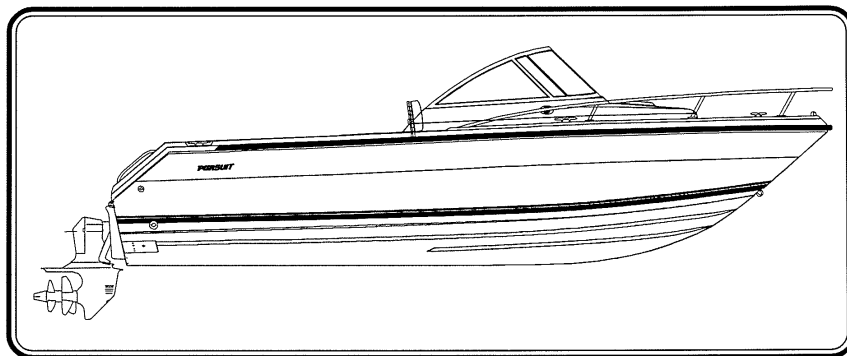


PURSUIT®

2260 DENALI

OWNER'S MANUAL



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

PURSUIT® 2260 DENALI
Print Date 9/97

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IMPORTANT INFORMATION

Your **PURSUIT**® 2260 Denali 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 Pursuit 2260 Denali 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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BOAT INFORMATION	
BOAT	
MODEL:	HULL SERIAL #:
PURCHASE DATE:	DELIVERY DATE:
IGNITION KEY #:	REGISTRATION #:
DRAFT:	WEIGHT:
ENGINE	
MAKE:	MODEL:
PORT SERIAL #:	STARBOARD SERIAL #:
TRANSMISSION(S) (Inboard)	
MAKE:	MODEL:
PORT SERIAL #:	STARBOARD SERIAL #:
RATIO:	
OUTDRIVE(S) (Inboard/Outboard)	
MAKE:	MODEL:
PORT SERIAL #:	STARBOARD SERIAL #:
PROPELLER(S)	
MAKE:	BLADES:
DIAMETER/PITCH:	OTHER:
TRAILER	
MAKE:	MODEL:
SERIAL #:	GVRW:
DEALER	PURSUIT
NAME:	PHONE:
DEALER/PHONE:	REPRESENTATIVE:
SALESMAN:	ADDRESS:
SERVICE MANAGER:	
ADDRESS:	

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IMPORTANT INFORMATION

Warranty and Warranty Registration Cards

The Pursuit Denali Limited Warranty Statement is included with your boat. It has been written to be clearly stated and easily understood. If you have any questions after reading the warranty, please contact the Pursuit Customer Relations Department.

Pursuit, engine manufacturer's, and the suppliers of major components maintain their own manufacturer's warranty and service facilities. It is important that you properly complete the warranty registration cards included with your boat and engine(s) and mail them back to the manufacturers to register your ownership. This should be done within 15 days of the date of purchase and before the boat is put into service. A form for recording this information is provided at the beginning of this manual. This information will be important for you and service personnel to know, if and when you may need service or technical information.

The boat warranty registration requires the **Hull Identification Number "HIN"** which is located on the starboard side of the transom, just below the rubrail. The engine warranty registration requires the engine serial number(s). Please refer to the engine owner's manual for the location of the serial number(s).

IMPORTANT:

All boat manufacturers are required by the Federal Boat Safety Act of 1971 to notify first time owners in the event any defect is discovered "which creates a substantial risk of personal injury to the public." **It is essential that we have your warranty registration card complete with your name and mailing address in our files so that we can comply with the law if it should become necessary.**

Product Changes

Pursuit is committed to the continuous improvement of our boats. As a result, some of the equipment described in this manual or pictured in the catalog may change or no longer be available. **Pursuit reserves the right to change standard equipment, optional equipment and specifications without notice or obligation.** If you have questions about the equipment on your Pursuit, please contact your dealer or the Pursuit Customer Relations Department.

Transferring The Warranty

For a Transfer fee, S2 Yachts will extend warranty coverage to subsequent owners of Pursuit models for the duration of the original warranty period. Please refer to the Pursuit Denali Limited Warranty Statement for the procedure to transfer the warranty.

To take advantage of this program, notification of the change of ownership, including the new owner's name, address and telephone number together with the appropriate fee, must be sent to Pursuit Fishing Boats, Customer Relations Department, 3901 St. Lucie Boulevard, Ft. Pierce, Florida 34946, within 30 days of the date of resale.

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IMPORTANT INFORMATION

S2 Yachts will confirm, in writing, that the transfer of the warranty has taken place. After which, the transferee will be treated as the original purchaser as outlined in the Pursuit Denali Limited Warranty Statement.

Service

All warranty repairs must be performed by an authorized Pursuit Dealer. Should a problem develop that is related to faulty workmanship or materials, as stated in the Limited Warranty, you should contact your Pursuit dealer to arrange for the necessary repair. If you are not near your dealer or another authorized Pursuit dealer or the dealer fails to remedy the cause of the problem, then contact the Pursuit Customer Relations Department within 15 days. **It is the boat owner's responsibility to deliver the boat to the dealer for warranty service.**

OWNER'S/OPERATOR'S RESPONSIBILITIES

Registration and Numbering

Federal law requires that all undocumented vessels equipped with propulsion machinery be registered in the State of principal use. A certificate of number will be issued upon registering the boat. These numbers must be displayed on your boat. The owner/operator of a boat must carry a valid certificate of number whenever the boat is in use. When moved to a new State of principal use, the certificate is valid for 60 days.

In order to be valid, the numbers must be installed to the proper specifications. Check with your dealer or State boating authority for numbering requirements. The Coast Guard issues the certificate of number in Alaska; all others are issued by the State.

Insurance

In most States the boat owner is legally responsible for damages or injuries he or someone else operating the boat causes. Responsible boaters carry adequate liability and property damage insurance for their boat. You should also protect the boat against physical damage and theft. Some States have laws requiring minimum insurance coverage. Contact your dealer or State boating authority for information on the insurance requirements in your boating area.

Reporting Boating Accidents

All boating accidents must be reported by the operator or owner of the boat to the proper marine law enforcement authority for the State in which the accident occurred. Immediate notification is required if a person dies or disappears as a result of a recreational boating accident.

If a person dies or there are injuries requiring more than first aid, a formal report must be filed within 48 hours.

A formal report must be made within 10 days for accidents involving more than \$500.00 damage or the complete loss of a boat.

A "Boating Accident Report" form is located near the back of this manual to assist you in reporting an accident. If you need additional information regarding accident reporting, please call the Boating Safety Hotline, 800-368-5647.

Education

If you are not an experienced boater, we recommend that the boat operator and other people that normally accompany the operator, enroll in a boating safety course. Organizations such as the U.S. Power Squadrons, United States Coast Guard Auxiliary, State Boating Authorities and the American Red Cross offer excellent boating educational programs. These courses are worthwhile even for experienced boaters to sharpen your skills or bring you up to date on current rules and

OWNER'S/OPERATOR'S RESPONSIBILITIES

regulations. They can also help in providing local navigational information when moving to a new boating area. Contact your dealer, State Boating Authority or the Boating Safety Hotline, 800-368-5647 for further information on boating safety courses.

Required Equipment

U.S. Coast Guard regulations require certain equipment on each boat. The Coast Guard also sets minimum safety standards for vessels and associated equipment. To meet these standards some of the equipment must be Coast Guard approved. "Coast Guard Approved Equipment" has been determined to be in compliance with USCG specifications and regulations relating to performance, construction, or materials. The equipment requirements vary according to the length, type of boat, and the propulsion system. Some of the Coast Guard equipment is described in the Safety Equipment chapter of this manual. For a more detailed description, obtain "Federal Requirements And Safety Tips For Recreational Boats" by contacting the Boating Safety Hotline 800-368-5647 or your local marine dealer or retailer and read the book "You And Your Boat" included with this manual.

Some State and local agencies impose similar equipment requirements on waters that do not fall under Coast Guard jurisdiction. These agencies also may require additional equipment that is not required by the Coast Guard. Your dealer or local boating authority can provide you with additional information for the equipment requirements for your boating area.

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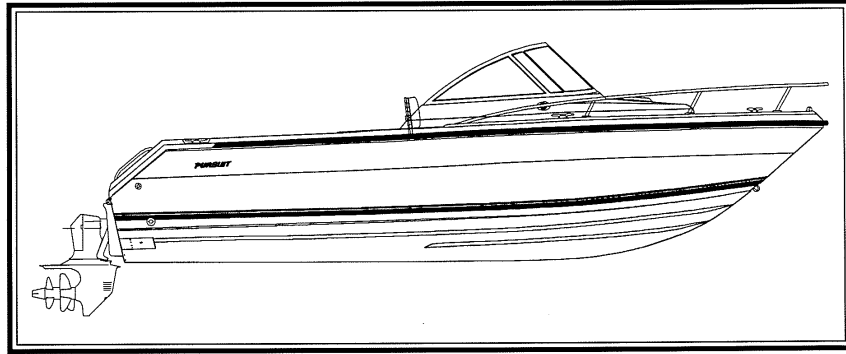
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Chapter 1: **PROPULSION SYSTEM**



1.1 General

The 2260 Denali is designed to be powered with a single inboard/outboard engine and drive system. Each manufacturer of the various inboard/outboard drive systems provides an owner's information manual with its product. It is important that you read the manual(s) very carefully and become familiar with the proper care and operation of the engine and drive system. A warranty registration card has been furnished with each new engine and can be located in the engine owner's manual. All information requested on this card should be filled out completely by the dealer and purchaser and then returned to the respective engine manufacturer as soon as possible.



DO NOT ATTEMPT TO SERVICE ANY ENGINE OR DRIVE COMPONENT WITHOUT BEING TOTALLY FAMILIAR WITH THE SAFE AND PROPER SERVICE PROCEDURES. CERTAIN MOVING PARTS ARE EXPOSED AND CAN BE DANGEROUS TO SOMEONE UNFAMILIAR WITH THE OPERATION AND FUNCTION OF THE EQUIPMENT.



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

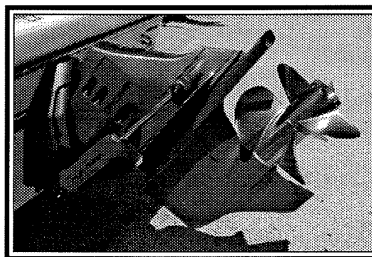


USE ONLY CLEAN, DRY FUEL OF THE TYPE AND GRADE RECOMMENDED BY THE ENGINE MANUFACTURER. THE USE OF INCORRECT OR CONTAMINATED FUEL CAN CAUSE ENGINE MALFUNCTION AND SERIOUS DAMAGE.

1.2 Drive Systems

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

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



Outdrive and Propeller



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

Marine growth and electrolysis is a concern if the boat is to be kept in saltwater. Marine growth occurs when components are left in the water for extended periods and can cause poor performance or permanent damage to the exposed components. The type of growth and how quickly it occurs is relative to the water conditions in your boating area. Water temperature, pollution, current, etc. can have an effect on marine growth. If the boat is to be left in saltwater, the hull and outdrive must be protected with antifouling paint. It is extremely important that the proper antifouling paint is used on each component. Contact your Pursuit dealer for information on the proper paint to use in your area.

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

On some outdrives, the zinc anode may not provide an acceptable level of protection when a drive is used in freshwater and a magnesium anode must be used. This condition is worsened with the installation of the optional stainless steel propellers. A magnesium anode, when used for combined operation in both fresh/saltwater, or water with a low salt content, will be used quicker

and must therefore be replaced more often. For recommendations regarding corrosion protection for the engine or outdrive, please refer to the engine owner's manual.



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



SOME BODIES OF FRESH AND SALTWATER CAN EXPERIENCE SEVERE CORROSION FOR A VARIETY OF REASONS. IN THESE AREAS, STAINLESS STEEL PROPELLERS CAN WORSEN THE PROBLEM AND MAY NOT BE DESIRABLE FOR USE ON STERNDRIVE BOATS KEPT IN THE WATER.



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

1.3 Engine Exhaust System

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

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

1.4 Engine Cooling System

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



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

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

Freshwater Cooling (Optional)

Installation of "Freshwater Cooling" provides adequate engine cooling without exposing the internal engine cooling system to the harmful effects of surface water. This system is optional with gasoline stern drive engines on the 2260 Denali. The engine owner's manual provides additional information regarding service and maintenance of this equipment.



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

1.5 Propellers

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

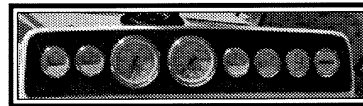
Note: Before changing propellers to correct boat performance problems, be sure other factors such as engine tuning, bottom and running gear growth, etc. are not the source of performance changes. Always be sure the load conditions are those normally experienced, before changing propellers.



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

1.6 Engine Instrumentation

The helm station is equipped with a set of engine instruments and/or alarms. These instruments allow the pilot to monitor the engine's operational conditions. Close observation of these instruments allows the pilot to operate the engine at the most efficient level and could save the engine from serious costly damage. The instrumentation is unique to the type of outdrive installed on your Denali. 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 nor necessarily the speed of the propeller. The tachometer may not register zero with the key in the "OFF" position.



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

Speedometer

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

Temperature Gauge

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



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

Oil Pressure Gauge

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



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

Fuel Gauge

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

Voltmeter

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

Hour Meter

The hour meter keeps a record of the operating time for the engine. The hour meter is located in the engine compartment.

Tilt/Trim Gauge

The tilt/trim gauge monitors the position of the outdrive. The upper range of the gauge indicates the tilt, which is used for trailering and shallow water operation. The lower range indicates the trim position. This is the range used to adjust the hull angle while operating your boat on plane. Please refer to Chapter 2 and the engine owner's manual for more information on the operation of the outdrive power tilt and trim.

Engine Alarms

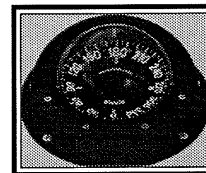
Some inboard/outboard engines could be equipped with an audible alarm system mounted in the helm area that monitors selected critical engine systems. The alarm will sound if one of these systems begins to fail. Refer to the engine owner's manual for information on the alarms installed with your engine.



IF THE ENGINE ALARM SOUNDS, IMMEDIATELY RETURN THE THROTTLE TO IDLE AND MOVE THE SHIFT CONTROL TO THE NEUTRAL POSITION. SHUT OFF THE ENGINE UNTIL THE PROBLEM IS FOUND AND CORRECTED.

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. The compass cannot be adjusted accurately at the factory as it must be compensated for the influence of the electrical equipment and electronics unique to your boat. Therefore, the compass should be adjusted by a professional after the electronics and additional electrical accessories are installed and before operating the boat.



Compass

Depth Gauge

The depth gauge indicates the depth of the water below the bottom of the boat.

Instruments Maintenance

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

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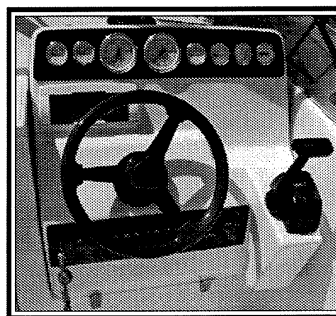
Chapter 2:

HELM CONTROL SYSTEMS

2.1 General

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

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



Helm

2.2 Engine Throttle and Shift Controls

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

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

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



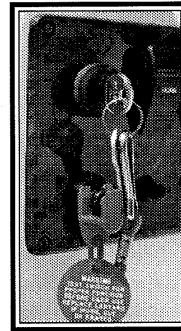
ALWAYS RETURN THE ENGINE THROTTLE LEVER TO THE EXTREME LOW SPEED POSITION BEFORE SHIFTING. NEVER SHIFT THE UNIT WHILE ENGINE SPEED IS ABOVE IDLE RPM.

2.3 Neutral Safety Switch

Every control system has a neutral safety switch incorporated into it. This device prohibits the engine from being started while the shift lever is in any position other than neutral. 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 Engine Stop Switch

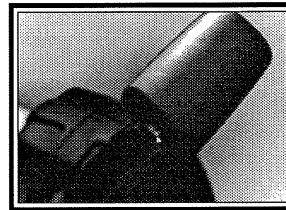
Your Denali is equipped with an engine stop switch and lanyard. When the lanyard is pulled it will engage the switch and shut off the engine. We strongly recommend that the lanyard be attached to the driver whenever the engine is running. If the engine will not start, it could be because the lanyard is not properly inserted into the engine stop switch. Always make sure the lanyard is properly attached to the engine stop switch before attempting to start the engine.



Engine Stop Switch

2.5 Outdrive Power Tilt and Trim

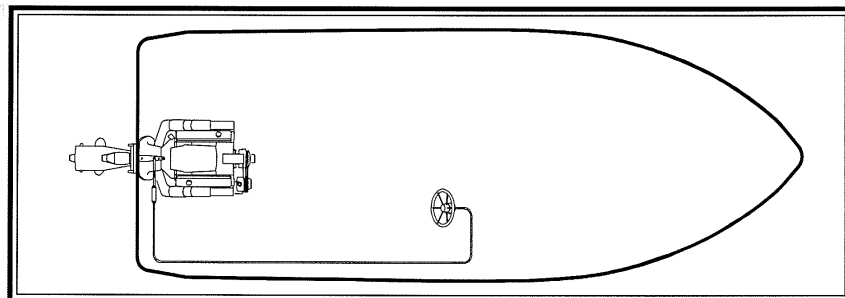
All inboard/outboard drive systems have a tilt and trim feature for the outdrive. This allows the operator to control the position of the outdrive from the helm. Moving the outdrive closer to the boat transom is called trimming "in" or "down". Moving the outdrive further away from the boat transom is called trimming "out" or "up". In most cases, the boat will run best with the drive unit adjusted so the hull will run at a 3 to 5 degree angle to the water.



Outdrive Trim Switch

The term "trim" generally refers to the adjustment of the outdrive within the first 20° range of travel. This is the range used while operating your boat on plane. The term "tilt" is generally used when referring to adjusting the outdrive further up for shallow water operation or trailering. For information on the proper use and maintenance of the power tilt and trim, please refer to the engine owner's manual.

2.6 Steering System



Steering System
(For a detailed schematic, see Chapter 14)

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

2.7 Trim Tabs (Optional)

The 2260 Denali uses a dual toggle switch to control the trim tabs. The switch is labeled and controls bow up and down movements. It also controls starboard and port up and down movements. Bow up and bow down will control the hull planing attitude while port and starboard up and down provides control for the hull listing.



Trim 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 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.

2.8 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 be serviced immediately. Generally, periodic lubrication of all moving parts and connections with a light waterproof grease is in order.

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

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



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

Steering System Maintenance

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

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

Trim Tab Maintenance

Marine growth can interfere with the proper operation of the trim tab planes and actuators.

Periodically inspect and clean marine growth from the actuators and planes.

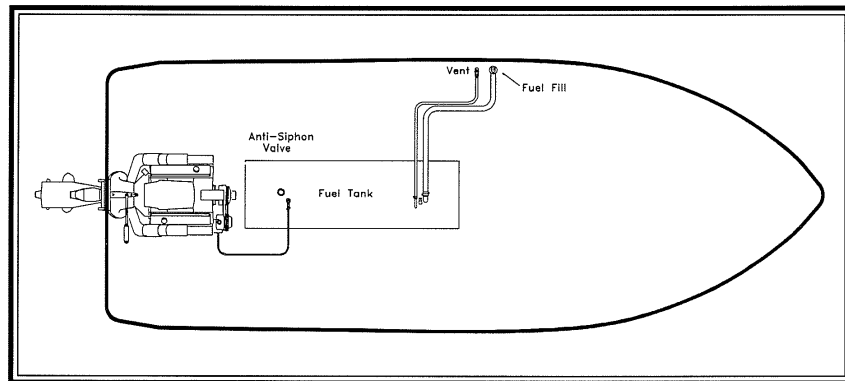
The trim tab fluid should be checked often. Keep the fluid level between the marks on the trim tab pump reservoir.

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

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PURSUIT® 2260 DENALI

Chapter 3: FUEL SYSTEM



Fuel System
(For detailed schematic, see Chapter 14)

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 INVESTIGATED IMMEDIATELY AND STEPS TAKEN TO PROTECT THE BOAT AND ITS OCCUPANTS UNTIL THE PROBLEM IS CORRECTED. IF THE ODOR OF GASOLINE IS NOTED, SHUT OFF THE ENGINE AND ELECTRICAL EQUIPMENT TO INVESTIGATE AND CORRECT THE SITUATION IMMEDIATELY. HAVE ALL PASSENGERS PUT ON PERSONAL FLOTATION DEVICES AND KEEP FIRE EXTINGUISHERS READY UNTIL THE SITUATION IS RESOLVED.

Fuel Withdrawal Tubes

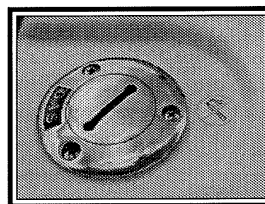
The fuel withdrawal tube is positioned in the fuel tank to achieve optimum fuel usage, fuel line routing, etc. At certain speeds and hull trim angles, the fuel supply at the withdrawal tank location can increase or decrease accordingly. Be extremely careful when attempting to operate the boat when low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

Fuel Gauge

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

Fuel Fill

A fuel fill deck plate is located on the gunnel, and is marked "GAS." The fuel fill is opened by turning it counter clockwise with a special key. After fueling, install the fuel cap and tighten with the key. Be sure to use the proper type and grade fuel. Refer to the engine owner's manual for additional information.



Fuel Fill

Note: Do not overtighten the fuel cap. If the cap is overtightened, the O-ring seal could be damaged allowing water to contaminate the fuel system.



DO NOT CONFUSE FUEL FILL DECK PLATES WITH THE WATER OR WASTE FILL DECK PLATES. THESE PLATES ALSO ARE LABELED ACCORDINGLY. IF GASOLINE IS ACCIDENTALLY PUMPED INTO THE WATER OR WASTE TANK, DO NOT ATTEMPT TO PUMP IT OUT YOURSELF. WATER AND WASTE PUMPS ARE NOT DESIGNED TO PUMP FUEL AND A FIRE OR EXPLOSION COULD RESULT. CONTACT YOUR DEALER OR THE PURSUIT CUSTOMER RELATIONS DEPARTMENT FOR ASSISTANCE IN HAVING THE FUEL PROFESSIONALLY REMOVED.

Fuel Vent

A fuel vent fitting is located on the side of the hull. While the tank is being filled, the air displaced by the fuel escapes through the vent. When the tank is almost full, fuel will be ejected from the fuel vent.

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

3.2 Inboard/Outboard Fuel System

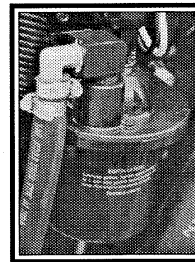
The fuel system on the 2260 Denali has one fuel tank. The fuel tank is mounted in the center of the bilge and has one fuel line equipped with an anti-siphon valve where the fuel line attaches to the fuel tank. This valve prevents gasoline from siphoning out of the fuel tank should a line rupture.



DO NOT REMOVE THE ANTI-SIPHON VALVES FROM THE SYSTEM. SHOULD AN ANTI-SIPHON VALVE BECOME CLOGGED, CLEAN AND REINSTALL OR REPLACE. IF A FUEL LINE SHOULD LEAK, ANTI-SIPHON VALVES PREVENT A SUBSTANTIAL AMOUNT OF FUEL FROM FLOWING INTO THE BILGE. ANTI-SIPHON VALVES ARE REQUIRED, BY THE U.S. COAST GUARD, TO BE INSTALLED IN ALL BOATS EQUIPPED WITH GASOLINE ENGINES.

Fuel Filter

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



Fuel Filter

Note: Clean fuel is especially important in fuel injected engines and the engine manufacturer's recommendations for fuel filter maintenance must be followed exactly.



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



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



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



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

3.3 Fueling Instructions



FUEL IS VERY FLAMMABLE. BE CAREFUL WHEN FILLING THE FUEL TANKS. NO SMOKING. NEVER FILL THE TANKS WHILE THE ENGINE OR ANY ELECTRICAL ACCESSORY IS RUNNING. FILL THE FUEL TANK IN AN OPEN AREA. DO NOT FILL THE TANK NEAR OPEN FLAMES.



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

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

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

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

5. A special key to open the fuel cap 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.



SPILLED FUEL IS DANGEROUS AND CAN YELLOW FIBERGLASS OR IGNITE. MAKE SURE YOU DO NOT SPILL ANY FUEL. IF FUEL IS SPILLED ON THE DECK, USE A CLOTH TO REMOVE THE FUEL AND PROPERLY DISPOSE OF THE CLOTH. IF FUEL IS SPILLED ON THE WATER, EXERCISE EXTREME CAUTION. FUEL FLOATS ON TOP OF THE WATER AND CAN IGNITE. IF EXCESS FUEL IS SPILLED INTO THE WATER, IMMEDIATELY EVACUATE THE AREA AND NOTIFY THE MARINA AND THE PROPER OFFICIALS.

9. Fill the fuel tank to near full. Allow just enough room for the fuel to expand without leaking out the vent.
10. Remove the nozzle.
11. Install the fuel cap.
12. Open all hatches, windows and doors. Run the blower for at least five minutes to completely ventilate the boat.
13. Check the fuel compartment and below the deck for fuel odors. If you smell fuel, do not start the engine.



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



TO REDUCE THE RISK OF A FIRE AND/OR EXPLOSION, DO NOT START THE ENGINE WHEN FUEL FUMES ARE PRESENT. FUEL FUMES ARE DANGEROUS AND HARMFUL TO YOUR HEALTH. MAKE SURE ALL GASOLINE ODORS ARE INVESTIGATED IMMEDIATELY.

3.4 Fuel System Maintenance

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

Frequently inspect and lubricate the fuel fill cap O-ring seal with petroleum jelly. The O-ring seal prevents water from entering the fuel system through the fuel fill cap and it should be immediately replaced if there is any sign of damage or deterioration.

Periodically, remove the covers from the fuel vents and clean the vent of any debris. Be sure the covers are replaced securely after cleaning. The covers help prevent water and other foreign matter from contaminating the fuel and fuel system. If a vent cover is damaged or lost it should be replaced as soon as possible.

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

The age of gasoline can affect engine performance. Chemical changes occur as the gasoline ages that can cause deposits and varnish in the fuel system as well as reduce the octane rating of the fuel. Severely degraded fuel can damage the engine and boat fuel tank and lines. Therefore, if your boat is not being run enough to require at least one full tank of fresh fuel a month, a fuel stabilizer should be added to the gasoline to protect the fuel from degradation. Your dealer or the engine manufacturer can provide additional information on fuel degradation and fuel stabilizers recommended for your engine.



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



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



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

Chapter 4:

ELECTRICAL SYSTEM

4.1 General

Your boat is equipped with a 12-volt D.C. electrical system that draws current from on-board batteries.

The 12-volt batteries in your boat are usually the lead-acid type. They will require maintenance similar to those found in automobiles. The batteries are located just forward of the fuel tank and accessed through a door in the cabin below the companionway door. The battery switch and primary circuit breakers are located in the transom area behind the starboard access hatch.

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

4.2 12-Volt System

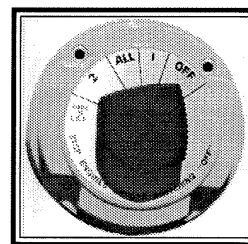
The 12-volt system is a fairly standard system. There are two (2) batteries controlled by one (1) battery selector switch. The batteries themselves are charged by the engine separately or simultaneously. All 12-volt power is distributed to the 12-volt accessories through individual circuit breakers located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



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

Battery Switch

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

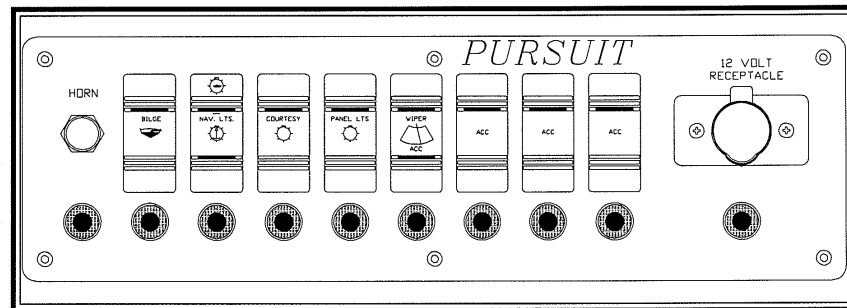


Battery Switch

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

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

12-Volt Accessory Switch Panels



12-volt Accessory Switch Panel

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

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

Horn

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

Bilge Pump

The bilge pump is installed in the rear center of the bilge. The pump moves water out through the thru-hull fitting in the hull. To start the pump manually, put the switch in the “ON” position. It is protected by a 10-amp breaker.

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

Anchor-Nav Lights

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

Courtesy Lights

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

Panel Lights

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

Windshield Wiper

Activates the standard starboard windshield wiper and the optional port windshield wiper if it is installed on your boat. It is protected by a 10-amp breaker.

Accessory Switches (3)

These switches are supplied to activate additional equipment that may have been installed by Pursuit or your Pursuit dealer. If no accessories are activated by these switches, they remain wired in the panel in reserve. Some accessories that may be connected to the accessory switches are: the raw water washdown, electronics and livewell. They are protected by 15-amp breakers.

Washdown Switch

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

Livewell Switch

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

12-Volt Receptacle

Provides electrical current for portable 12-volt equipment. It is protected by a 20-amp breaker.

Additional Switch Panels

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

Note: Please refer to Chapter 5 for more information on the baitwell and washdown systems.

Trim Tab Switch

Located in the helm. This switch controls the optional trim tab planes located on the transom of the boat. It is protected by a 15-amp breaker located behind the helm at the back of the accessory switch. Please refer to Chapter 2 for detailed information on the operation of the trim tab controls.

4.3 Electrical System Maintenance

D.C. Electrical System Maintenance

At least once a year, spray all exposed electrical components behind the helm and in the bilge, with a protector. Exterior light fixture bulbs should be removed and the metal contact areas coated with a non-water soluble lubricant like petroleum jelly. The sockets should be sprayed with a protector. Care must be taken not to get any oil or petroleum jelly 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.

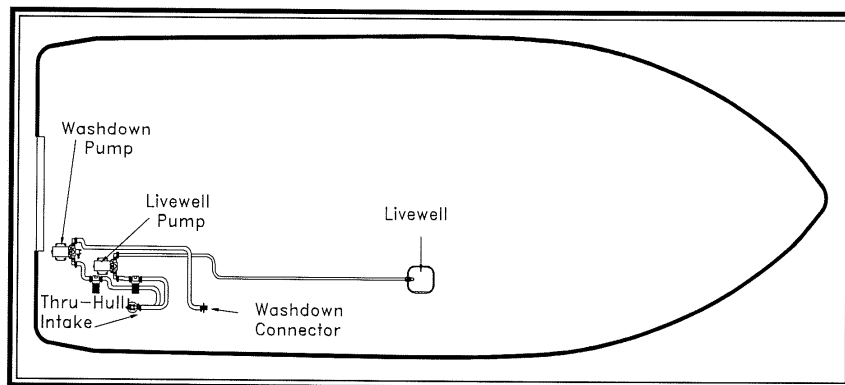
Check the electrolyte level in the batteries regularly and add distilled water as necessary. If the batteries are frequently charged by an automatic battery charger, the electrolyte level will have to be checked more often. Keep the battery tops clean and dry. Dirt and water can conduct electricity from one post to the other causing the battery to discharge. The battery posts should be kept free of corrosion. Remove the cables and clean the posts and cable clamps with a battery post cleaner or sandpaper as required. Coating the battery posts and cable clamps with petroleum jelly will protect them and reduce corrosion. Battery cables, both hot and ground, must be replaced when they show signs of corrosion or fraying. Deteriorated cables cause a considerable voltage loss when high currents are drawn, as for starting the engine.



NEVER USE AN OPEN FLAME IN THE BATTERY STORAGE AREA. AVOID STRIKING SPARKS NEAR THE BATTERY. A BATTERY CAN EXPLODE IF A FLAME OR SPARK IGNITES THE HYDROGEN GAS THE BATTERY EMITS WHILE BEING CHARGED.

Chapter 5:

RAW WATER SYSTEM



Raw Water System
(For detailed schematic, see Chapter 14)

5.1 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. Generally, the ball valves are open when the handles are parallel with the water flow. Always make sure the ball valves are open before attempting to operate any component of the raw water system. 12-volt pumps supply sea water to the various accessories.

Priming the System

Make sure the ball valves are open. Open the hose connector for the raw water washdown and activate the pressure pump by turning the washdown pump switch to the "ON" position. Run the pump until all of the air is purged from the system and then turn the switch off. Turn the livewell switch to the "ON" position. Run the pump until all of the air is purged from the system and then turn the switch to the "OFF" position. Closing the thru hull ball valves before the boat is hauled from the water will help to eliminate air locks in raw water systems.

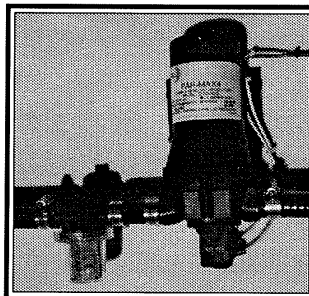
Note: It may be necessary to reprime the raw water system if the system is not used for an extended period and at the time of launching.

5.2 High Pressure Washdown (Optional)

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 below the starboard bolster in the cockpit or in the helm switch panel. 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.

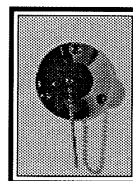
The raw water washdown system is equipped with a sea strainer located on the intake side of the pump. This should be checked frequently and cleaned as necessary.



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.



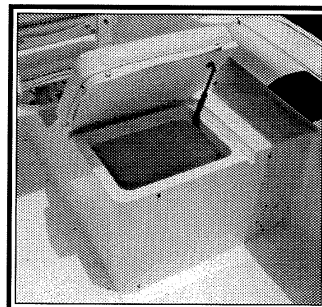
DO NOT RUN THE HIGH PRESSURE PUMP DRY FOR EXTENDED PERIODS AS DAMAGE TO THE PUMP WILL RESULT.

5.3 Livewell (Optional)

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 is not equipped with a pressure sensor and is activated by the livewell switch in the helm switch panel .

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.

To fill the livewell, insert the plug into the drain fitting at the bottom of the livewell. Make sure the valve at the intake thru hull fitting is open and activate the livewell switch. When the water level reaches the overflow, it will begin to circulate.



Livewell

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.

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

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 and damage equipment stored there.

5.4 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 strainers.
- Spray pumps and thru hull valves with a protective oil periodically.
- The fishboxes and livewells should be drained and cleaned after each use.
- Operate all thru hull valves at least once a month to keep them operating properly.



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

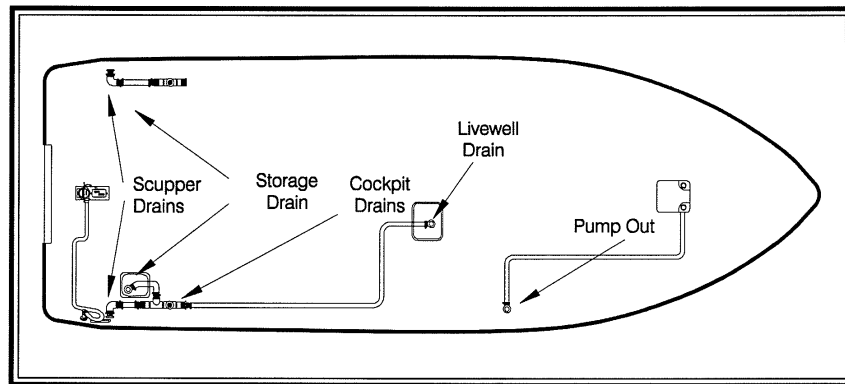


THE BATTERIES MUST BE PROPERLY CHARGED. OPERATING ANY PUMPS FROM A BATTERY WITH A LOW CHARGE MAY LEAD TO A PUMP FAILURE.



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

Chapter 6: DRAINAGE SYSTEMS



*Drainage System
(For detailed schematic, see Chapter 14)*

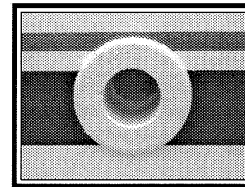
6.1 Cabin Sole and Cockpit Drainage

Cabin Sole

A drain plug in the cabin sole is provided to drain water that may accumulate on the cabin floor. This plug keeps the engine compartment isolated from the cabin and should be removed only to drain water from the cabin floor and reinstalled when the draining is complete.

Cockpit

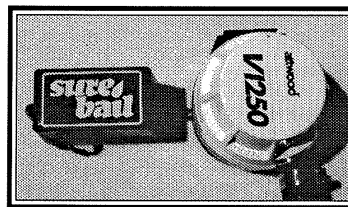
Your boat has two scupper drains located on each side of the hull, near the waterline, to provide drainage for the cockpit. Water is channeled away from all opening hatches by a gutter or drain rail system. The water then drains overboard through the scuppers.



Scupper

6.2 Bilge Drainage

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



Bilge Pump with Auto Float Switch

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

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

When the boat is out of the water the bilge can be drained by a thru hull drain located in the transom near the bottom of the hull. 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 ENSURE IT IS PROPERLY TIGHTENED.



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 \$5,000.



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

6.3 Fishboxes/Coolers and Livewell Drains

Cooler and Optional Livewell

A cooler or optional livewell is located behind the helm seat and drained by gravity to overboard thru hull fittings located in the hull sides just above the water line. The overflow in the livewell drains into the overboard drains.

Engine hatch Cooler/Fishbox Drains

The stern cooler/fishbox is built into the engine hatch and is drained overboard through a drain in the side of the engine hatch. The cooler/fishbox should be flushed out and cleaned after each use.

6.4 Rope Locker Drain

The rope locker drains into the bilge through a drain located in the bottom of the rope locker. It is important to inspect the drain frequently to remove any accumulated debris.

6.5 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 bilge pump strainer of debris and check the bilge for foreign material that can cause the automatic switch to malfunction.
- Frequently test the automatic bilge pump switch for proper operation.
- Flush all gravity drains with fresh water to keep them clean and free flowing.
- Clean and flush the coolers/fishboxes and livewells with soap and fresh water or a bilge cleaner after each use to keep them clean and fresh.



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.

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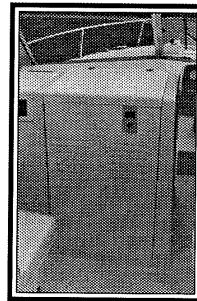
PURSUIT® 2260 DENALI

Chapter 7:

VENTILATION SYSTEM

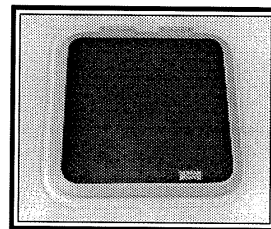
7.1 Cabin Ventilation

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



Cabin Door

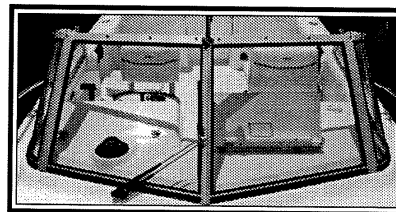
The deck hatch is supported in the open position by an adjustable hatch adjuster. To close the hatch, loosen the knob on the hatch adjuster and close the hatch. Secure in the closed position with the two cam levers on the inside of the hatch.



Forward Deck Hatch

7.2 Windshield Ventilation

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



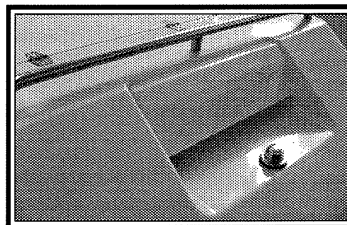
Windshield

7.3 Engine Compartment Ventilation

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

Free Air System

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



Blower or Vent System

Forced Ventilation

All Pursuit inboard/outboard boats are equipped with an electric blower that provides ventilation to the engine compartment prior to start up and while operating below cruise speed. The blower should be operated for five (5) minutes prior to the operation of the engine or any electrical accessory. When the boat is operated below cruise speed, there may not be enough air pressure at the vents to provide adequate ventilation in the engine compartment. Therefore, it is extremely important to operate the blower whenever the boat is not on plane. Always check the blower exhaust vent for airflow when the blower is operating. If the blower is running and there is little or no airflow at the exhaust vent, then the system is not operating properly and should be serviced.



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



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

7.4 Maintenance

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

Note: Should blower noise become excessive, the source of the noise should be found and corrected before operating the boat.

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Chapter 8: **SAFETY EQUIPMENT**

8.1 General

Your boat and engine have been equipped with safety equipment designed to enhance the safe operation of the boat and to meet U.S. Coast Guard safety standards. The Coast Guard or State, county, and municipal law enforcement agencies require certain additional accessory safety equipment on each boat. This equipment varies according to length and type of boat and type of propulsion. The accessory equipment required by the Coast Guard is described in this chapter. Some local laws require additional equipment. It is important to obtain "Federal Requirements and Safety Tips for Recreational Boats," published by the Coast Guard, and copies of State and local laws, to make sure you have the required equipment for your boating area. You should also read the book entitled "You and Your Boat" included with your boat.

The 2260 Denali could be equipped with engine alarms. These systems are designed to increase your boating safety by alerting you to potentially serious problems in the primary power systems. Alarm systems are not intended to lessen or replace good maintenance and precruise procedures.

This chapter also describes safety related equipment that could be installed on your boat. This equipment will vary depending on the type of engine and other options installed by you or your dealer.

8.2 Engine Alarms

Some stern drive engines 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 alarm installed with your engine.

If the alarm sounds:

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

8.3 Neutral Safety Switch

Every control system has a neutral safety switch incorporated into it. This device prohibits an 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.

8.4 Engine Stop Switch

Your boat is equipped with a engine stop switch and lanyard. When the lanyard is pulled it will engage the switch and shut off the engine. We strongly recommend that the lanyard be attached to the driver whenever the engine is running. If the engine will not start, it could be because the lanyard is not properly inserted into the engine stop switch. Always make sure the lanyard is properly attached to the engine stop switch before attempting to start the engine.

8.5 Required Safety Equipment

Besides the equipment installed on your boat by Pursuit, certain other equipment is required by the U.S. Coast Guard 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. Refer to the "Federal Requirements and Safety Tips for Recreational Boats" pamphlet for a more detailed description of the required equipment. You can also contact the U.S. Coast Guard Boating Safety Hotline, 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.

The following is a list of the accessory equipment required on your boat by the U.S. Coast Guard:

Personal Flotation Devices (PFDs)

PFDs must be Coast Guard approved, in good and serviceable condition, and of appropriate size for the intended user. Wearable PFDs must be readily accessible, meaning you must be able to put them on in a reasonable amount of time in an emergency. Though not required, the Coast Guard emphasizes that PFDs should be worn at all times when the vessel is underway. Throwable devices must be immediately available for use. All Pursuit boats must be equipped with at least

one Type I, II or III PFD for each person on board, plus one throwable device (Type IV). Some states have special PFD requirements for children. Make sure you know and follow the laws for your boating area.

Visual Distress Signals

All Pursuit boats used on coastal waters, the Great Lakes, territorial seas, and those waters connected directly to them, must be equipped with Coast Guard approved visual distress signals. These signals are either Pyrotechnic or Non-Pyrotechnic devices.

Pyrotechnic Visual Distress Signals

Pyrotechnic visual distress signals must be Coast Guard approved, in serviceable condition, and readily accessible. They are marked with a date showing the service life, which must not have expired. A minimum of three are required. Some pyrotechnic signals meet both day and night use requirements. They should be stored in a cool, dry location. They include:

- Pyrotechnic red flares, hand held or aerial.
- Pyrotechnic orange smoke, hand-held or floating.
- Launchers for aerial red meteors or parachute flares.



PYROTECHNICS ARE UNIVERSALLY RECOGNIZED AS EXCELLENT DISTRESS SIGNALS. HOWEVER, THERE IS POTENTIAL FOR INJURY AND PROPERTY DAMAGE IF NOT PROPERLY HANDLED. THESE DEVICES PRODUCE A VERY HOT FLAME AND THE RESIDUE CAN CAUSE BURNS AND IGNITE FLAMMABLE MATERIAL. PISTOL LAUNCHED AND HAND-HELD PARACHUTE FLARES AND METEORS HAVE MANY CHARACTERISTICS OF A FIREARM AND MUST BE HANDLED WITH CAUTION. IN SOME STATES THEY ARE CONSIDERED A FIREARM AND PROHIBITED FROM USE. ALWAYS BE EXTREMELY CAREFUL AND FOLLOW THE MANUFACTURER'S INSTRUCTIONS EXACTLY WHEN USING PYROTECHNIC DISTRESS SIGNALS.

Non-Pyrotechnic Devices:

Non-Pyrotechnic visual distress signals must be in serviceable condition, readily accessible, and certified by the manufacturer as complying with U.S. Coast Guard requirements. They include:

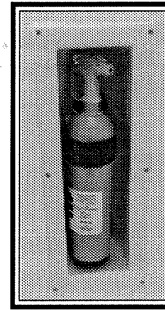
- **Orange Distress Flag. (Day use only)**
The distress flag is a day signal only. It must be at least 3 x 3 feet with a black square and ball on an orange background. It is most distinctive when attached and waved from a paddle or boat hook.
- **Electric Distress Light. (Night use only)**
The electric distress light is accepted for night use only and must automatically flash the international SOS distress signal. Under Inland Navigation Rules, a high intensity white light flashing at regular intervals from 50-70 times per minute is considered a distress signal.

Fire Extinguishers

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 that the extinguishers be mounted in a readily accessible position.

Fire extinguishers require regular inspections to insure that:

- Seals & 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.



Fire Extinguisher

Contact the U.S. Coast Guard Boating Safety Hotline, 1-800-368-5647, 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.



INFORMATION FOR HALON FIRE EXTINGUISHERS IS PROVIDED BY THE MANUFACTURER. IT IS ESSENTIAL THAT YOU READ THE INFORMATION CAREFULLY AND COMPLETELY UNDERSTAND THE SYSTEM, IN THEORY AND OPERATION, BEFORE USING YOUR BOAT.

Fire Port

Your Denali is equipped with a fire port installed in the engine compartment hatch. In the event of a fire in the engine compartment, do not open the hatch. This will supply more air to the fire making it more difficult to extinguish. Instead, leave the engine compartment hatch closed and insert the nozzle of the fire extinguisher into the fire port and discharge the extinguisher. Once the fire is extinguished, leave the engine compartment hatch closed until the compartment has had a chance to cool. This is particularly important when using a halon gas, FE-241 or equivalent, fire extinguisher. Halon and FE-241 are heavier than air and interferes with the combustion process. If the engine compartment hatch is opened too soon, the extinguishing agent could escape and a flash back could occur if the hot components have not cooled below a combustible temperature.



DO NOT OPEN THE ENGINE COMPARTMENT HATCH IMMEDIATELY!! THIS FEEDS OXYGEN TO THE FIRE AND FLASH BACK COULD RESULT. ALLOW THE ENGINE COMPARTMENT TO COOL FOR AT LEAST 15 MINUTES BEFORE CAUTIOUSLY INSPECTING FOR CAUSE OR DAMAGE. HAVE AN APPROVED PORTABLE FIRE EXTINGUISHER CLOSE AT HAND AND READY FOR USE. DO NOT BREATHE FUMES OR VAPORS CAUSED BY THE FIRE!!



INFORMATION FOR HALON OR AGENT FE-241 FIRE EXTINGUISHERS ARE PROVIDED BY THE MANUFACTURER. IT IS ESSENTIAL THAT YOU READ THE INFORMATION CAREFULLY AND COMPLETELY UNDERSTAND THE SYSTEM, IN THEORY AND OPERATION, BEFORE USING YOUR BOAT.

Engine compartment fires are very dangerous because of the presence of gasoline in the various components of the fuel system and the possibility for explosion. You must make the decision to fight the fire or abandon the boat. If the fire cannot be extinguished quickly or it is too intense to fight, abandoning the boat may be your only option. If you find yourself in this situation, make sure all passengers have a life preserver on and go over the side and swim well upwind and up current of the boat. This will keep you and your passengers well clear of any burning fuel that could be released and spread on the water as the boat burns or in the event of an explosion. When clear of the danger, check about and account for all those who were aboard with you. Give whatever assistance you can to anyone in need or in the water without a buoyant device. Keep everyone together in a group for morale and to aid rescue operations.



GASOLINE CAN EXPLODE. IN THE EVENT OF AN ENGINE COMPARTMENT OR BILGE FIRE, YOU MUST MAKE THE DIFFICULT DECISION TO FIGHT THE FIRE OR ABANDON THE BOAT. YOU MUST CONSIDER YOUR SAFETY, THE SAFETY OF YOUR PASSENGERS, THE INTENSITY OF THE FIRE AND THE POSSIBILITY OF AN EXPLOSION IN YOUR DECISION.

Sound Signaling Devices:

The navigation rules require sound signals to be made under certain circumstances. Recreational vessels are also required to sound fog signals during periods of reduced visibility. Therefore, you must have some means of making an efficient sound signal that is audible for .5 nautical miles.

Navigation Lights:

Recreational boats are required to display navigation lights between sunset and sunrise and other periods of reduced visibility (fog, rain, haze, etc.) Navigation lights are intended to keep other vessels informed of your presence and course. Your Denali is equipped with the navigation lights required by the U.S. Coast Guard at the time of manufacture. It is up to you to make sure they are operational and turned on when required.

8.6 Automatic Fire Extinguishing System (Optional)

The Denali engine compartment could be equipped with an optional automatic fire extinguishing system. The equipment has been chosen and located to provide sufficient volume and coverage of the entire engine compartment area. While the system ensures excellent bilge fire protection, it does not eliminate the U.S. Coast Guard requirement for hand held fire extinguishers.



IF ACTIVATION SHOULD OCCUR, IMMEDIATELY SHUT DOWN ALL ENGINES, ELECTRICAL SYSTEMS, POWERED VENTILATION AND EXTINGUISH ALL SMOKING MATERIALS. DO NOT OPEN THE ENGINE COMPARTMENT HATCH IMMEDIATELY!! THIS FEEDS OXYGEN TO THE FIRE AND FLASH BACK COULD RESULT. ALLOW THE EXTINGUISHING AGENT TO SOAK THE ENGINE COMPARTMENT FOR AT LEAST 15 MINUTES AND WAIT FOR HOT METALS OR FUELS TO COOL BEFORE CAUTIOUSLY INSPECTING FOR CAUSE OR DAMAGE. HAVE AN APPROVED PORTABLE FIRE EXTINGUISHER AT HAND AND READY FOR USE. DO NOT BREATHE FUMES OR VAPORS CAUSED BY THE FIRE!!



THE AUTOMATIC FIRE EXTINGUISHING SYSTEM IS INSTALLED BY YOUR DEALER AND HAS AN OWNER'S MANUAL THAT DESCRIBES THE OPERATION OF THE SYSTEM. IT IS ESSENTIAL THAT YOU READ THE INFORMATION CAREFULLY AND COMPLETELY UNDERSTAND THE SYSTEM IN THEORY AND OPERATION BEFORE USING YOUR BOAT.

8.7 Maximum Capacity Rating

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



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

8.8 Additional Safety Equipment

Besides meeting the legal requirements, prudent boaters carry additional safety equipment. This is particularly important if you operate your boat offshore. You should consider the following items, depending on how you use your boat.

First Aid

It is the operator's responsibility to be familiar with the proper first-aid procedures and be able to care for minor injuries or illnesses of your passengers. In an emergency, you could be far from professional medical assistance. We strongly recommend that you be prepared by receiving training in basic first aid and CPR. This can be done through classes given by the Red Cross or your local hospital.

Your boat also should be equipped with at least a simple marine first-aid kit and a first-aid manual. The marine first-aid kit should be designed for the marine environment and be well supplied. It should be accessible and each person on board should be aware of its location. As supplies are used, replace them promptly. Some common drugs and antiseptics may lose their strength or become unstable as they age. Ask a medical professional about the supplies you should carry and the safe shelf life of prescription drugs or other medical supplies that may be in your first-aid kit. Replace questionably old supplies whether they have been used or not.

In many emergency situations, the Coast Guard can provide assistance in obtaining medical advice for treatment of serious injuries or illness. If you are within VHF range of a Coast Guard Station, make the initial contact on channel 16 and follow their instructions.

Satellite EPIRBs

EPIRBs (Emergency Position Indicating Radio Beacon) operate as part of a worldwide distress system. When activated, EPIRBs will send distress code homing beacons that allow Coast Guard aircraft to identify and find them quickly. The satellites that receive and relay EPIRB signals are operated by the National Oceanic and Atmospheric Administration (NOAA) in the United States. The EPIRB should be mounted and registered according to the instructions provided with the beacon, so that the beacon's unique distress code can be used to quickly identify the boat and owner.

Additional Equipment to Consider:

VHF Radio	Life Raft	Spare Anchor
Heaving Line	Fenders	First Aid Kit
Flashlight	Mirror	Searchlight
Sunburn Lotion	Tool Kit	Ring Buoy
Whistle or Horn	Anchor	Chart and Compass
Boat Hook	Spare Propeller	Mooring Lines
Food & Water	Binoculars	Sunglasses
Marine Hardware	Extra Clothing	Spare Parts

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Chapter 9: **OPERATION**

9.1 General

Before you start the engines on your Denali, you should have become familiar with the various component systems and their operation, and have 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. Please read them carefully. Also read the book titled “You and Your Boat,” included in your literature packet.

Your boat must have the necessary safety equipment on board and be in compliance with the U.S. Coast Guard, local and State safety regulations. There should be one Personal Floatation Device (PFD) for each person. Nonswimmers and small children should wear PFDs at all times. You should know and understand the “Rules of the Road” and have had an experienced operator brief you on the general operation of your new boat. At least one other person should be instructed on the proper operation of the boat in case the operator is suddenly incapacitated.

The operator is responsible for his safety and the safety of his passengers. When boarding or loading the boat, always step onto the boat, never jump. All passengers should be properly seated whenever the boat is operated above idle speed. Your passengers should not be allowed to sit on the seat backs, gunnels, bows, transoms or on fishing seats whenever the boat is underway. The passengers should also be seated to properly balance the load and must not obstruct the operator's view, particularly to the front.

Overloading and improper distribution of weight can cause the boat to become unstable and are significant causes of accidents. Know the weight capacity and horsepower rating of your boat. Do not overload or overpower your boat. Please refer to the Safety Equipment Chapter for more information on the maximum capacity rating for your boat. **Remember, the information stated on the capacity plate does not relieve the operator from the responsibility of using good common sense and sound judgement in loading and operating the boat.**

9.2 Rules of the Road

As in driving an automobile, there are a few rules you must know for safe boating operation. The following information describes the basic navigation rules and action to be taken by vessels in a crossing, meeting or overtaking situation while operating in inland waters. These are basic examples and not intended to teach all the rules of navigation. For further information consult the “Navigation Rules” or contact the Coast Guard, Coast Guard Auxiliary, Department of

Natural Resources, or your local boat club. These organizations 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.



SAILBOATS NOT UNDER POWER, PADDLE BOATS, VESSELS UNABLE TO MANEUVER, VESSELS ENGAGED IN COMMERCIAL FISHING AND OTHER VESSELS WITHOUT POWER HAVE THE RIGHT OF WAY OVER MOTOR POWERED BOATS. YOU MUST STAY CLEAR OR PASS TO THE STERN OF THESE VESSELS. SAILBOATS UNDER POWER ARE CONSIDERED MOTOR BOATS.

Crossing Situations

When two motor boats are crossing, the boat on the right has the right of way. The boat with the right of way should maintain its course and speed. The other vessel should slow down and permit it to pass. The boats should sound the appropriate signals.

Meeting Head-On or Nearly-So Situations

When two motor boats are approaching each other head-on or nearly head-on, neither boat has the right of way. Both boats should reduce their speed and turn to the right so as to pass port side to port side, providing enough clearance for safe passage. The boats should sound the appropriate signals.

Overtaking Situations

When one motor boat is overtaking another motor boat, the boat that is being passed has the right of way. The overtaking boat must make the adjustments necessary to provide clearance for a safe passage of the other vessel. The boats should sound the appropriate signals.

The General Prudential Rule

In obeying the Rules of the Road, due regard must be given to all dangers of navigation and collision, and to any special circumstances, including the limitations of the vessels, which may justify a departure from the rules that is necessary to avoid immediate danger or a collision.

Navigation Aids

Aids to navigation are placed along coasts and navigable waters as guides to mark safe water and to assist mariners in determining their position in relation to land and hidden dangers. Each aid to navigation is used to provide specific information. You should be familiar with these and any other markers used in your boating area.



STORMS AND WAVE ACTION CAN CAUSE BUOYS TO MOVE. YOU SHOULD NOT RELY ON BUOYS ALONE TO DETERMINE YOUR POSITION.

9.3 Pre-Cruise System Check

Before Starting the Engine:

- Check the weather forecast. Decide if the planned cruise can be made safely.
- Be sure all necessary safety equipment is on board and operative. This should include items like the running lights, spotlight, life saving devices, etc. Please refer to Chapter 8 for additional information on safety equipment.
- Make sure you have signal kits and flare guns aboard, and they are in good operating condition.
- Be sure you have sufficient water and other provisions for the planned cruise.
- Leave a written message listing details of your planned cruise with a close friend ashore. (Float Plan)
- Check the amount of fuel on board.
- Check the fuel filter for leaks or corrosion.
- Check the engine oil.
- Set the battery selector switch as desired.
- Turn on the bilge blower. Check the blower output and operate five (5) minutes before starting the engines.
- Check the bilge water level. Look for other signs of potential problems. Monitor for the scent of fuel fumes.
- Check the bilge pump system by activating the manual switch at the helm and the automatic switch in the bilge to insure that it is operating properly.
- Have a tool kit aboard. The kit should include the following basic tools:

Spark plug wrench	Hammer
Spark plug gap gauge	Electrician's tape
Screwdrivers	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
Propeller(s)	Fuel filters
Propeller nut	Fuel hose and clamps

- Make sure all fire extinguishers are in position and in good operating condition.



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

9.4 Operating Your Boat



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

After Starting the Engines:

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

Remember:

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

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



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



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



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



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

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

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 and in Virginia, 800-245-2628.

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

To stop the boat, follow this procedure:

- Allow the engines to drop to the idle speed.
- Make sure the shifting levers are in the neutral position.

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

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

After Operation:

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



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

9.5 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.

9.6 Water Skiing

Your Denali could be equipped for water skiing. If you have never driven skiers before, you should spend some hours as an observer and learning from an experienced driver. If you are an experienced driver, you should take some time to become familiar with the boat and the way it handles before pulling a skier. The driver also should know the skier's ability and drive accordingly. The following safety precautions should be observed while towing water skiers.

- Water ski only in safe areas, away from other boats and swimmers, out of channels, and in water free of underwater obstructions.
- Water ski only during daylight hours.

- Make sure that anyone who skis can swim. Do not allow people who cannot swim to water ski.
- Be sure that the skier is wearing a proper life jacket. A water skier is considered on board the boat and a Coast Guard approved life jacket is required. It is advisable and recommended for a skier to wear a flotation device designed to withstand the impact of hitting the water at high speed.
- Always carry a second person on board to observe the skier so that your full attention can be given to the safe operation of the boat.
- Approach a skier in the water from the downwind side and be certain to stop the motion of the boat and your motor before coming in close proximity to the skier. The skier should also be kept on the helm side of the boat so the operator can keep the skier in sight at all times.
- Give immediate attention to a fallen skier. A fallen skier is very hard to see by other boats and is extremely vulnerable. When a skier falls, be prepared to immediately turn the boat and return to the skier. Never leave a fallen skier alone in the water for any reason.



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 IS RUNNING. STOP THE ENGINE IF DIVERS, SWIMMERS OR SKIERS ARE ATTEMPTING TO BOARD. ALWAYS REMOVE AND PROPERLY STORE THE LADDER BEFORE STARTING THE ENGINE.

9.7 Fishing

Fishing can be very exciting and distracting for the operator when the action gets intense. You must always be conscious of the fact that your primary responsibility is the safe operation of your boat and the safety of your passengers and other boats in the area.

You must always make sure the helm is properly manned and is never left unattended while trolling.

If you are fishing in an area that is crowded with other fishing boats, it may be difficult to follow the rules of the road. This situation can become especially difficult when most boats are trolling. Being courteous and exercising good common sense is essential. Avoid trying to assert your right of way and concentrate on staying clear and preventing tangled or cut lines and other unpleasant encounters with other boats. Also keep in mind that fishing line wrapped around your propeller shaft can damage the seals in the outdrive lower unit.

9.8 Trailering Your Boat

If you trailer your boat, make sure that your tow vehicle is capable of towing the weight of the trailer, boat and equipment and the weight of the passengers and equipment inside the vehicle. This may require that the tow vehicle be specially equipped with a larger engine, transmission, brakes and trailer tow package.

The boat trailer is an important part of your boating package. The trailer should be matched to your boat's weight and hull. Using a trailer with a capacity too low will be unsafe on the road and cause abnormal wear. A trailer with a capacity too high, can damage the boat. Contact your dealer to evaluate your towing vehicle and hitch, and to make sure you have the correct trailer for your boat.

Important Note: Your Denali is a heavy boat and care must be taken when selecting the trailer. We recommend that you use a bunk style trailer that incorporates a combination of heavy duty rollers, to support the keel and long bunks running under and parallel to the stringers to support the hull. Avoid using a full roller trailer that does not have bunks. Roller trailers have a tendency to put extreme pressure points on the hull, especially on the lifting strakes, and have damaged boats. The situation is worse during launching and haul out. Damage resulting from improper trailer support or the use of a full roller trailer will not be covered by the Denali Warranty.

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

Choosing and setting up a trailer:

- Make sure the trailer is a match for your boat's weight and hull design. More damage can be done to a boat by the stresses of road travel than by normal water operation. A boat hull is designed to be supported evenly by water. So, when it is transported on a trailer it should be supported structurally as evenly across the hull as possible allowing for even distribution of the weight of the hull, engine and equipment.
- Make sure the trailer bunks and rollers properly support the hull and do not put pressure on the lifting strakes. The rollers and bunks must be kept in good condition to prevent scratching and gouging of the hull.
- The capacity rating of the trailer should be greater than the combined weight of the boat, motor, and equipment. The gross vehicle weight rating must be shown on the trailer. Make sure the weight of the boat, engine, gear and trailer is not more than the gross vehicle weight rating.

- Make sure the boat is securely fastened on the trailer to prevent movement between the boat and trailer. The bow eye on the boat should be secured with a rope, chain or turnbuckle in addition to the winch cable. Additional straps may be required across the beam of the boat.

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



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

Before Going Out On The Highway

- Make sure the tow BALL and COUPLER are the same size and that the bolts and nuts are tightly secured.
- The COUPLER MUST BE COMPLETELY OVER THE BALL and the LATCHING MECHANISM LOCKED DOWN.
- Make sure the TRAILER IS LOADED EVENLY from front to rear as well as side to side and has the correct weight on the hitch. Too much weight on the hitch will cause the rear of the tow vehicle to drag and may make steering more difficult. Too little weight on the hitch will cause the rig to fishtail and will make controlling the tow vehicle difficult. Contact your dealer or the trailer manufacturer for the correct weight on the hitch for your trailer.
- The SAFETY CHAINS must be attached crisscrossing under the coupler to the frame of the tow vehicle. If the ball was to break, the trailer would follow in a straight line and prevent the coupler from dragging on the road. Make sure the trailer emergency brake cable or chain also is installed to the tow vehicle frame.
- Make sure the LIGHTS on the trailer function properly.
- CHECK THE BRAKES. On a level parking area roll forward and apply the brakes several times at increasing speeds to determine if the brakes on the tow vehicle and trailer are working properly.
- Make sure the tow vehicle has SIDE VIEW MIRRORS that are large enough to provide an unobstructed rear view on both sides of the vehicle.
- CHECK THE TIRES and WHEEL BEARINGS.

CAUTION
SAFETY INFORMATION



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

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PURSUIT® 2260 DENALI

Chapter 10:

EXTERIOR EQUIPMENT

10.1 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 cleat system. Mooring lines should be secured to the cleats. Be sure a clear lead exists when running dock lines or anchor lines. A line inadvertently run around a stanchion or over the rail could cause damage.

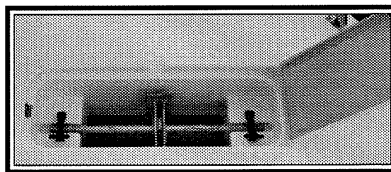
IMPORTANT: All fittings must be periodically inspected for loose fit, wear and damage. Any problems should be corrected immediately.



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

Anchor/Rope Locker

The anchor locker is in the bow of the boat and accessed through a hatch in the deck. The anchor line is always stored in the locker. The anchor can be stored in the anchor 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

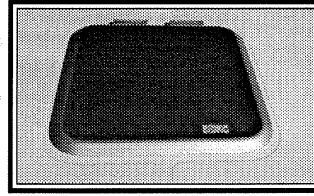
The anchor locker is drained into the bilge by a drain in the floor of the locker. It is very important to check the drain frequently to make sure it is clean and free flowing.



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/ROPE 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 DENALI WARRANTY.

Deck Hatch

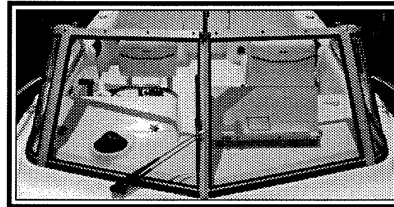
The deck hatch is supported in the open position by adjustable hatch adjusters. To close the hatch, release the cams on the hatch adjusters and lower the hatch. Secure in the closed position with the two cam levers on the inside of the hatch.



Deck Hatch

Windshield

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



Windshield

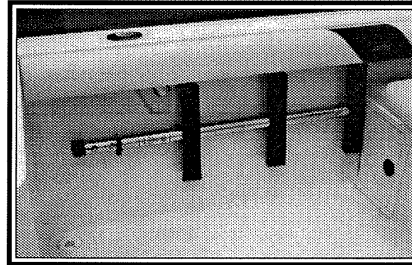
10.2 Hull

Swim Platform

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

Boarding Ladder (Optional)

The optional boarding ladder is mounted to the side of the cockpit, underneath the gunwale, when it is in the stored position. To use the ladder, remove it from the storage clips and slide the studs into the special bracket on the port side of the transom. The ladder floats and must be secured in the boarding position by turning the cam lock on the ladder so it catches the bottom of the transom ladder bracket. The ladder must be removed from the transom bracket and properly secured to the storage clips before starting the engine.



Boarding Ladder



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 IS RUNNING. STOP THE ENGINE IF DIVERS OR SWIMMERS ARE ATTEMPTING TO BOARD. ALWAYS REMOVE AND PROPERLY STORE THE LADDER BEFORE STARTING THE ENGINE.

Trim Tabs (Optional)

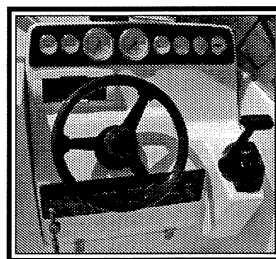
The optional trim tabs are mounted to the hull on the transom below the water line. The trim tabs are an important part of the control systems. Please refer to chapter 2 for information on the trim tabs.

10.3 Cockpit Equipment

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.



Helm



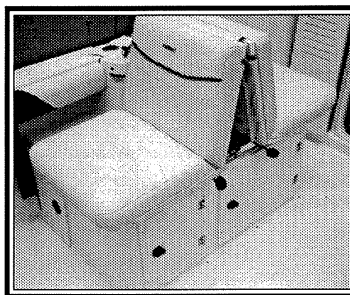
ALWAYS MAKE SURE THE HELM STATION CLAMPS ARE PROPERLY SECURED BEFORE OPERATING OR TRAILERING YOUR BOAT. IF THE HELM STATION IS NOT PROPERLY SECURED, IT COULD OPEN UNEXPECTEDLY AND DAMAGE THE BOAT OR CAUSE LOSS OF CONTROL.



UNDER NO CIRCUMSTANCES SHOULD THE HELM BE OPENED WHEN THE ENGINE IS 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.

Companion / Lounge Seat

The companion seat is an adjustable back-to-back seat or a lounge. To convert the seats to a lounge, loosen the friction knobs on slide track assembly, release the center spring lock, and pull the front and rear seat bases out. To convert the lounge to back-to-back seats, lift the center cushions slightly, then push the seat bases toward the center of the lounge until the seat backs are in the upright position. The spring lock will automatically lock when the rear seat is in the full up position. Secure the seats with the slide track friction knobs.



Companion Seat

When the seat is in the upright position and the spring lock is latched, the seat can be adjusted fore and aft by loosening the friction knobs and sliding the seat to the desired position. Always secure the seat with the friction knobs before operating the boat.

Note: Seat slide damage may occur if the seat is used as a step in the lay-down position.

Helm Seat

The helm seat is a pedestal seat that swivels and adjusts fore and aft. There are two levers and one tension knob on the seat base. Lifting the lever located at the front of the seat base allows the seat to be adjusted fore and aft. Releasing the lever locks the seat in that position. Lifting the lever on the port side of the seat base releases the pivot lock and allows the helm seat to be swiveled on the pedestal. The helm seat will automatically lock when it is swiveled back to the operating position. The friction knob adjusts the tension of seat base on the pedestal and is also located on the port side of the seat. It should be adjusted to allow the seat to be swiveled when the swivel lock is released and tight enough to eliminate play between the seat base and the pedestal.

Cockpit Storage

The helm seat is mounted on a cooler/livewell compartment. The cooler can be converted to a livewell if this option is installed. The cooler/livewell is insulated and drains overboard. The companion seat is mounted on a storage compartment that includes a tackle locker with removable drawers, a storage compartment, and water ski/rod storage.

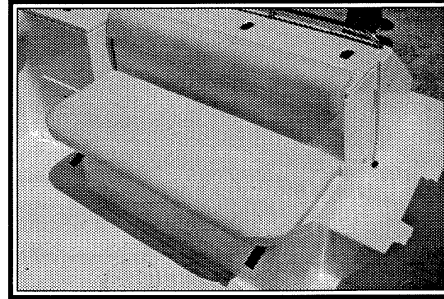
Engine Compartment Hatch

A cooler/fishbox and stern bench seat is built into the engine compartment hatch. The cooler/fishbox is insulated and drains overboard through a drain in the side of the hatch. The engine compartment hatch is hinged at the rear and opens to provide access to service the engine and related components. A fire port is installed in the hatch to allow the operator to extinguish engine compartment fires without opening the hatch. Refer to Chapter 8 for information on using the fire port.

To open the engine hatch, release the clamps at the front of the hatch. Gas hatch lifters hold the hatch in the open position and prevent it from opening too far. Always make sure the engine hatch clamps are properly secured when the hatch is closed. The engine hatch should be opened to inspect the engine and related systems before loading the cooler/fishbox.

Transom Door

Your Denali is equipped with an integral swim platform located in the stern of the boat. A transom door is provided to allow easy access to the swim platform. 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.



Stern Seat and Transom Door

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 IS 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.

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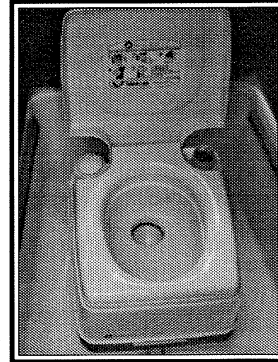
PURSUIT® 2260 DENALI

Chapter 11:

INTERIOR EQUIPMENT

11.1 Portable Head

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



Portable Head

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

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



TOILET TISSUE, PAPER TOWELS OR SANITARY NAPKINS CAN DAMAGE THE HEAD. DO NOT PLACE SUCH MATERIAL IN THE PORTABLE HEAD.

Maintenance

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



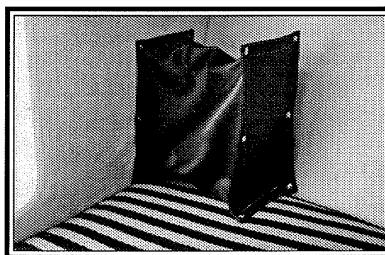
IN SOME AREAS THE LAW REQUIRES A WASTE PUMP OUT SYSTEM ON PORTABLE HEADS. IF YOUR BOAT IS EQUIPPED WITH THE WASTE PUMP OUT, MAKE SURE YOU KNOW THE LAWS FOR THE AREAS IN WHICH YOU BOAT BEFORE MODIFYING OR REMOVING THE PUMP OUT SYSTEM.



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

11.2 Cabin and V-Berth

The cabin of the 2260 Denali is accessed through a door hatch and bi-fold door. The door hatch is equipped with gas hatch lifters that will automatically hold the hatch in the full open or closed position. The cabin door has a special latch that can be locked when the door is closed. Another latch secures the door in the open position. Make sure the cabin door is properly secured in the closed or open position before operating the boat.



Water ski/rod Storage Extension Boot

The v-berth in the cabin of the Denali is equipped with removable cushions and storage below the center v-berth cushion. Additional storage is available by ordering the optional sea bags that attach to the cabin sides above the v-berth. The access door to the battery compartment and the cabin sole drain are located at the rear of the cabin below the companionway door. An extension boot for the water ski/rod storage compartment is mounted to the port side of the cabin bulkhead. When this boot is unsnapped it extends the length of the storage compartment to accommodate long skis or fishing rods.

Chapter 12: **ROUTINE MAINTENANCE**

12.1 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.

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

Bottom Painting

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



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 PRIMERS RECOMMENDED BY THE BOTTOM PAINT MANUFACTURER TO PREPARE THE GELCOAT SURFACE FOR BOTTOM PAINT.

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

Zincs

Sacrificial anodes are installed on the outdrive unit 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 anodes to be used and the specific installation procedure. Anodes should be checked monthly and changed when they are 75% of their original size.

Note: Some outdrives require a different anode for freshwater than for saltwater. Using the recommended anode is more critical when stainless steel propellers are installed. Consult your dealer or the engine manufacturer for information on the proper anode for your boating area.

Fiberglass Gelcoat Surfaces

Normal maintenance requires only washing with mild soap and water. A stiff brush can be used on the nonskid 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 such as Mirror Glaze #1. 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 nonskid areas.

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



DO NOT WAX NONSKID 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 SANDPAPER, BRONZE WOOL, OR STEEL WOOL BE USED ON STAINLESS STEEL. DAMAGE TO THE HARDWARE WILL RESULT.

Anodized Aluminum Surfaces

Anodized aluminum should be washed periodically with soap and water to keep it clean. 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 will penetrate the anodized coating and attack the aluminum.

Tops with aluminum frames equipped with canvas and/or fiberglass tops and bimini tops require special attention to the anodized aluminum just below the top. This area is subject to salt build up from salty condensation, heat from the sun, and sea spray. It is also frequently overlooked when the boat is washed and will not be rinsed by the rain. Consequently, the aluminum just below the top is more likely to become pitted than the exposed aluminum on the structure. Make sure the aluminum in this area is washed frequently with soap and water and rinsed thoroughly. Pay particular attention to places where the top material and lacing contact the frame. Once every two months coat the entire frame with a metal protector made for anodized aluminum to protect against pitting and corrosion caused by the harsh effects of saltwater. The anodized aluminum used on your boat was coated with a metal protector called Aluma Guard at the factory. Aluma Guard is a nonabrasive marine metal protector that protects anodized aluminum, stainless steel, brass, and chrome. It also protects colored anodizing from fading and discoloring due to harmful ultraviolet rays. It is available from Rupp Marine Inc., 4761 Anchor Avenue, P.O. Drawer F, Port Salerno, FL 34992.



ONE DRAWBACK TO ALUMA GUARD AND OTHER METAL PROTECTORS IS THAT THEY CAN MAKE THE METAL SLIPPERY. THEREFORE, THEY SHOULD BE NOT BE USED ON TOWER LADDERS, STEERING WHEELS AND OTHER AREAS WHERE A GOOD GRIP AND SURE FOOTING IS IMPORTANT.

Stains can be removed with a metal polish or fine polishing compound. To minimize corrosion, use a caulking compound to bed hardware and fasteners mounted to aluminum fabrications. If the anodized coating is badly scratched it can be touched up with paint. With proper care, anodized aluminum will provide many years of corrosion 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

12.2 Upholstery, Canvas and Enclosures

Vinyl Upholstery

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

Acrylic Canvas

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

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

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

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

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 mildew forms on the carpet-like headliner material, it can be cleaned with a solution of five parts water to one part bleach. Remove all cushions, pillows and cabin sole carpet that could be damaged by the bleach and make sure that all windows, hatches and doors are open while using the bleach solution. Wear rubber gloves to protect your skin and follow all the precautions listed on the bleach bottle label. Completely ventilate the cabin and allow the headliner to dry thoroughly before using the cabin or closing the hatches and doors.

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.

12.3 Engine and Bilge

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

The age of gasoline can effect engine performance. Chemical changes occur as the gasoline ages that can cause deposits and varnish in the fuel system as well as reduce the octane rating of the fuel. Severely degraded fuel can damage the engine and boat fuel tank and lines. Therefore, if your boat is not being run enough to require at least one full tank of fresh fuel a month, a fuel stabilizer should be added to the gasoline to protect the fuel from degradation. Your dealer or the engine manufacturer can provide additional information on fuel degradation and fuel stabilizers recommended for your engine.

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

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.

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 and operate all thru hull valves at least once a month to keep them operating properly.

A flow of air into the bilge is provided by vents located in the hull. Periodic inspection and cleaning of the ventilation ducts is necessary to ensure adequate air circulation.

12.4 Drainage System

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

- Clean the cockpit drains with a hose to remove debris that can block water drainage.
- Clean the hardtop or T-top leg drain holes. This is especially important just before winter lay-up.
- Frequently test the automatic bilge pump switches for proper operation.
- Flush all gravity drains with freshwater to keep them clean and free flowing.

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 13: **SEASONAL MAINTENANCE**

13.1 Lay-up and Storage

Before Hauling

- If your boat is equipped with a portable marine head with a pump out, it must be pumped prior to lay-up. Flush the holding tank using clean soap, water and a deodorizer. Pump out the cleaning solution.
- The fuel tank should be left nearly full to reduce condensation that can accumulate in the fuel tank. Allow enough room in the tank for the fuel to expand without leaking out the vents. Moisture from condensation in the fuel tank can reach such concentrations that it becomes heavy enough to settle out of the gasoline to the bottom of the tank. Since fuel pickup tubes are located near the bottom of the tank, this accumulated moisture can cause the engine to run poorly or not at all after extended storage.

Chemical changes also occur as the gasoline ages that can cause deposits and varnish in the fuel system as well as reduce the octane rating of the fuel. Severely degraded fuel can damage the engine and boat fuel tank and lines.

Therefore, if your boat is not being run enough to require at least one full tank of fresh fuel a month or during winter storage, a fuel stabilizer should be added to the gasoline to help protect the fuel system from these problems. Operate the boat for at least 15 minutes after adding the stabilizer to allow the treated fuel to reach the engine.

Your dealer or the engine manufacturer can provide additional information on fuel degradation and fuel stabilizers recommended for your engine. For more recommendations for your specific area, check with your local Pursuit dealer.

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

Lifting



BOATS HAVE BEEN DAMAGED FROM IMPROPER LIFTING AND ROUGH HANDLING WHEN BEING TRANSPORTED BY LIFT TRUCKS. CARE AND PROPER HANDLING PROCEDURES MUST BE USED WHEN USING A LIFT TRUCK TO MOVE THE BOAT. NEVER ATTEMPT TO LIFT THE BOAT WITH A SUBSTANTIAL AMOUNT OF WATER IN THE BILGE.



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

Supporting The Boat For Storage

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

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

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

When storing the boat on a cradle:

- The cradle must be specifically for boat storage.
- Make sure the cradle is well supported and placed on a level surface with the bow high enough to provide proper drainage of the bilge.
- Make sure the outdrive is in the down position.

- 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 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 ROLLERS ARE ADJUSTED SO THEY ARE NOT PUTTING PRESSURE ON THE LIFTING STRAKES AND ARE PROVIDING ENOUGH SUPPORT FOR THE HULL. HULL DAMAGE RESULTING FROM IMPROPER CRADLE OR TRAILER SUPPORT IS NOT COVERED BY THE DENALI WARRANTY.

Preparing The Boat For Storage

- Remove the bilge drain plug, if installed.
- Thoroughly wash the fiberglass exterior, especially the antifouling portion of the bottom. Remove as much marine growth as possible. Lightly wax the exterior fiberglass components.
- Remove all oxidation from the exterior hardware, and apply a light film of moisture displacing lubricant.
- Remove the 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.
- Refer to Chapter 4, Electrical System, for information on the maintenance of the DC electrical systems.
- Coat all faucets and exposed electrical components in the cockpit with a protecting oil.
- Clean out, totally drain and completely dry the fishboxes and livewells.
- Clean the exterior upholstery with a good vinyl cleaner and dry thoroughly.
- Remove as many cushions and open as many locker doors as possible. Leaving as many of these areas open as possible will improve the boat's ventilation during the storage period.

13.2 Winterizing

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. Because of the check valve mechanism built in the raw water washdown and livewell pumps, blowing the lines will not remove the water from that raw water pump. Remove the inlet and outlet hoses on the pumps. Turn each pump on and allow it to pump out any remaining water....about a cupful. A recommended alternative to the above-mentioned procedure is the use of commercially available nontoxic, 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.

For additional information on the Raw Water System refer to Chapter 5.

Engine Raw Water System

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

Bilge

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

The bilge pump 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.

Portable Head

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

Special Notes Prior To Winter Storage

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

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



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

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

13.3 Recommissioning



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



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



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

Reactivating The Boat After Storage

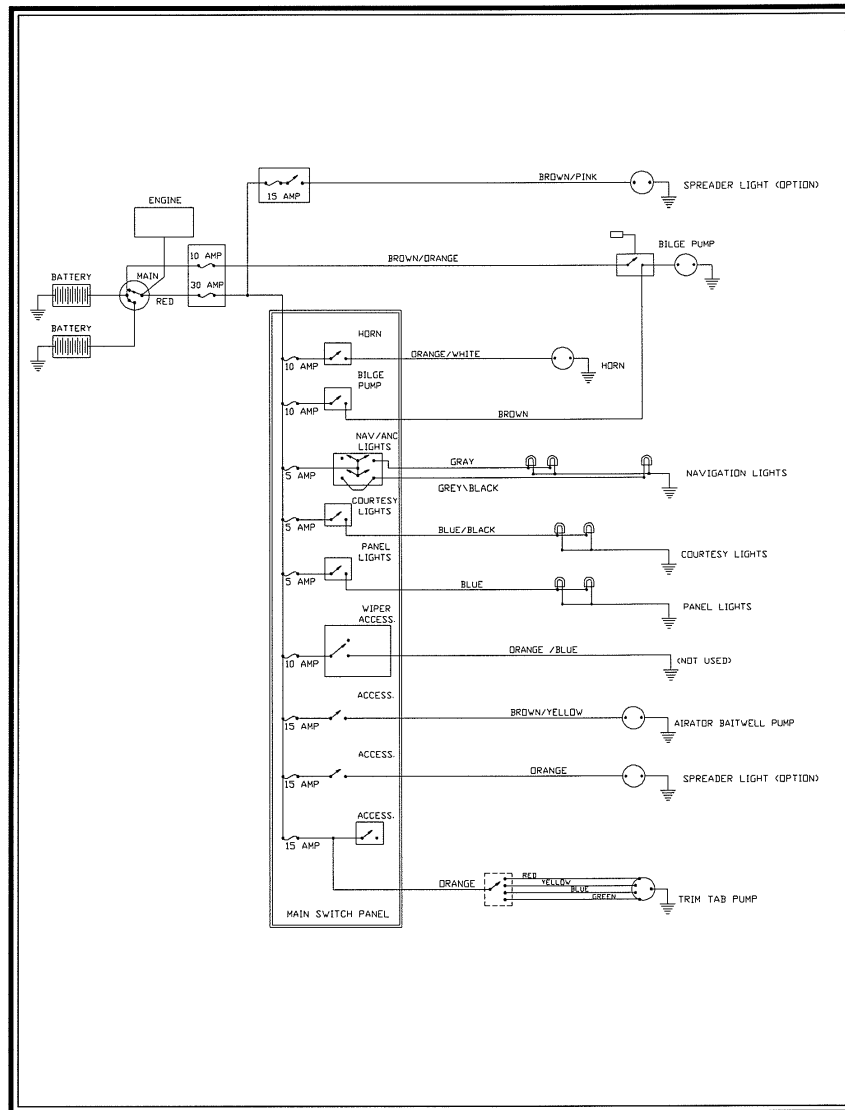
- Charge and install the batteries.
- Install the drain plugs in the hull.
- Check the engine for damage and follow the manufacturer's instructions for recommissioning.
- Check the engine for proper alignment. If you are unsure of the proper procedure required to check the engine alignment, you should contact your dealer for assistance.
- Check the engine mount bolts to make sure they are tight.

- Perform all routine maintenance.
- Check all hose clamps for tightness.
- Pump the antifreeze from the water systems and flush several times with fresh water.
- Check and lubricate the steering system.
- Clean and wash the boat.
- Install all cushions and canvas.

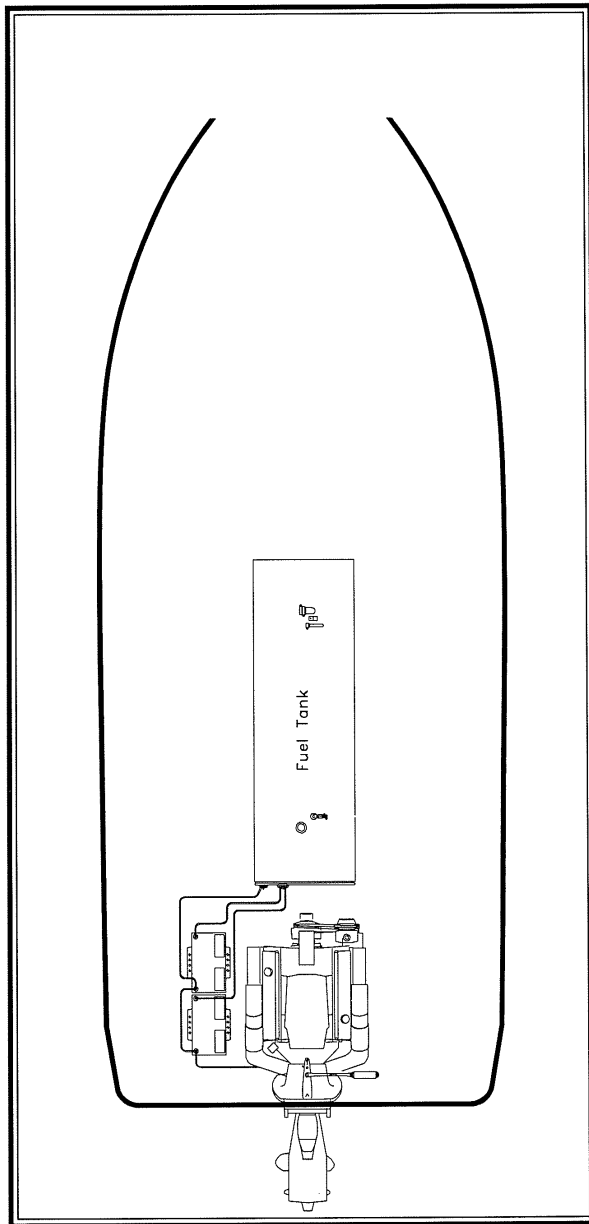
After Launching

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

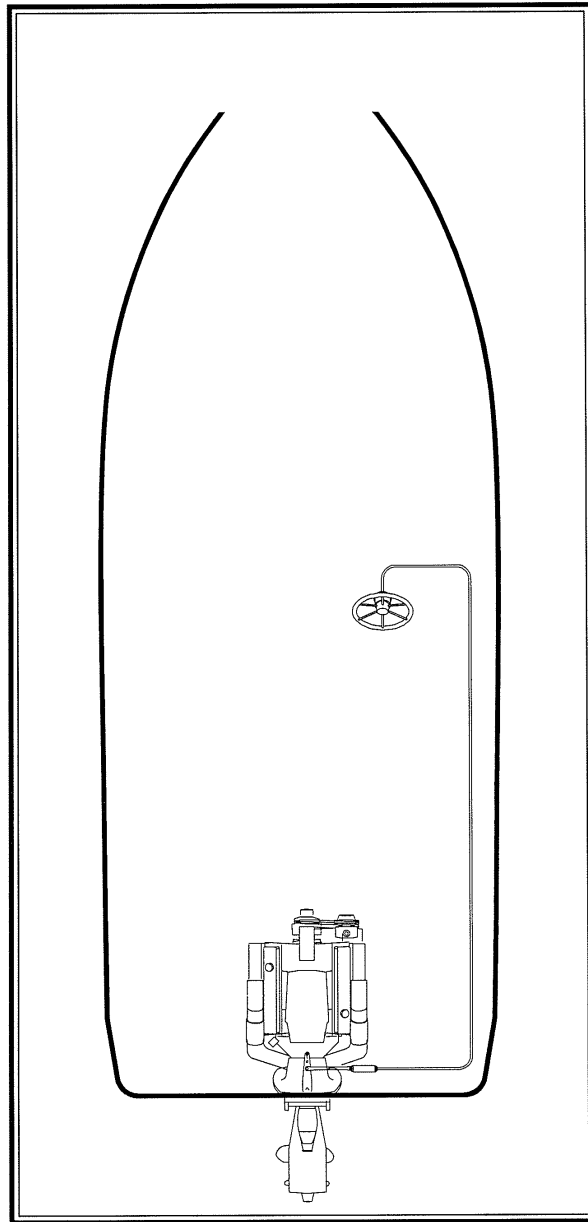
Chapter 14: SCHEMATICS



12-Volt Wiring Schematic

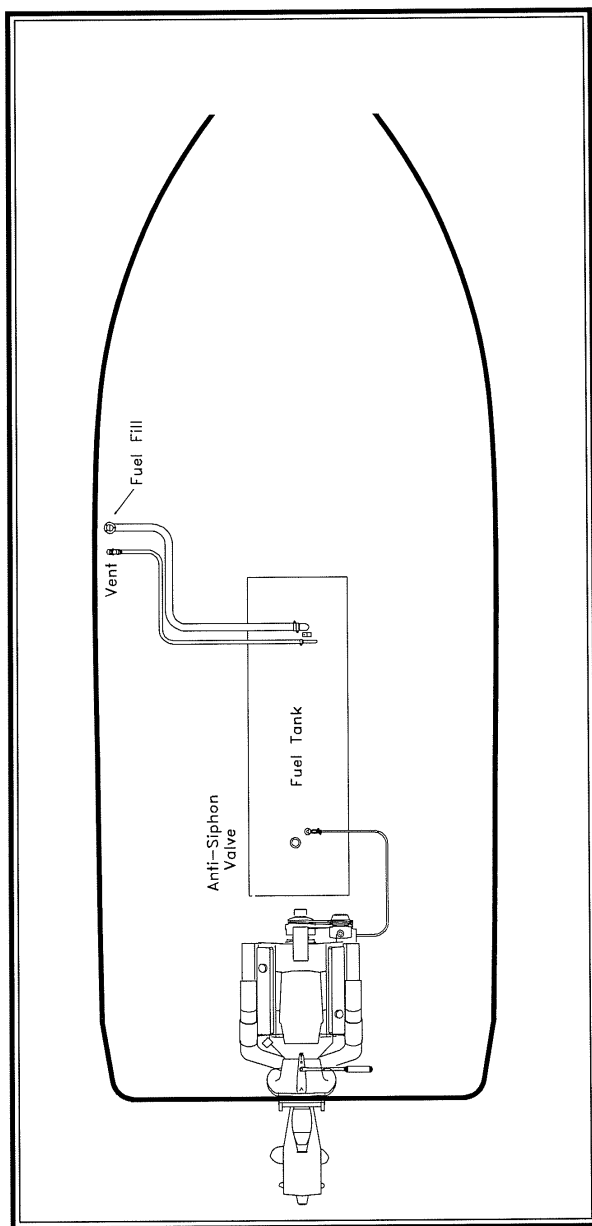


Battery Wiring

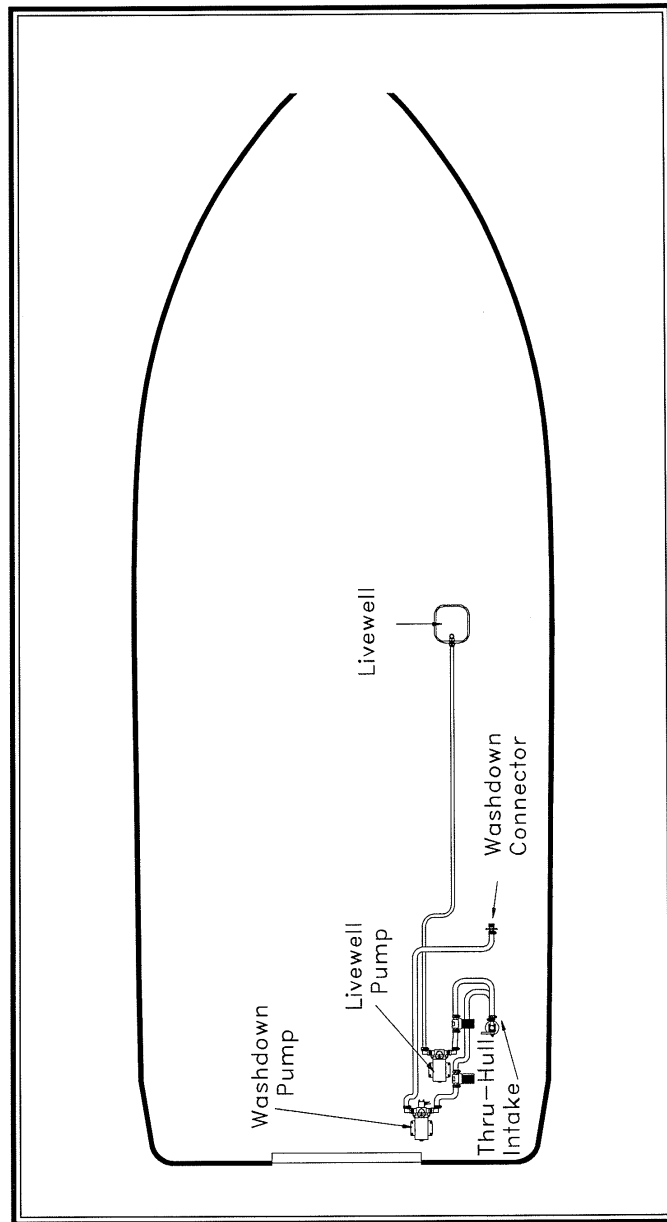


Steering System

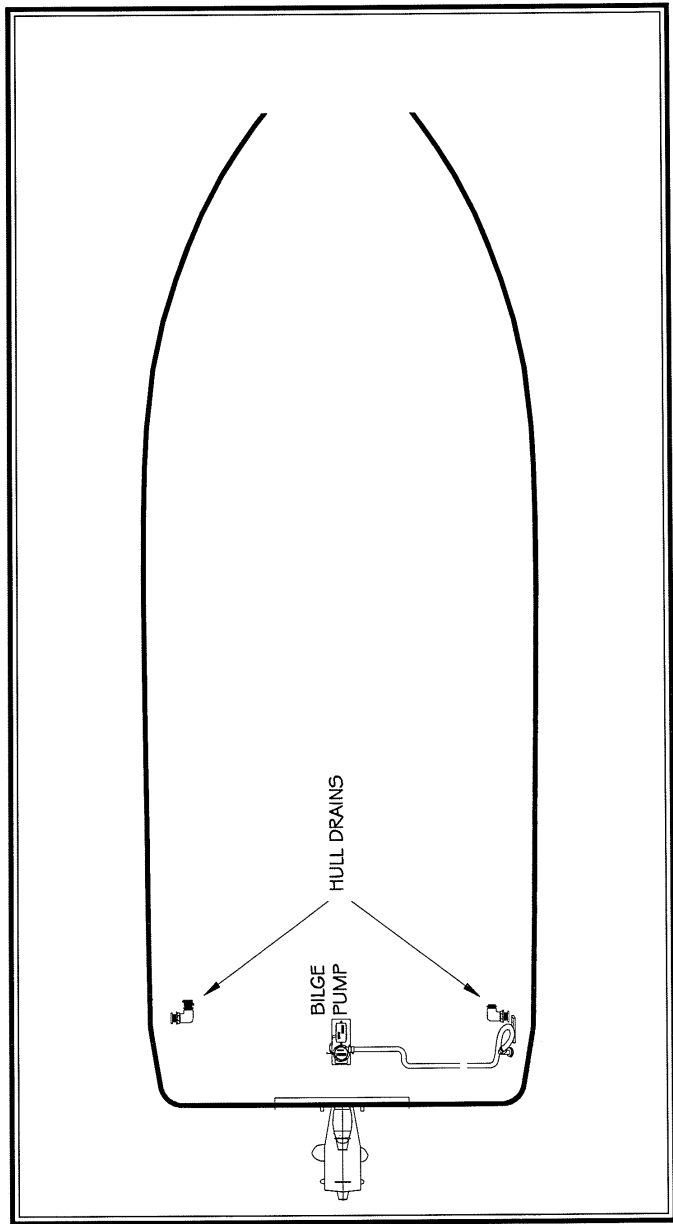
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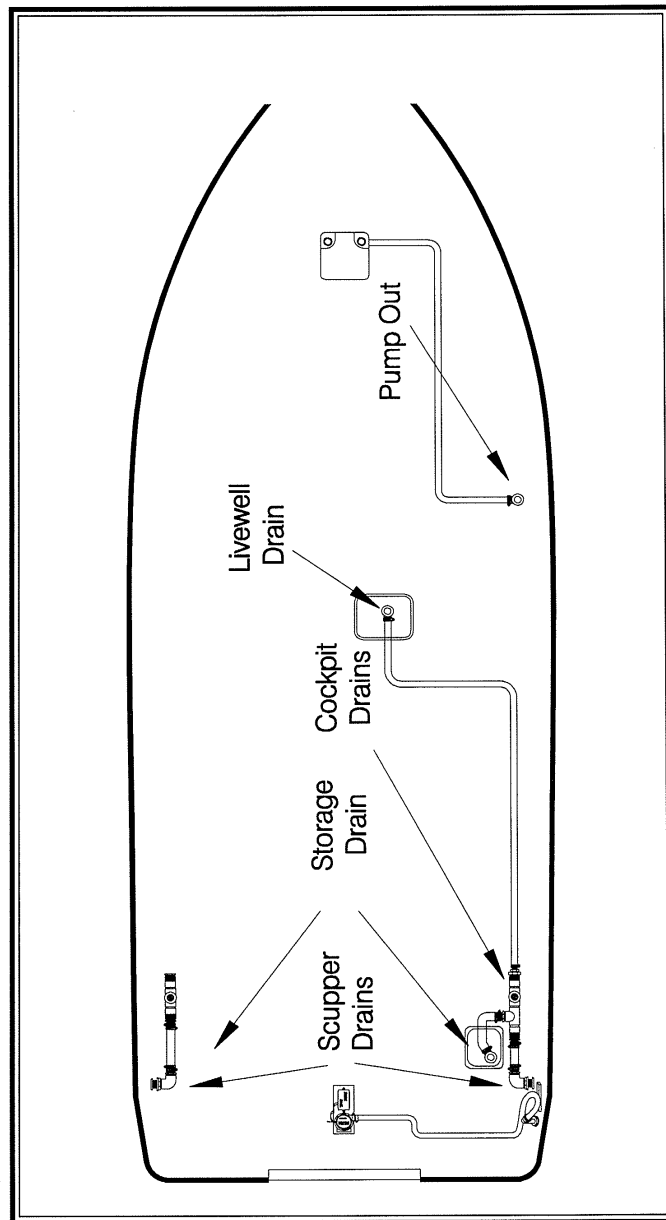
Fuel System



Raw Water System



Hull Drainage



Drainage System

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Appendix A:

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.

Ashore: On shore.

Astern: Behind the boat, to move backwards.

Athwartship: At right angles to the center line of the boat.

Barnacles: Small, hard-shelled marine animals which are found in saltwater attached to pilings, docks and bottoms of boats.

Beam: The breadth of a boat usually measured at its widest part.

Bearing: The direction of an object from the boat, either relative to the boat's direction or to compass degrees.

Berth: A bunk or a bed on a boat.

Bilge: The bottom of the boat below the flooring.

Bilge Pump: A pump that removes water that collects in the bilge.

Boarding: Entering or climbing into a boat.

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 hook fitting at one end shaped to aid in extending one's reach from the side of the boat.

Bow: The front end of a boat's hull.

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 controlled.

Bridge Deck: A deck forward and usually above the cockpit deck.

Broach: When the boat is sideways to the seas and in danger of capsizing; a very dangerous situation that should be avoided.

Bulkhead: Vertical partition or wall separating compartments of a boat.

Cabin: Enclosed superstructure above the main deck level.

Capsize: When a boat lays on its side or turns over.

Chock: A deck fitting, usually of metal, with inward curving arms through which mooring or anchor lines are passed so as to lead them in the proper direction both on board and off the boat.

Cleat: A deck fitting, usually of metal with projecting arms used for securing anchor and mooring lines.

Closed Cooling System: A separate supply of freshwater that is used to cool the engine and circulates 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, usually in the aft deck, outside of the cabin.

Companionway: Opening in the deck of a boat to provide access below.

Compartment: The interior of a boat divided off by bulkheads.

Cradle: A framework designed to support a boat as she is hauled out or stored.

Cutlass Bearing: A rubber bearing in the strut that supports the propeller shaft.

Deck: The floor-like platform of a boat that covers the hull.

Displacement: The volume of water displaced by the hull. The displacement weight is the weight of this volume of water.

Draft: The depth of water a boat needs to float.

Dry Rot: A fungus attack on wood areas.

Dry-dock: A dock that can be pumped dry during boat construction or repair.

Electrical Ground: A connection between an electrical connector and the earth.

Engine Beds: Sturdy structural members running fore-and-aft on which the inboard engines are mounted.

EPIRP: Emergency Position Indicating Radio Beacon. Operates as a part of a worldwide satellite distress system.

Even Keel: When a boat floats properly as designed.

Fathom: A measure of depth. One Fathom = 6 feet.

Fender: A soft object of rubber or plastic used to protect the topsides from scarring and rubbing against a dock or another vessel.

Fend off: To push or hold the boat off from the dock or another boat.

Flying Bridge: A control station above the level of the deck or cabin.

Flukes: The broad portions of an anchor which dig into the ground.

Fore: Applies to the forward portions of a boat near the bow.

Foundering: When a boat fills with water and sinks.

Freeboard: The height from the waterline to the lowest part of the deck.

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.

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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.

Harbor: An anchorage which provides reasonably good protection for a boat, with shelter from wind and sea.

Hatch: An opening in the deck with a door or lid to allow for access down into a compartment of a boat.

Head: A toilet on a boat.

Heat Exchanger: Used to transfer the heat that is picked up by the closed cooling system to the raw cooling water.

Helm: The steering and control area of a boat.

Hull: The part of the boat from the deck down.

Inboard: A boat with the engine mounted within the hull of the boat. Also refers to the center of the boat away from the sides.

Inboard/outboard: Also stern drive or I/O. A boat with an inboard engine attached to an outboard drive unit.

Keel: A plate or timber plate running lengthwise along the center of the bottom of a boat.

Knot: Unit of speed indicating nautical miles per hour. 1 knot = 1 nautical mile per hour (1.15 miles per hour). A nautical mile is equal to one minute of latitude; 6076 feet. Knots times 1.15 equals miles per hour. Miles per hour times .87 equals knots.

Lay-up: To decommission a boat for the winter (usually in northern climates).

Lee: The side that is sheltered from the wind.

Leeward: The direction toward which the wind is blowing.

Length On The Waterline (l.w.l.): A length measurement of a boat at the waterline from the stern to where the hull breaks the water near the bow.

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 where it can be pumped overboard.

Line: The term used to describe a rope when it is on a boat.

Lists: A boat that inclines to port or starboard while afloat.

L.O.A.: Boat length overall.

Locker: A closet, chest or box aboard a boat.

Log: An instrument for measuring a boat's speed.

Loran: An electronic navigational instrument which monitors the boat's position using signals emitted from pairs of transmitting stations.

Lunch hook: A small light weight anchor typically used instead of the working anchor. Normally used in calm waters with the boat attended.

Midship: The center of the boat.

Marine Ways or Railways: Inclined planes at the water's edge onto which boats are hauled.

Moored: A boat secured with cables, lines or anchors.

Mooring: An anchor permanently embedded in the bottom of a harbor that is used to secure a boat.

Nautical Mile: A unit of measure equal to one minute of latitude. (6076 feet)

Nun buoy: A red or red striped buoy of conical shape.

Outboard: A boat designed for an engine to be mounted on the transom. Also a term that refers to objects away from the center line or beyond the hull sides of a boat.

Pad Eye: A deck fitting consisting of a metal eye permanently secured to the boat.

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.

Pitching: The fore and aft rocking motion of a boat as the bow rises and falls.

Pitch: The measure of the angle of a propeller blade. Refers to the theoretical distance the boat travels with each revolution of the propeller.

P.F.D.: Personal Flotation Device.

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: A device having two or more blades that is attached to the engine and used for propelling a boat.

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.

Pyrotechnic Distress Signals: Distress signals that resemble the brilliant display of flares or fireworks.

Raw Water Cooled: Refers to an engine cooling system that draws sea water in through a hull fitting or engine drive unit, circulates the water in the engine, and then discharges it overboard.

Reduction Gear: Often combined with the reverse gear so that the propeller, turns at a slower rate than the engine.

Reverse Gear: Changes the direction of rotation of the propeller to provide 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: A locker, usually located in the bow of a boat, used for stowing the anchor line or chain.

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.

Sea anchor: An anchor that does not touch the bottom. Provides drag to hold the bow in the most favorable position in heavy seas.

Scupper: An opening in the hull 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.

Slip: A boat's berth between two pilings or piers.

Snub: To tighten a line suddenly.

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.

Steerageway: Sufficient speed to keep the boat responding to the rudder or drive unit.

Stem: The vertical portion of the hull at the bow.

Stern: The rear end of a boat.

Stow: To pack away neatly.

Stringer: Longitudinal members fastened inside the hull for additional structural strength.

Strut: Mounted to the hull which supports the propeller shaft in place.

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 the rear of the 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: A flat stern at right angles to the keel.

Travel Lift: A machine used at boat yards to hoist boats out of and back into the water.

Trim: Refers to the boat's angle or the way it is balanced.

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 the propeller or propellers.

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. Refers to the anchor used in typical anchoring situations.

Windlass: A winch used to raise and lower the anchor.

Windward: Toward the direction from which the wind is coming.

Yacht Basin: A protected facility primarily for recreational small craft.

Yaw: When a boat runs off her course to either side.

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Appendix B:

MAINTENANCE LOG

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MAINTENANCE LOG

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DEPARTMENT OF TRANSPORTATION U.S. COAST GUARD C.G. 1865 (REV. 1/88)	<h1 style="margin: 0;">BOATING ACCIDENT REPORT</h1>	FORM APPROVED OMB NO.211-0010
The operator/owner of a vessel used for recreational purposes is required to file a report in writing whenever an accident results in: loss of life or disappearance from a vessel, or an injury which requires medical treatment beyond first aid; or property damage in excess of \$200 or complete loss of the vessel. Reports in death and injury cases must be submitted within 48 hours. Reports in other cases must be submitted within 10 days. Reports must be submitted to reporting authority in the State where the accident occurred. This form is provided to assist the operator in filling the required written report.		
COMPLETE ALL BLOCKS (indicate those not applicable by "NA")		
NAME AND ADDRESS OF OPERATOR	AGE OF OPERATOR DATE OF BIRTH	OPERATOR'S EXPERIENCE This type of boat Other boat operating Exp. <input type="checkbox"/> Under 20 Hours <input type="checkbox"/> Under 20 Hours <input type="checkbox"/> 20 to 100 Hours <input type="checkbox"/> 20 to 100 Hours <input type="checkbox"/> 100 to 500 Hours <input type="checkbox"/> 100 to 500 Hours <input type="checkbox"/> Over 500 Hours <input type="checkbox"/> Over 500 Hours
OPERATOR TELEPHONE NUMBER	OWNER TELEPHONE NO.	
NAME AND ADDRESS OF OWNER	RENTED BOAT <input type="checkbox"/> YES <input type="checkbox"/> NO	NUMBER OF PERSONS ON BOARD FORMAL INSTRUCTION IN BOATING SAFETY <input type="checkbox"/> None <input type="checkbox"/> State <input type="checkbox"/> U.S. Power Squads <input type="checkbox"/> USCG Auxiliary <input type="checkbox"/> American Red Cross <input type="checkbox"/> Other (Specify) _____
VESSEL NO. (this vessel)		
BOAT REGISTER. NO.	BOAT NAME	BOAT MAKE
BOAT MODEL	MFR HULL IDENTIFICATION NO.	
TYPE OF BOAT <input type="checkbox"/> Open Motorboat <input type="checkbox"/> Cabin Motorboat <input type="checkbox"/> Auxiliary Sail <input type="checkbox"/> Sail (only) <input type="checkbox"/> Rowboat <input type="checkbox"/> Canoe <input type="checkbox"/> Other (Specify) _____	HULL MATERIAL <input type="checkbox"/> Wood <input type="checkbox"/> Aluminum <input type="checkbox"/> Steel <input type="checkbox"/> Fiberglass <input type="checkbox"/> Rubber/vinyl <input type="checkbox"/> Other (Specify) _____	ENGINE <input type="checkbox"/> Outboard <input type="checkbox"/> Inboard gasoline <input type="checkbox"/> Inboard diesel <input type="checkbox"/> Inboard-outdrive <input type="checkbox"/> Jet <input type="checkbox"/> Other (Specify) _____
PROPULSION No. of engines _____ Horse Power (total) _____ Type of fuel _____	CONSTRUCTION Length _____ Year built (boat) _____ Has boat had a Safety Examination? <input type="checkbox"/> Outboard <input type="checkbox"/> NO For current year? <input type="checkbox"/> YES <input type="checkbox"/> NO Year _____ Indicate whether <input type="checkbox"/> USCG Auxiliary Courtesy Marine Exam <input type="checkbox"/> State/local examination <input type="checkbox"/> Other	
ACCIDENT DATA		
DATE OF ACCIDENT	TIME am pm	NAME OF BODY OF WATER
LOCATION (Give location precisely)		Lat Long
STATE	NEAREST CITY OR TOWN	COUNTY
WEATHER <input type="checkbox"/> Clear <input type="checkbox"/> Rain <input type="checkbox"/> Cloudy <input type="checkbox"/> Snow <input type="checkbox"/> Fog <input type="checkbox"/> Hazy	WATER CONDITIONS <input type="checkbox"/> Calm (waves less than 6") <input type="checkbox"/> Choppy (waves 6" to 2') <input type="checkbox"/> Rough (greater than 6") <input type="checkbox"/> Strong Current	TEMPERATURE (Estimate) Air _____ °F Water _____ °F
WIND <input type="checkbox"/> None <input type="checkbox"/> Light (0 - 6mph) <input type="checkbox"/> Moderate (7 - 14 mph) <input type="checkbox"/> Strong (15 - 25 mph) <input type="checkbox"/> Storm (Over 25 mph)	VISIBILITY DAY NIGHT <input type="checkbox"/> Good <input type="checkbox"/> <input type="checkbox"/> Fair <input type="checkbox"/> <input type="checkbox"/> Poor <input type="checkbox"/>	
OPERATION AT TIME OF ACCIDENT (Check all applicable) <input type="checkbox"/> Commercial Activity <input type="checkbox"/> Cruising <input type="checkbox"/> Maneuvering <input type="checkbox"/> Approaching Dock <input type="checkbox"/> Leaving Dock <input type="checkbox"/> Water Skiing <input type="checkbox"/> Racing <input type="checkbox"/> Towing <input type="checkbox"/> Other (Specify) _____	TYPE OF ACCIDENT (Check all applicable) <input type="checkbox"/> Drifting <input type="checkbox"/> At Anchor <input type="checkbox"/> Tied to Dock <input type="checkbox"/> Fueling <input type="checkbox"/> Fishing <input type="checkbox"/> Hunting <input type="checkbox"/> Skin Diving/ Swimming <input type="checkbox"/> Being Towed	WHAT IN YOUR OPINION CONTRIBUTED TO THE ACCIDENT (Check all applicable) <input type="checkbox"/> Grounding <input type="checkbox"/> Collision with Fixed Object <input type="checkbox"/> Collision with Floating Object <input type="checkbox"/> Fire or explosion (fuel) <input type="checkbox"/> Fire or explosion (Other than fuel) <input type="checkbox"/> Fallen Skier <input type="checkbox"/> Collision with Vessel <input type="checkbox"/> Collision with <input type="checkbox"/> Flooding <input type="checkbox"/> Sinking <input type="checkbox"/> Falls Overboard <input type="checkbox"/> Falls in boat <input type="checkbox"/> Hit by Boat or Propeller <input type="checkbox"/> Other (Specify) _____
PERSONAL FLotation DEVICES (PFDs)		
Was the boat adequately equipped with COAST GUARD APPROVED FLotation DEVICES? <input type="checkbox"/> Yes <input type="checkbox"/> No Were they accessible? <input type="checkbox"/> Yes <input type="checkbox"/> No Were they serviceable? <input type="checkbox"/> Yes <input type="checkbox"/> No Were they used by survivors? <input type="checkbox"/> Yes <input type="checkbox"/> No What type? <input type="checkbox"/> I, <input type="checkbox"/> II, <input type="checkbox"/> III, <input type="checkbox"/> IV, <input type="checkbox"/> V (specify) _____ Were PFD's properly used? <input type="checkbox"/> Yes <input type="checkbox"/> No Adjusted <input type="checkbox"/> Yes <input type="checkbox"/> No Sized <input type="checkbox"/> Yes <input type="checkbox"/> No	Was the vessel carrying NON approved flotation devices? <input type="checkbox"/> Yes <input type="checkbox"/> No Were they accessible? <input type="checkbox"/> Yes <input type="checkbox"/> No Were they used? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, indicate kind.	
PERSONAL FLotation DEVICES (PFDs)		
Estimated amount This boat \$ _____ Other boat \$ _____ Other Property \$ _____	FIRE EXTINGUISHERS Were they used? (If yes, list Type(s) and number used.) <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA Types:	
DESCRIBE PROPERTY DAMAGE		
NAME AND ADDRESS OF OWNER OF DAMAGED PROPERTY		
Include any comments of PFD's under ACCIDENT DESCRIPTION on other side of form		

BOATING ACCIDENT REPORT

If more than 3 fatalities and/or injuries, attach additional form(s)					
DECEASED					
NAME	ADDRESS	DATE OF BIRTH	WAS VICTIM? <input type="checkbox"/> Swimmer <input type="checkbox"/> Non Swimmer	DEATH CAUSED BY <input type="checkbox"/> Drowning <input type="checkbox"/> Other <input type="checkbox"/> DISAPPEARANCE	WAS PFD WORN? <input type="checkbox"/> Yes <input type="checkbox"/> No What Type?
NAME	ADDRESS	DATE OF BIRTH	WAS VICTIM? <input type="checkbox"/> Swimmer <input type="checkbox"/> Non Swimmer	DEATH CAUSED BY <input type="checkbox"/> Drowning <input type="checkbox"/> Other <input type="checkbox"/> DISAPPEARANCE	WAS PFD WORN? <input type="checkbox"/> Yes <input type="checkbox"/> No What Type?
NAME	ADDRESS	DATE OF BIRTH	WAS VICTIM? <input type="checkbox"/> Swimmer <input type="checkbox"/> Non Swimmer	DEATH CAUSED BY <input type="checkbox"/> Drowning <input type="checkbox"/> Other <input type="checkbox"/> DISAPPEARANCE	WAS PFD WORN? <input type="checkbox"/> Yes <input type="checkbox"/> No What Type?
INJURED					
NAME	ADDRESS	DATE OF BIRTH	NATURE OF INJURY	MEDICAL TREATMENT	
NAME	ADDRESS	DATE OF BIRTH	NATURE OF INJURY	MEDICAL TREATMENT	
NAME	ADDRESS	DATE OF BIRTH	NATURE OF INJURY	MEDICAL TREATMENT	
ACCIDENT DESCRIPTION					
DESCRIBE WHAT HAPPENED (Sequence of events. Include Failure of Equipment. If diagram is needed, attach separately. Continue on additional sheets if necessary. Include any information regarding the involvement of alcohol and/or drugs in causing or contributing to the accident. Include any descriptive information about the use of PFD's.)					
VESSEL NO. 2 (if more than 2 vessels, attach additional form (s))					
Name of Operator	Address			Boat Number	
Telephone Number				Boat Name	
Name of Owner	Address				
WITNESSES					
Name	Address			Telephone Number	
Name	Address			Telephone Number	
Name	Address			Telephone Number	
WITNESSES					
SIGNATURE	Address			Telephone Number	
QUALIFICATION (Check One) <input type="checkbox"/> Operator <input type="checkbox"/> Owner <input type="checkbox"/> Investigator <input type="checkbox"/> Other				Date Submitted	
(do not use) - FOR REPORTING AUTHORITY REVIEW (use agency date stamp)					
Causes based on (check one) <input type="checkbox"/> This report <input type="checkbox"/> Investigation and this report <input type="checkbox"/> Investigation <input type="checkbox"/> Could not be determined		Name of Reviewing Office		Date Received	
Primary Cause of Accident		Secondary Cause of Accident		Reviewed By	