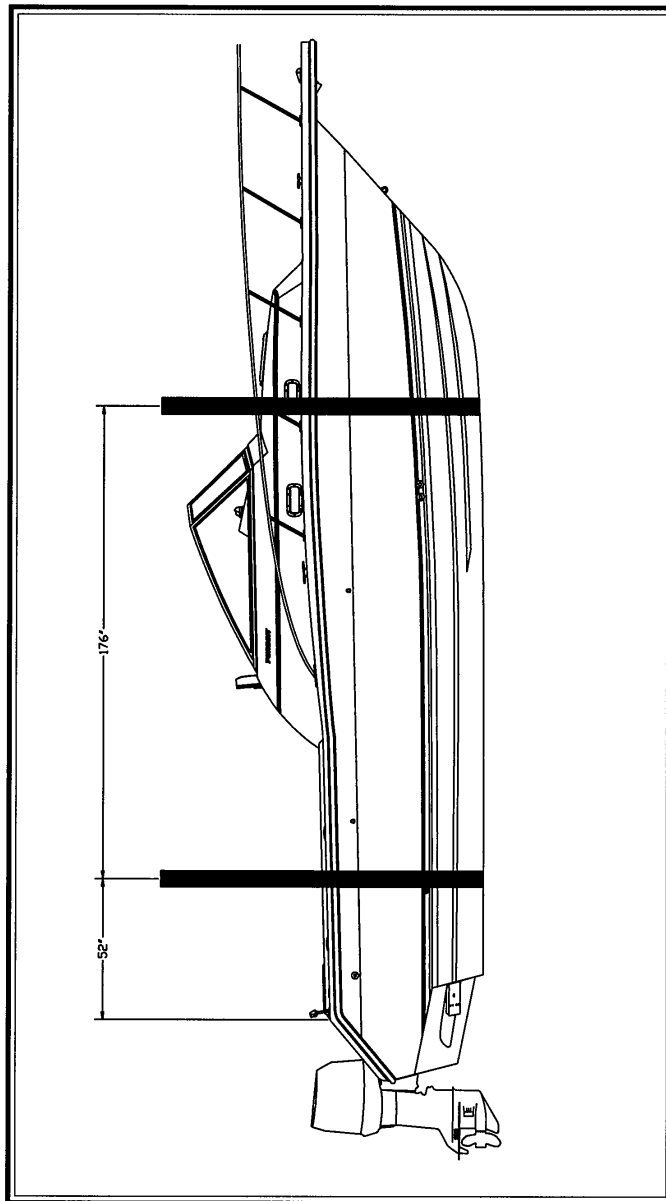




Raw Water System



Drainage System



Sling Positions

PURSUIT® 2855 EXPRESS FISHERMAN

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
Fly 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
Transom:	Flat planking across the stern

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
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