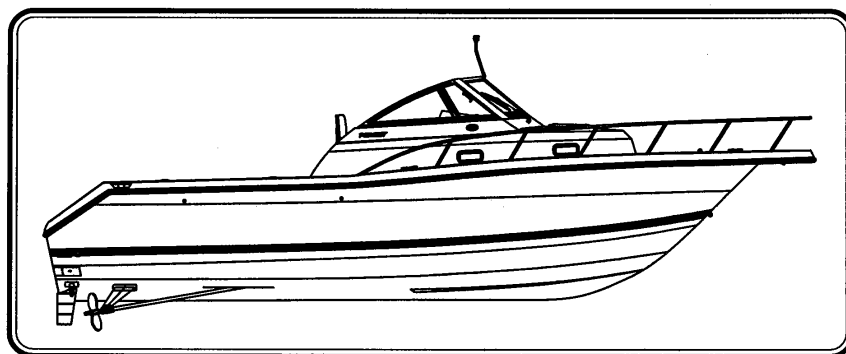


PURSUIT®

2800 WALKAROUND OWNER'S MANUAL



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

PURSUIT® 2800 WALKAROUND

Print Date 11/97

THIS PAGE WAS LEFT BLANK
INTENTIONALLY

PURSUIT 2800 WALKAROUND

BOAT INFORMATION	
BOAT	
MODEL:	HULL SERIAL #:
PURCHASE DATE:	DELIVERY DATE:
IGNITION KEY #:	REGISTRATION #:
DRAFT:	WEIGHT:
ENGINE(S)	
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:	

PURSUIT® 2800 WALKAROUND

**THIS PAGE WAS LEFT BLANK
INTENTIONALLY**

***PURSUIT*® 2800 WALKAROUND**

IMPORTANT INFORMATION

Your **PURSUIT** 2800 Walkaround Owner's Manual has been written to include a number of safety instructions to assure the safe operation and maintenance of your boat. These instructions are in the form of **WARNING**, **CAUTION** and **DANGER** statements. The following definitions apply:



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



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



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

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

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

**THIS PAGE WAS LEFT BLANK
INTENTIONALLY**

***PURSUIT*® 2800 WALKAROUND**

**THIS PAGE WAS LEFT BLANK
INTENTIONALLY**

***PURSUIT*® 2800 WALKAROUND**

SERVICE INFORMATION

Please fill out the following information section and leave it in your 2800 Walkaround Owner’s Manual. This information will be important for you and Pursuit service personnel to know, if and when you may need to call Pursuit for technical assistance or service.

CUSTOMER'S NAME	
ADDRESS	
CITY	STATE ZIP
PHONE	
HOME: OFFICE:	
DEALER	
ADDRESS	
CITY	STATE ZIP
PHONE	
PURCHASE DATE	ENGINE MAKE
DELIVERY DATE	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.

**THIS PAGE WAS LEFT BLANK
INTENTIONALLY**

***PURSUIT*® 2800 WALKAROUND**

IMPORTANT INFORMATION

Warranty and Warranty Registration Cards

The Pursuit 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 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.

PURSUIT® 2800 WALKAROUND

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 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 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 may also 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.

TABLE OF CONTENTS

Chapter 1: **Propulsion System**

	Page
1.1 General	1-1
1.2 Drive Systems	1-2
1.3 Engine Exhaust System	1-2
1.4 Engine Cooling System	1-3
1.5 Propellers	1-4
1.6 Running Gear	1-6
1.7 Engine Instrumentation	1-9

Chapter 2: **Helm Control Systems**

2.1 General	2-1
2.2 Engine Throttle and Shift Controls	2-1
2.3 Engine Synchronizer	2-2
2.4 Neutral Safety Switch	2-2
2.5 Steering System	2-3
2.6 Trim Tabs	2-3
2.7 Control Systems Maintenance	2-4

Chapter 3: **Fuel System**

3.1 General	3-1
3.2 Gasoline Engine Fuel System	3-3
3.3 Diesel Engine Fuel System	3-5
3.4 Fueling Instructions	3-6
3.5 Fuel System Maintenance	3-8

TABLE OF CONTENTS

Chapter 4: **Electrical System**

	Page
4.1 General	4-1
4.2 12-Volt System	4-1
4.3 110-Volt System (Optional)	4-7
4.4 Electrical System Maintenance	4-10

Chapter 5: **Freshwater System**

5.1 General	5-1
5.2 Freshwater System Operation	5-2
5.3 Hot Water Heater	5-2
5.4 Shore Water Connection (Optional)	5-3
5.5 Shower Operation	5-3
5.6 Freshwater System Maintenance	5-4

Chapter 6: **Raw Water System**

6.1 General	6-1
6.2 High Pressure Washdown	6-2
6.3 Livewell	6-3
6.4 Raw Water System Maintenance	6-3

Chapter 7: **Drainage Systems**

7.1 General	7-1
7.2 Cockpit Drains	7-1
7.3 Hard-Top and Radar Arch Drains	7-2
7.4 Bilge Drainage	7-2
7.5 Fishbox and Storage Compartment Drains	7-3
7.6 Water System Drains	7-3
7.7 Shower and Cabin Sink Drains	7-3
7.8 Rope Locker Drains	7-4
7.9 Drainage System Maintenance	7-4

TABLE OF CONTENTS

Chapter 8: **Ventilation System**

	Page
8.1 Cabin Ventilation	8-1
8.2 Windshield Ventilation	8-1
8.3 Engine Compartment Ventilation	8-2
8.4 Maintenance	8-3

Chapter 9: **Safety Equipment**

9.1 General	9-1
9.2 Engine Alarms	9-1
9.3 Neutral Safety Switch	9-2
9.4 Required Safety Equipment	9-2
9.5 Automatic Fire Extinguishing System	9-5
9.6 Carbon Monoxide Monitoring System	9-6
9.7 First Aid	9-6
9.8 Additional Safety Equipment	9-7

Chapter 10: **Operation**

10.1 General	10-1
10.2 Rules of the Road	10-1
10.3 Pre-Cruise Check	10-3
10.4 Operating Your Boat	10-4
10.5 Grounding and Towing	10-7
10.6 Fishing	10-8
10.7 Tower Operation	10-8
10.8 Trailering Your Boat	10-9

Chapter 11: **Exterior Equipment**

11.1 Deck	11-1
11.2 Hull	11-3
11.3 Cockpit	11-3

TABLE OF CONTENTS

Chapter 12: Interior Equipment

	Page
12.1 Marine Head System	12-1
12.2 Ice Box and Refrigerator	12-2
12.3 Air Conditioner	12-3
12.4 Galley and Sink	12-3
12.5 Stove	12-4

Chapter 13: Routine Maintenance

13.1 Exterior Hull and Deck	13-1
13.2 Upholstery, Canvas and Enclosures	13-4
13.3 Cabin Interior	13-5
13.4 Bilge	13-6

Chapter 14: Seasonal Maintenance

14.1 Lay-up and Storage	14-1
14.2 Winterizing	14-4
14.3 Recommissioning	14-7

TABLE OF CONTENTS

Chapter 15: Schematics

	Page
12-Volt D.C. Wiring Schematic	15-1
110-Volt Wiring Schematic	15-2
Hydraulic Steering System	15-3
Gas Fuel System	15-4
Gas Fuel Selector Valves	15-5
Diesel Fuel System	15-6
Freshwater System	15-7
Raw Water System	15-8
Head System	15-9
Head System with Macerator	15-9
Running Gear	15-10
Rudder Assembly	15-10
Prop Assembly	15-10
Coupler Assembly	15-10
Shaft Seal	15-11
Drainage System	15-12
Sling Positions	15-13

Appendix A: Glossary Of Terms

Glossary of Terms	A-1
-------------------------	-----

Appendix B: Maintenance Log

Maintenance Log	B-1
-----------------------	-----

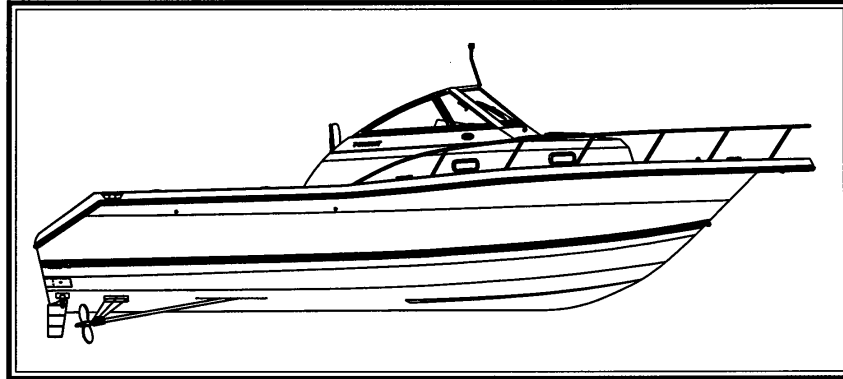
Boating Accident Report Form

Boating Accident Report Form	C-1
------------------------------------	-----

**THIS PAGE WAS LEFT BLANK
INTENTIONALLY**

***PURSUIT.* 2800 WALKAROUND**

Chapter 1: **PROPULSION SYSTEM**



2800 Walkaround

1.1 General

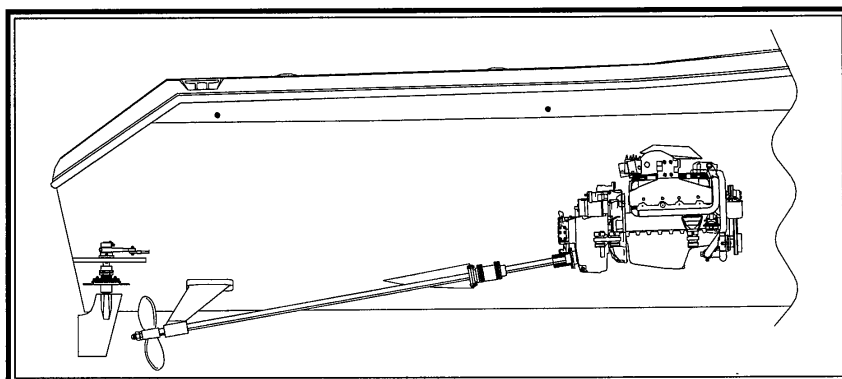
The Pursuit 2800 Walkaround is designed to be powered with twin gasoline or diesel inboard engines. Each manufacturer of the various marine power components provides an owner's information manual with its product. It is important that you read the manual(s) very carefully and become familiar with the proper care and operation of the engines and drive systems. 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.



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.



Inboard Drive System

1.2 Drive Systems

On inboard propulsion systems, all shifting and gearing components are installed inside the hull. Only the propeller shafts and associated equipment are under water. The engines are mounted below the bridge deck sole. A transmission, also called a gearbox, which performs desired shifting functions, is directly coupled to each engine. The propeller shaft extends through the hull and connects the transmission output coupling with the propeller. Some inboard transmissions have built-in reduction gearing. This gearing reduces the speed of the propeller in relation to engine speed.



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

All transmissions require oil or fluid of some type for lubrication. This level should be checked at the same interval as the engine oil level.

Your boat is equipped with transmissions supplied by the engine manufacturer. For details on the transmissions, refer to the engine or transmission owner's manual.

1.3 Engine Exhaust System

Engine exhaust exits the rear of the boat through the exhaust system. The system consists of engine exhaust manifolds, exhaust hoses, mufflers, and thru-hull exhaust fittings.

Inboard boats use the exhaust system to relinquish exhaust gases and cooling water. A periodic inspection of the hoses, mufflers and related parts should be made to insure that leaks or heat deterioration have not resulted. Periodically inspect these items for signs of deterioration or damage. Replace them as necessary.



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

1.4 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 hull 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 exhaust system. 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. Inboard engines use a thru hull water intake scoop and strainer. This strainer is located on the hull bottom and must be kept free of mud, weeds and other debris. A ball valve is provided on each intake thru hull. Be sure these valves are in the open position before operating the boat engines.

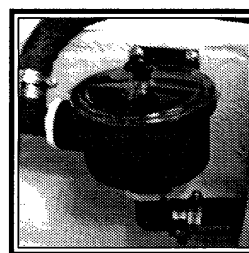
A standard in-line sea strainer is located above the intake thru hull strainers. These should be visually inspected periodically, by looking through the glass case, for accumulation of marine growth, weeds, and other foreign objects. If clogged or dirty, the strainer should be cleaned.



A CLOGGED SEA STRAINER CAN RESTRICT THE SUPPLY OF COOLING WATER TO THE ENGINE AND EXHAUST COMPONENTS, WHICH COULD RESULT IN SEVERE ENGINE AND EXHAUST SYSTEM DAMAGE.

Cleaning the sea strainers

- Turn off the engines.
- Close the engine water intake valve.
- Open the top of the strainer and remove the screen.
- Thoroughly flush the screen and the inside of the strainer to remove foreign matter.
- Lubricate the seal.



Engine Sea Strainer

- Reassemble the strainer making sure that all fasteners are tight.
- Open the intake valve.
- Start the engine and inspect the strainer for leaks.



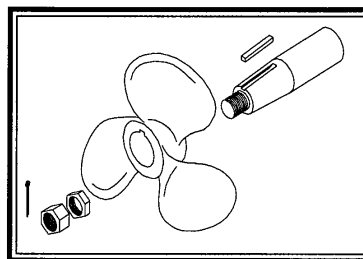
SHOULD AN ENGINE INTAKE, EXHAUST OR COOLING HOSE RUPTURE, CLOSE THE ENGINE WATER INTAKE VALVE IMMEDIATELY. PROCEED, UNDER TOW IF NECESSARY, TO A SERVICE FACILITY FOR APPROPRIATE REPAIRS. MAINTAIN A CLOSE VISUAL WATCH ON THE PROBLEM HOSE AND THE BILGE WATER LEVEL.

Inboard boats utilize an exhaust hose to relinquish cooling water. A periodic inspection of the hose, mufflers and related parts should be made to insure that leaks or heat deterioration have not resulted.

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 standard with diesel and gasoline engines on the 2800 Pursuit. The engine owner's manual provides additional information regarding the service and maintenance of this equipment.

1.5 Propellers

When the boats are shipped, the propellers are not factory installed. Initial installation of the propellers will be performed by the dealer during pre-delivery service. Should it be necessary to change propellers, always use an appropriate removal tool or "Prop Puller." Do not attempt removal using a hammer. Damage to the propeller, propeller shaft, or transmission can result.



Propeller Assembly

A few simple steps will enable you to install a propeller. First, insure that no burrs or rough edges exist on the shaft, key, and both keyways. Try the key into the keyways. It must slide freely into position without having side play. It might be necessary to file the key with a flat file to create the correct tolerance.

To ensure the proper fit of your propeller, follow these procedures:

Step 1: Without the key installed, slip the propeller on the shaft by hand as far as it will go. Mark the location at the front of the hub with a dry-marker and remove the propeller.

Step 2: Install the key in the shaft.

Step 3: Again, slide the propeller into position by hand. Please note that the key should not extend beyond the forward edge of the propeller hub. The propeller should reach the same spot as before. If it does not, the key has probably moved up the keyway, or the key does not fit properly in one or both of the keyways.



DO NOT ATTEMPT TO OPERATE THE BOAT IF THE PROPELLER DOES NOT FIT PROPERLY ON THE SHAFT. PROBLEMS SUCH AS SHAFT VIBRATION, PROPELLER HUB FAILURE OR SHAFT FAILURE MAY OCCUR.

If not properly installed, the propeller will be off balance and this is a frequent cause of vibration. It could also cause the propeller hub to split.

When installing the shaft nuts, take care not to tighten them too much. Do not force the nut into a tighter position by using a hammer or extension on the arm of the wrench. Tighten the thin nut, then lock the wide nut tight against the thin nut and insert the cotter pin.

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.

Note: Always be sure the engine is properly tuned and load conditions are those normally experienced, before changing propellers.

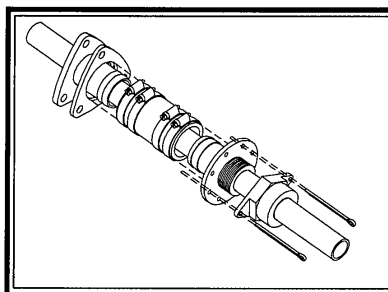
1.6 Running Gear



KEEP AWAY FROM THE PROPULSION MACHINERY DURING ITS OPERATION OR WHENEVER THE BOAT IS IN MOTION. MOVEMENT OF WATER PAST A PROPELLER CAN CAUSE THE PROPELLER, SHAFT AND OTHER PROPULSION MACHINERY TO ROTATE EVEN IF THAT EQUIPMENT IS NOT BEING OPERATED INTENTIONALLY.

Shaft Log and Seal

The shaft logs, which are fastened into the hull bottom, allow the propeller shafts to extend and rotate through the hull with only limited water leakage occurring. The stuffing boxes are connected to the shaft logs by a length of special flexible hose which serves to absorb any normal shaft vibration. The stuffing box prevents the water from leaking around the shaft into the boat. The packing gland, or stuffing box is packed with rings of flax packing which is compressed around the shaft by the packing nut or retainer. The packing nut has right hand threads and a cotter pin to lock the packing nut in position.



Propeller Shaft Seal

If a propeller shaft stuffing box is found to be leaking due to wear caused by the rotating shaft, it can usually be stopped by tightening the packing nut. First, remove the cotter pin. Then, the packing nut should be tightened only enough to prevent water leakage when the shaft is not rotating. **Do not overtighten the packing nut.** Overtightening may score the shaft. Minor dripping may occur and is not considered a problem during operation. A very light leak, approximately 6-10 drops per minute with the engine in gear at idle, is desirable as it lubricates the packing. After adjusting the packing nut, replace the cotter pin to lock the nut in position.



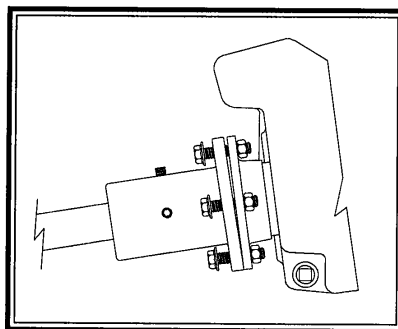
ALWAYS BE SURE THE COTTER PINS ARE PROPERLY INSTALLED TO PREVENT THE PACKING NUTS FROM LOOSENING. A LOOSE PACKING NUT CAN ALLOW EXCESS WATER TO ENTER THE BILGE, WHICH COULD DAMAGE DRIVE COMPONENTS IN THE BILGE OR CAUSE THE BOAT TO SINK.

After tightening the packing nuts, operate the boat at low speeds for 10-15 minutes and recheck the packing nuts to be sure that they are not hot; if so, loosen slightly. If leakage cannot be corrected without experiencing heat generation, repacking is necessary. Repacking will also be necessary if the stuffing box leakage persists after the boat has been in use for some time and tightening does not correct it. The packing nut must be removed and the old packing replaced with new packing rings. Use only flax or teflon packing as graphite packing will cause corrosion on the propeller shaft and shaft log in salt water. The ends of each packing ring should touch each other and the joints should be staggered.

Proper performance of the shaft log is directly dependent upon correct propeller shaft alignment. Propeller damage, a bent strut or shaft, abnormal cutlass bearing wear, engine mount settling, etc., are common reasons for misalignment and can cause such problems as repeated shaft leakage, packing nuts becoming loose, premature packing failure, shaft log and assembly damage, premature cutlass bearing wear, etc. It is, therefore, important that the alignment be periodically checked and adjustments be made when necessary.

Struts

The struts are the metal castings bolted to the bottom of the hull to secure the aft end of the propeller shafts. A replaceable cutlass bearing, also called a strut bearing, is used to minimize shaft wear. The strut bearing should be inspected once a year, or whenever the boat is hauled, to insure that there has been no damage or deterioration and that the strut bearing is not worn excessively. Upon inspection of the bearing, a small amount of play between the propeller shaft and bearing, .008" to .010", is normal. This gap allows water to pass between the bearing and the shaft to lubricate the bearing surface. If the rubber bearing shows signs of deterioration, or excessive wear, greater than .015" play between the bearing and the shaft surfaces, the bearing should be replaced and you should contact your Pursuit dealer. It is advisable, during lay-up periods, to insert some castor oil into the rubber bearing to keep it from "freezing" to the shaft. Never use machine oil or grease on the rubber bearing.



Propeller Shaft Coupler



THE OPERATION OF THE BOAT IN HEAVILY SILTED OR POLLUTED WATER, WITH A DAMAGED PROPELLER, A DAMAGED PROPELLER SHAFT OR WITH THE ENGINE OUT OF ALIGNMENT, CAN SIGNIFICANTLY SHORTEN THE LIFE OF THE STRUT BEARING. IF YOU EXPERIENCE ANY OF THESE SITUATIONS, THE BEARING SHOULD BE CHECKED MORE FREQUENTLY.



ALWAYS CHECK THE ENGINE ALIGNMENT AFTER REPLACING THE STRUT BEARING.

Propeller Shaft Alignment

The propeller shaft coupling and the transmission coupling should be checked for proper alignment beginning with the first launching, again after 25 hours of engine operation, and annually thereafter. The alignment should especially be checked if noise or vibration occurs.

Excessive vibration, abnormal strut bearing wear, or broken propeller shaft coupling bolts are an indication of misalignment. Misalignment can also cause severe damage to the shaft log, strut, shaft and the engine transmission. Realignment should only be performed by a qualified service person.

The correct procedure for checking the shaft alignment so a boat owner can determine if service work is required, is as follows:

- Step 1: Remove the bolts that secure the propeller shaft flanges.
- Step 2: Hold the propeller shaft flange firmly against the transmission flange.
- Step 3: Try to insert a .003" feeler gauge at the top, the bottom and at both sides between the flanges. If it can be easily inserted between the flanges in any area, try inserting a larger feeler gauge until you determine the amount of variance.
- Step 4: While holding the transmission flange, turn the prop shaft 90 degrees and repeat step 3. A straight shaft in proper alignment will not allow the insertion of a feeler gauge larger than .003", regardless of the prop shaft position.
- Step 5: If a gap larger than .003" is found and the gap moves as the shaft flange is rotated, the flange or the prop shaft is bent out of tolerance and must be replaced or removed and straightened. If the gap remains at the same position regardless of the propeller shaft rotated position, the engine must be realigned. At this point, a Pursuit dealer should be contacted.

NOTE: The boat should always be at rest in the water when checking or aligning the propeller shaft.

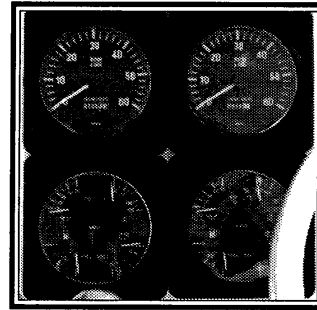


MAKE SURE THE PROPELLER SHAFT FLANGE BOLTS ARE TIGHTENED SECURELY AFTER CHECKING THE ENGINE ALIGNMENT AND BEFORE OPERATING THE BOAT.

SPECIAL NOTE: Lifting the boat with lifting straps over the prop shafts will cause the shafts to become bent. Always position lifting straps so they are clear of the running gear.

1.7 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 operational conditions. Close observation of these instruments allows the pilot to operate the engines at the most efficient level and could save the engines from serious costly damage. The instrumentation is unique to the type of inboard motors installed on your Pursuit. Some or all of the following gauges may be present.



Instrument Panel

Tachometer

The tachometer displays the speed of the engine in revolutions per minute (RPM). This speed is not the boat speed 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

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



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

Oil Pressure Gauge

The oil pressure gauge monitors the engine lubrication system pressure. The oil pressure indicated when the engine is new is usually the reference for normal oil pressure for that engine. A drop in oil pressure is a possible indication of oil pump problems or a leak.

Fuel Gauge

The fuel gauge indicates the amount of fuel in the fuel tank. This gauge is merely a relative indication of the available fuel supply and not a calibrated instrument.

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 meters are located in the helm instrument panel or near the battery selector switches in the stern.

Synchronizer Gauge

The synchronizer gauge indicates whether or not the engines are operating at the same RPM. The throttles should be set so the needle is centered.

Depth Gauge

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

Fuel Management

Fuel management systems are optional and could be installed on your boat. The fuel management gauge is used to monitor the gallons per hour and total gallons used. If you have a fuel management system installed on your boat, please refer to the engine or fuel management manual for information on that system.

Engine Alarm

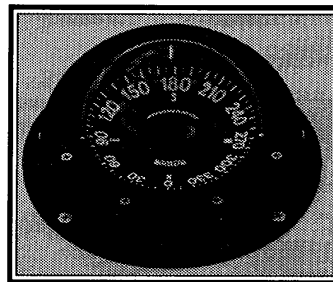
Most inboard engines are equipped with an audible alarm system mounted in the helm area that monitors selected critical engine systems. The alarm will sound if one of these systems begins to fail. Refer to the engine owner's manual for information on the alarms installed with your engine.



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

Compass

The compass is on top of the console. 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 because 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 are installed and before operating the boat.



Compass

Instrument Maintenance

Electrical protection for instruments and ignition circuitry is provided by a breaker located on the engine. The ignition switch and instrument wire connectors 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.

THIS PAGE WAS LEFT BLANK
INTENTIONALLY

PURSUIT 2800 WALKAROUND

Chapter 2: **HELM CONTROL SYSTEMS**

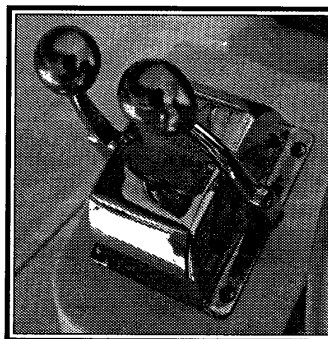
2.1 General

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

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

2.2 Engine Throttle and Shift Controls

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



Controls

The helm is designed for a binnacle style engine throttle and shift control system that typically consists of three major components: the helm throttle and shift controls, the throttle cables and the shift cables. The cables are the push-pull type. Movement of the helm control arm pushes or pulls a cable that operates the engine throttle or transmission control lever. One control arm and cable is required for each engine throttle to control the carburetors (fuel injection systems on diesels and some gasoline engines), and one control arm and cable is required to control each transmission. A typical twin engine inboard will have two throttle controls and two transmission controls at each helm station. 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. Diesel powered boats may also be equipped with a cable throttle friction brake located on the throttle cable near the fuel injection system. The friction brake may be required to overcome the return spring pressure on the fuel injector throttle lever and prevent the throttle from creeping back.

During most operations of a twin engine boat, it is advantageous for both engines to be operated at the same RPM. This reduces noise, and vibration, and can increase engine efficiency. Setting

the throttles so that the engines are running the same RPM (synchronized) can be done by listening to the engine sounds, or with an engine synchronizer. Attempting to synchronize the engines solely by using the tachometer readings or control lever placement generally will not work. When the engines are in proper synchronization, the throttle levers may not necessarily be even. Please refer to the engine or control manual for more information on the controls installed on your boat.

2.3 Engine Synchronizer (Optional)

Your boat could be equipped with an engine synchronizing system. When the system is on, the synchronizer monitors the RPM of each engine and automatically keeps them at the same RPM. When the system is turned off, the unit has no effect on the normal manual throttle operation.

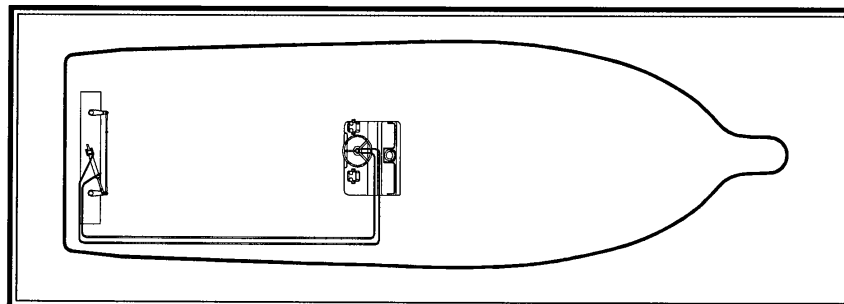
Synchronizers vary in operation from different manufacturers, but generally, the system is activated and deactivated by a switch at the helm. When the synchronizer is on, one master throttle will control the RPM of both engines. Engine synchronizers require specific procedures for engagement and disengagement of the system that must be performed in the proper sequence.

The engine synchronizer manufacturer provides an owner's manual with its product. It is extremely important that you read the manual and become familiar with the proper care and operation of the synchronizer before using it with your boat.

2.4 Neutral Safety Switch

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

2.5 Steering System



Steering System (For detailed schematic, see Chapter 15)

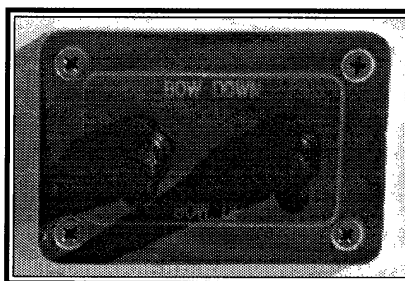
The steering system is hydraulic and made of two main components: the helm assembly and the hydraulic cylinder. The helm unit acts as both a fluid reservoir and pump. Turning of the helm, or steering wheel, pumps the fluid in the hydraulic hoses and activates the hydraulic cylinder causing the rudders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

Dual engine inboard boats have two rudders. These are coupled together at the tiller arms by a tie bar. The rudders are toed-in $\frac{1}{4}$ " at the front to provide maximum stability on straight ahead runs and proper tracking through corners. Rudder or steering system damage may require the rudders to be realigned.

2.6 Trim Tabs

The trim tabs are recessed into the hull below the swim platform. A dual toggle switch is used to control the trim tabs. The switch is labeled and controls bow up and down movements. It also controls starboard and port up and down movements. Bow up and bow down will control the hull planing attitude, while port and starboard up and down provides control for the hull listing.

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.

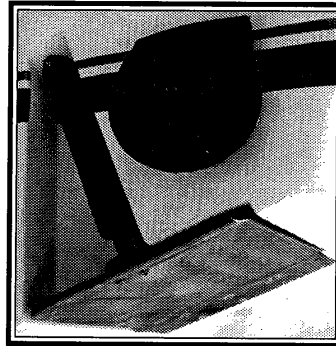


Trim Tab Switch

PURSUIT® 2800 WALKAROUND

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 the trim plane to take effect. **Avoid depressing the switch while awaiting the trim plane reaction.** By the time the effect is noticeable the trim tab plane will have moved too far and thus the boat will be in an overcompensated position.



Trim Tab Plane

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

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

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

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

2.7 Control Systems Maintenance

Control Maintenance

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

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

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



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

Steering System Maintenance

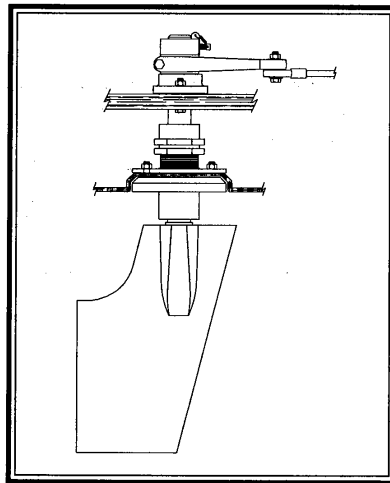
of corrosion, cracking, loosening of fastenings, excessive wear, or deterioration should be immediately corrected. The fluid level for the hydraulic steering should be checked frequently and maintained at the proper level. Generally, periodic lubrication of all moving parts and connections with a light waterproof grease is in order. Failure to do so could lead to steering system failure that would result in loss of control.

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

The boat should also be periodically inspected for leakage around the rudder port packing nuts. The packing nut should be tight enough to prevent leakage, yet loose enough so excessive drag is not placed on the rudder shaft. Hard steering could otherwise result.

If the rudder port is found to be leaking, it can usually be stopped by tightening the packing nut. First, loosen the lock nut. Then, tighten the packing nut just enough to prevent water leakage. After adjusting the packing nut, retighten the lock nut against the packing nut.

If the leakage cannot be stopped without exerting excessive drag on the rudder shaft, the rudder port will require repacking. To repack the rudder port, the packing nut must be removed. Then, remove the old packing and replace it with new packing rings.



Rudder Port and Tiller Arm Assembly

When repacking, use only flax or teflon packing. **Graphite packing may cause corrosion in saltwater and should not be used.** The ends of each packing ring should touch each other and the joints should be staggered. Press the new packing rings into the packing nut and reinstall on the rudder port. Tighten just enough to prevent water leakage. After adjusting the packing nut, always retighten the lock nut against the packing nut. For assistance in repacking the rudder port, please contact your Pursuit dealer or the Pursuit Customer Relations Department.



ALWAYS BE SURE THE LOCK NUT IS TIGHTENED SECURELY TO PREVENT THE PACKING NUTS FROM LOOSENING. THE PACKING NUT MUST BE HELD STATIONARY WHILE TIGHTENING THE LOCK NUT.



TO ELIMINATE THE POSSIBILITY OF SINKING FROM EXCESS WATER LEAKING INTO THE BILGE THROUGH THE RUDDER PORT, THE BOAT SHOULD BE HAULED AND PROPERLY BLOCKED BEFORE ATTEMPTING TO REPLACE THE RUDDER PACKING.

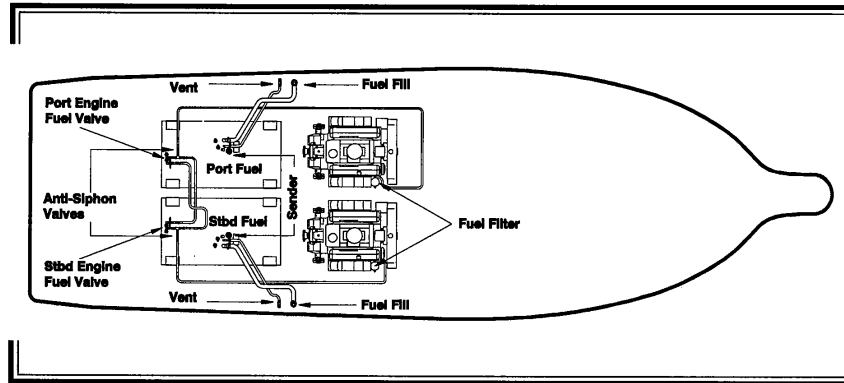
Trim Tab Maintenance

Marine growth can interfere with the proper operation of the trim tab planes and actuators. To reduce problems due to marine growth, always return the trim tabs to the full “UP” position after operating the boat and 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.

The trim tabs are bonded to the transom zinc to prevent galvanic corrosion. Refer to the trim tab owner’s manual for additional maintenance information, fluid specifications and operating instructions.

Chapter 3: FUEL SYSTEM



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

3.1 General

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



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

Fuel Withdrawal Tubes

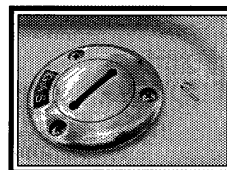
The fuel withdrawal tubes are positioned in the fuel tanks to achieve optimum fuel usage, fuel line routing, etc. At certain speeds and hull trim angles, the fuel supply at the withdrawal tank location can increase or decrease accordingly. Be extremely careful when attempting to operate the boat when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

Fuel Gauge

This indicates the amount of fuel in the tanks. 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. A fuel gauge is located in the gauge cluster for each engine.

Fuel Fills

A fuel fill deck plate is located on each gunnel, and is marked "GAS" or "DIESEL." 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 ARE ALSO LABELED ACCORDINGLY. IF GASOLINE OR DIESEL FUEL 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.

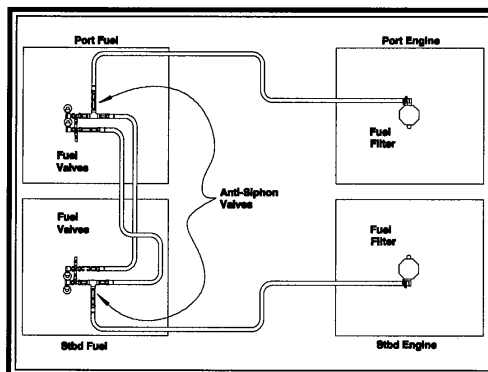
Fuel Vents

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

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

3.2 Gasoline Engine Fuel System

The fuel system on the Pursuit 2800 Walkaround has two fuel tanks and four manual fuel valves. There is one "ON/OFF" valve for each engine fuel line on each tank. The fuel valves are located on the top of the fuel tanks below the inspection plates in the rear of the cockpit. The valves are off when the handle is perpendicular to the fuel flow. The fuel valves allow the operator to run the engines from both tanks or from either the port tank, which fills from the port gunnel, or the starboard tank, which fills from the starboard gunnel.



Fuel Valves

During normal operation, the port engine should be supplied fuel from the port tank and the starboard engine supplied fuel from the starboard tank. The fuel valves on each tank are labeled port and starboard. The labels refer to the engine the valve supplies. If a fuel supply problem should occur in one of the fuel tanks, both engines can be temporarily operated from either the port or starboard fuel tank by opening both valves on that tank. The fuel valves on the port tank should be off when operating both engines on the starboard tank and the fuel valves on the starboard tank should be off when operating both engines on the port tank. Operating the boat with all four fuel valves open is not recommended and should be avoided.

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

Fuel withdrawal lines are equipped with anti-siphon valves where the lines attach to the fuel tanks. These valves prevent 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.

Gasoline Fuel Filter

Each gasoline 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 filters are 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 filters.

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



Fuel Filter



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



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



CHECK ALL FUEL LINE FITTINGS FOR LEAKS BEFORE AND AFTER STARTING THE ENGINES FOLLOWING ANY FUEL SYSTEM SERVICE.



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

3.3 Diesel Engine Fuel System

The diesel fuel system has no selector valves and is not equipped with anti-siphon valves. The port engine is supplied from the port tank and the starboard engine is supplied from the starboard tank. Each engine is equipped with a fuel return line that returns unused fuel to its respective fuel tank.

Proper diesel engine operation requires a good supply of clean, dry diesel fuel. Improper marina fuel storage techniques, limited boat usage, etc. can cause the fuel to become contaminated. Periodically, it may be necessary to siphon accumulating water and contaminated fuel from the bottom of the fuel tanks. If the fuel system on your boat becomes contaminated, contact your dealer or the Pursuit Customer Relations Department for assistance.

Algae can grow in the accumulated water in diesel fuel tanks. This condition is most prevalent in warm climates. Periodically adding a high quality diesel fuel additive containing an algicide may be required to control algae in your boating area. Please contact your Pursuit dealer or engine manufacturer for additional information regarding fuels and additives.

IMPORTANT: Do not allow the boat to sit unused for an extended period with the fuel tanks less than full. Changes in temperature and weather conditions can cause condensation in fuel tanks that are less than 3/4 full.

Diesel Fuel Filters

The diesel fuel filters are installed in the engine compartment near the engines. The shut-off valve is located at the fuel tank. Check the filter for water before each use and replace the filter cartridge as needed.

Water is drained from the filters by placing a cup under the filter and draining through the petcock at the bottom of the filter until clean fuel flows. It is particularly important to monitor the condition of the fuel filters frequently because most diesel engines circulate much more fuel than they consume. Because of the volume of fuel that flows through the filters, the elements must be changed at least twice a season or more frequently depending on the quality of the fuel and the hours run. Follow the filter manufacturer's instructions for cleaning and replacing the filter elements.

IMPORTANT: Diesel fuel systems may need to be primed after servicing. Refer to the engine owner's manual for information on priming the fuel system.

3.4 Fueling Instructions



FUEL IS VERY FLAMMABLE AND CAN CAUSE A FIRE OR AN EXPLOSION. BE CAREFUL WHEN FILLING THE FUEL TANKS. NO SMOKING. NEVER FILL THE TANKS WHILE THE ENGINES ARE RUNNING. FILL THE FUEL TANKS IN AN OPEN AREA. DO NOT FILL THE TANKS NEAR OPEN FLAMES.



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

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

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

Note: When the fuel tank is full, fuel will come out through the fuel vent. The fuel vents are located on the side of the boat. Monitor the vent closely, while fueling, to prevent fuel from spilling into the water.

5. A special key to open the fuel caps is supplied.
6. Turn the key counter clockwise 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 HOSE NOZZLE IS IN CONTACT WITH THE FUEL FILL OPENING.



SPILLED FUEL CAN CAUSE A FIRE OR AN EXPLOSION. MAKE SURE YOU DO NOT SPILL ANY FUEL. IF A SMALL AMOUNT OF FUEL IS SPILLED ON THE FIBERGLASS, USE A CLOTH TO REMOVE THE FUEL, AND PROPERLY DISPOSE OF THE CONTAMINATED CLOTH. IF FUEL IS SPILLED ON THE WATER, EXERCISE EXTREME CAUTION. FUEL FLOATS ON THE SURFACE OF THE WATER, AND CAN IGNITE. IF FUEL IS SPILLED INTO THE WATER, IMMEDIATELY EVACUATE THE AREA AND NOTIFY THE MARINA AND THE PROPER OFFICIALS.

9. Fill the tank slightly less than the rated capacity to avoid spilling fuel out of the vent or the fuel fill and to allow for expansion.
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 ENGINES, ALWAYS OPEN ALL HATCHES, WINDOWS, AND DOORS. RUN THE BLOWER FOR AT LEAST FIVE (5) MINUTES TO COMPLETELY VENTILATE THE BOAT AFTER SERVICING THE FUEL SYSTEM.



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

3.5 Fuel System Maintenance

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

Contaminated fuel may cause serious damage to your engines. The filters must be checked for water and other contamination frequently. The filter elements 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 elements.

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.

Avoid using fuels with alcohol additives. Gasoline that is an alcohol blend will absorb moisture from the air which can reach such concentrations that "phase separation" can occur whereby the water and alcohol mixture becomes heavy enough to settle out of the gasoline to the bottom of the tank. Since the fuel pick up tube is very near the bottom of the tank, phase separation can cause the engine to run very poorly or not at all. This condition is more severe with methyl alcohol and will worsen as the alcohol content increases. Water or a jelly like substance in the fuel filters are an indication of phase separation from the use of alcohol blended fuels.



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



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

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

Chapter 4: **ELECTRICAL SYSTEM**

4.1 General

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

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

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

4.2 12-Volt System

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

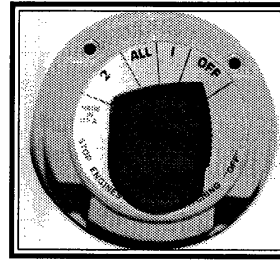


PROPER FUSE OR BREAKER PROTECTION MUST BE PROVIDED FOR ALL 12-VOLT EQUIPMENT ADDED. DO NOT OVERLOAD THE ACCESSORY CIRCUIT BREAKERS OR OTHER CIRCUITRY THROUGH ADDITIONAL 12-VOLT EQUIPMENT.

Battery Selector Switches

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

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

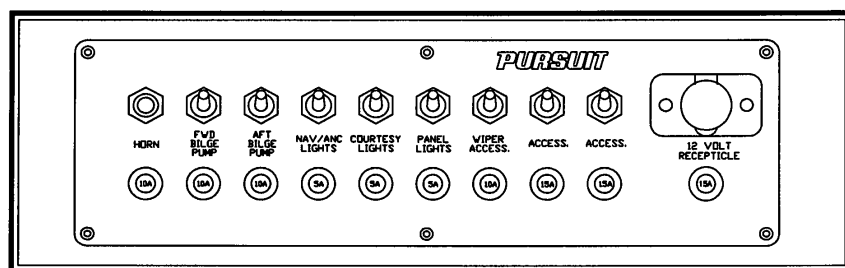


Battery Selector Switch

When both selector switches are on “ALL,” the batteries are connected in parallel. Thus, both batteries are used by both engines and all 12-volt equipment. Both batteries will then be charged by both alternators.

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

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



12-Volt Accessory Switch Panel

12-Volt Accessory Switch Panels

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

Fwd Bilge Pump Activates the forward bilge pump which is installed in the engine compartment 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.

Aft Bilge Pump Activates the stern bilge pump which 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 pumps will start automatically when there is sufficient water in the bilge to activate the float switches. The float switches are protected by 10-amp circuit breakers located near the battery selector switches and are 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.

Wiper/Access Activates the engine compartment lights.

Accessory Switches (2)

These switches are supplied to protect additional equipment that may or may not have been installed by Pursuit or your Pursuit dealer. If no accessories are activated by these switches, they remain wired in the panel in reserve. Some accessories that may be connected to the accessory switches are: The hardtop lights, spreader lights, or electronics. They are protected by 15-amp breakers.

Additional Accessory Switch Panels

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

Baitwell Switch Located under the gunwale in the cockpit. This switch activates the baitwell circulating pump that supplies water to the baitwell. It is protected by a 10-amp breaker.

Washdown Pump Located under the gunwale in the stern of the cockpit. This switch activates the raw water washdown pump. The pump is the pressure demand type and is protected by a 10-amp breaker.

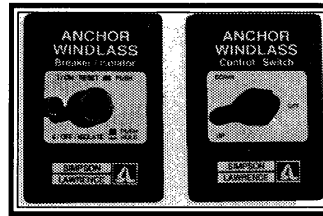
Note: Please refer to Chapter 6 for more information on the baitwell and washdown systems.

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

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

Windlass Breaker

The windlass breaker is located on the helm switch panel next to the windlass switch. Push the button on the breaker in to activate the windlass control switch and push it again to return the breaker to "OFF" whenever the windlass is not in use. This breaker is provided to reduce the possibility of accidentally activating the windlass and provides 25-amp protection.



Windlass Breaker and Control

Bilge Blower

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



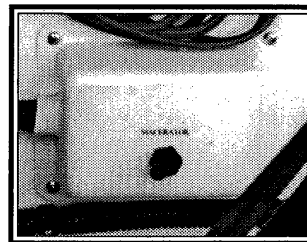
GASOLINE VAPORS CAN EXPLODE. BEFORE STARTING THE ENGINE, OPERATE THE ENGINE COMPARTMENT BLOWER FOR FIVE (5) MINUTES, OPEN THE ENGINE HATCH, INSPECT THE FUEL SYSTEM AND CHECK THE ENGINE COMPARTMENT FOR THE ODOR OF GASOLINE VAPORS. ALWAYS OPERATE THE BLOWER WHILE THE ENGINE IS AT IDLE AND BELOW CRUISE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

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

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

Macerator

The macerator switch panel is located in the engine compartment near the macerator pump and accessed from the cabin through a hatch in the engine compartment/cabin bulkhead. It is a momentary switch that activates the overboard macerator discharge system for the holding tank. Refer to the Marine Head System in Chapter 12 for additional information on the operation of the overboard macerator discharge system. It is protected by a 20-amp breaker.



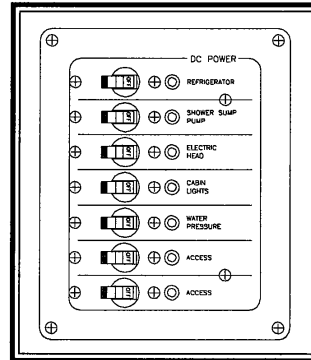
Macerator Switch

Engine Hatch

The engine hatch control panel is located in the cockpit. It is a momentary switch that controls the electric actuator for the engine hatch. It is protected by a 25-amp breaker. Refer to Chapter 11 for additional information on the engine hatch lifter.

Cabin D.C. Accessory Breaker Panel

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



D.C. Breaker Panel



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

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

Refrigerator

Supplies 12-volt electrical current directly to the optional refrigerator when 110-volt is not being used. If no refrigerator is installed, this switch is reserved for other optional equipment.

Shower Sump

Supplies 12-volt electrical current directly to the shower float switch which automatically controls the shower and cabin drain sump pump. Make sure this breaker is on before using the shower or the cabin sinks.

Head

Supplies electrical current directly to the switch which controls the optional electric head. Also supplies electrical current to the optional macerator overboard discharge pump.

Cabin Lights

Supplies 12-volt electrical current to the cabin light switches.

Water Pressure

Supplies 12-volt electrical current directly to the freshwater pump pressure switch located on the pump. The pressure switch automatically controls the water pump when the system is activated and properly primed.

Accessory Reserved for additional 12-volt equipment.

Accessory Reserved for additional 12-volt equipment.

4.3 110-Volt System (Optional)

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



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

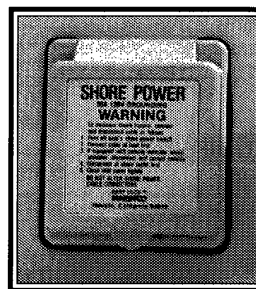


TO REDUCE THE POSSIBILITY OF AN ELECTRICAL SHOCK, IT IS IMPORTANT THAT THE 110-VOLT A.C. GROUND SYSTEM IS FUNCTIONING PROPERLY AND THAT A PROPER CONNECTION EXISTS BETWEEN THE SHORE POWER CORD AND THE SHORE POWER INLET AND THE OUTLET GROUND CIRCUITS. IF THERE IS ANY DOUBT ABOUT THE INTEGRITY OF THE GROUND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

Recommended procedure for making a shore connection

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

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



Shore Power Inlet

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



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

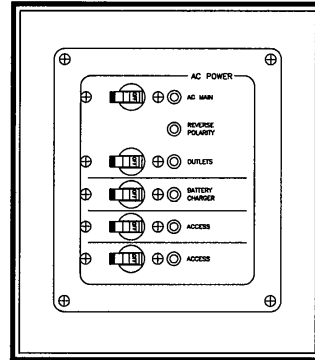
Disconnecting procedure for shore power connection

Turn the main breaker on the 110-volt A.C. panel and the disconnect switch on the dockside outlet to the “OFF” position.

Disconnect the cable from the dockside outlet and replace the outlet caps. Disconnect the cable from the boat and close the inlet cap. Store cable.

110-Volt A.C. Accessory Breaker Panel

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



A.C. Breaker Panel

A.C. Main Breaker Protects the general distribution network. This breaker is very sensitive. The resulting power surge that occurs when connecting the dockside cord may cause the main breaker to trip. To avoid this surge, always turn the main breaker to the “OFF” position before plugging or unplugging the shore power cord. The A.C. panel is also equipped with a relay that will cause the main breaker to trip when reverse polarity current is detected.

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

Outlets Supply electrical current to the cabin ground fault interrupter (GFI) electrical outlets.

Note: All A.C. electrical outlets are provided with ground fault interrupts to protect against electric shock. These outlets should be tested periodically to insure proper operation by pressing the test/reset buttons in the center of face plate. GFI outlets do not protect against short circuits and overloads. This is done by the outlet breakers on the A.C. panel.



GFI OUTLETS DO NOT PROVIDE 100% PROTECTION FROM ELECTRIC SHOCK. EVEN THOUGH GROUND FAULT INTERRUPTERS PROVIDE PROTECTION BY REDUCING EXPOSURE TIME FROM LINE TO GROUND SHOCK HAZARDS, IT IS STILL POSSIBLE TO RECEIVE AN ELECTRIC SHOCK FROM DEFECTIVE APPLIANCES OR POWER TOOLS AND MISUSED ELECTRICAL EQUIPMENT.

<u>Refrigerator</u>	Supplies 110-volt electrical current directly to the optional refrigerator when 110-volt power is available and chosen over the 12-volt power supply. See the refrigerator manual for more information.
<u>Battery Charger</u>	Supplies electrical current directly to the automatic battery charger. The battery charger automatically charges and maintains the 12-volt batteries simultaneously when activated. See the battery charger manual for more information.
<u>Accessory</u>	Reserved for additional 110-volt equipment. The air conditioner or hot water heater are optional accessories that may be connected to the accessory breaker. See the air conditioner or hot water heater manual for more information.

4.4 Electrical System Maintenance

12-Volt D.C. Electrical System Maintenance

At least once a year, spray all exposed electrical components behind the helm and in the plugs, with a protector. Exterior light fixture bulbs should be removed and the metal contact areas coated with a non-water soluble lubricant like 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 the automatic battery charger, the electrolyte level will have to be checked more often. The correct fluid level in the cells is usually approximately 1/4 to 1/2 inch above the plates. If fluid is needed, fill to the proper level with distilled water. **Do not over fill!** Please note that some batteries are sealed and cannot be filled.

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 or silicone grease 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.

110-Volt A.C. Electrical System Maintenance

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

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

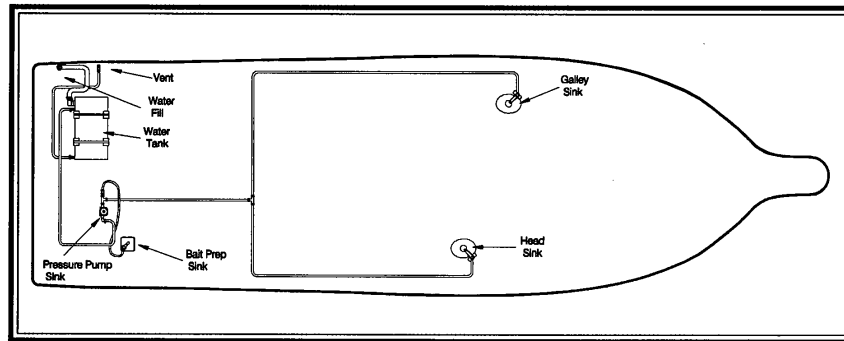


DO NOT ALLOW CORROSION TO BUILD ON CONNECTIONS. SHORTS OR GROUND FAULTS CAN RESULT.

**THIS PAGE WAS LEFT BLANK
INTENTIONALLY**

***PURSUIT*® 2800 WALKAROUND**

Chapter 5: FRESHWATER SYSTEM



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

5.1 General

The freshwater system consists of a potable water tank, distribution lines and a distribution pump. The pump is equipped with an automatic pressure switch and is located in the stern bilge. The tank is filled through a labeled deck plate located on the gunnel.



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



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

5.2 Freshwater System Operation

Fill the water supply tank slowly through the labeled deck plate. After filling the water tank, partially open all faucets. The water pressure breaker on the cabin D.C. panel should be on. Allow the pump to run until all of the air is purged from the system and a steady stream of water is flowing from each outlet. Next, turn off the faucets one by one. As the pressure builds, the pump will automatically shut off.

When properly primed and activated, the water system will operate much like the water system in a home. An automatic pressure sensor keeps the system pressurized. If the system has been recently filled or has not been used for an extended period, air bubbles may accumulate at the pump and the system may have to be reprimed.



Freshwater Pump

The galley and head sinks drains into a sump system where the water is pumped overboard. Always make sure the shower/cabin drain sump pump is activated before using the sinks. Refer to Chapter 7 for more information on the drain sump system.

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



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

5.3 Hot Water Heater (Optional)

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



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

5.4 Shore Water Connection (Dealer Option)

The shore water connection allows the direct connection of the water system to a shoreside water supply. This provides the system with a constant supply of freshwater and minimizes the pressure pump operation. A female inlet fitting is mounted in the cockpit. A pressure reducer is installed in the system along with two check valves. One check valve keeps water from running out of the shore water inlet fitting when the pressure pump operates. The second provides protection for the pressure pump when the shore water is connected.

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

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



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

5.5 Shower Operation

The head sink faucet is also the shower spray head. To use as a shower, lift the spray head off the sink and turn the water on.

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

The shower sump system is located in the bilge below the aft berth. It is essential that the shower drain strainer is cleaned regularly and the sump is inspected periodically for accumulated debris that needs to be removed.

5.6 Freshwater System Maintenance

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

The following items should be done routinely to maintain your freshwater system:

- Remove the filter screens from the faucet spouts and eliminate any accumulation of debris. A build up of debris can cause the pump to cycle excessively.
- Periodically remove the lid on the shower sump assembly located under the rear berth. Clean debris from the sump and flush with clean water.
- Periodically spray the pumps and metal components with a metal protector.
- The batteries must be properly maintained and charged. Operating the pressure pump from a battery with a low charge could lead to pump failure.
- Add a commercially available potable water conditioner to the water tank to keep it fresh.
- Periodically, remove the cover from the water tank vent and clean the vent of any debris. Be sure the cover is replaced securely after cleaning. The cover helps prevent foreign matter and sea water from contaminating the water system. If the vent cover is damaged or lost it should be replaced as soon as possible.



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

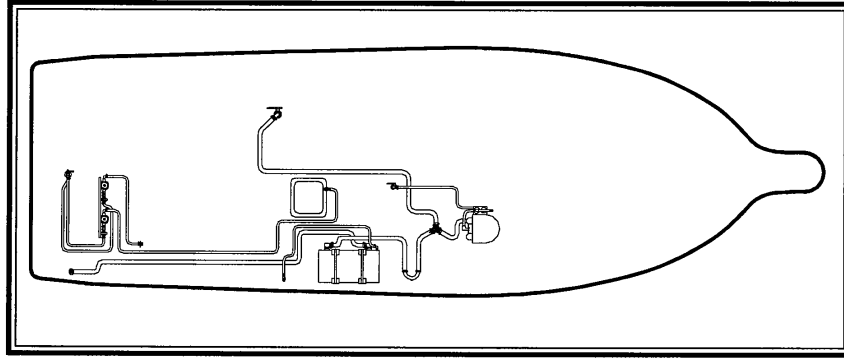


THE FRESHWATER SYSTEM MUST BE PROPERLY WINTERIZED PRIOR TO WINTER LAY-UP. SEE SECTION ON WINTERIZING.



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

Chapter 6: **RAW WATER SYSTEM**



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

6.1 General

In the raw or sea water systems, all water pumps are supplied by hoses connected to ball valves and thru hull fittings located in the bilge compartment. Always make sure the ball valves are open before attempting to operate any component of the raw water system. 12-volt pumps supply sea water to most of the various accessories.

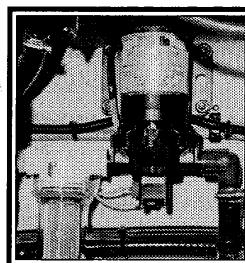
Priming the System

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.

6.2 High Pressure Washdown

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



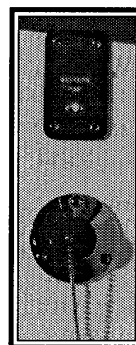
Washdown Pump

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

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

The Washdown Pump Connector

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



Washdown Hose Connector



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



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

6.3 Livewell

Sea water is provided to the livewell by a 12-volt diaphragm pump. This pump is designed to carry a constant flow of water to the livewell. The pump and the livewell light are activated by the baitwell switch in the 12-volt panel or a separate switch in the cockpit. 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 baitwell switch. When the water level reaches the overflow, it will begin to circulate.

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

The livewell supply thru hull valve should be closed whenever the livewell is not in use. This will prevent water from entering the livewell while the boat is cruising.

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



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

6.4 Raw Water System Maintenance

The following items should be done routinely to help maintain your raw water system:

- Check hoses, particularly the sea water supply line, for signs of deterioration.
- Remove and clean the sea water strainers for the livewell and washdown pump, as needed.
- 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.

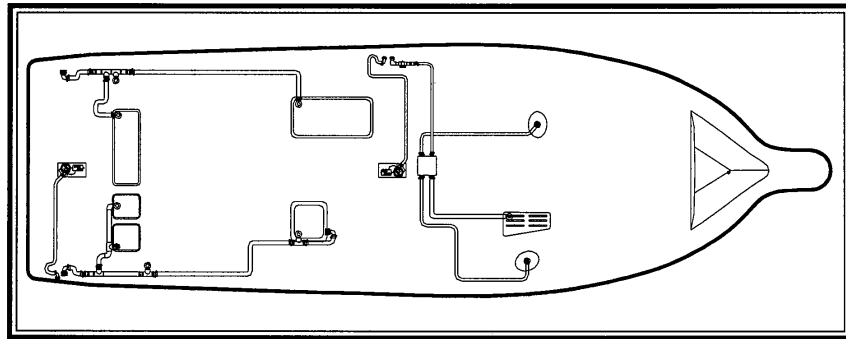


THE BATTERIES MUST BE PROPERLY CHARGED. OPERATING ANY PUMPS FROM A BATTERY WITH A LOW CHARGE MAY LEAD TO A PUMP FAILURE.



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

Chapter 7: **DRAINAGE SYSTEMS**



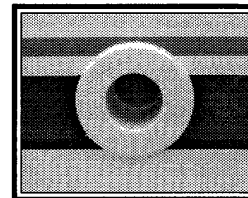
Drainage System
(For a detailed schematic, see Chapter 15)

7.1 General

Most water is drained by gravity to overboard thru-hull fittings located in the hull sides above the water line. Most drains in the cockpit are connected to the scupper thru hull fittings. All drain thru-hull fittings are equipped with emergency shut-off valves. These valves can be closed to keep water from entering the boat through the drain system, and should be operated once a month to keep them free. It is important to check the drain system frequently to insure it is free flowing and that the hoses on the thru hull fittings are secure and not leaking. Please review the drainage schematic to become familiar with the location of the drain thru hull fittings.

7.2 Cockpit Drains

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



Scupper

7.3 Hard-Top and Radar Arch Drains

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



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

7.4 Bilge Drainage

The bilge pumps are activated both manually, by a switch in the helm station, and automatically, by float switches located next to the pumps in the bilge. The automatic float switches are protected by circuit breakers located near the battery switches and remain activated when the battery switches are in the "OFF" position and the batteries are connected. All bilge pumps pump water out of thru hulls located above the waterline in the hull. The rear bilge pump and automatic switch are located near the transom, below the access hatch in the swim platform and the forward pump and automatic switch are located in the engine room.



Bilge Pump

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

When the boat is out of the water, the bilge can be drained by a thru hull drain located in the 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 INSURE IT IS PROPERLY TIGHTENED.

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



THE FEDERAL WATER POLLUTION CONTROL ACT PROHIBITS THE DISCHARGE OF OIL OR OILY WASTE INTO OR UPON THE NAVIGABLE WATERS OF THE UNITED STATES OR THE WATERS OF THE CONTIGUOUS ZONE IF SUCH DISCHARGE CAUSES A FILM OR SHEEN UPON, OR A DISCOLORATION OF THE SURFACE OF THE WATER, OR CAUSES A SLUDGE OR EMULSION BENEATH THE SURFACE OF THE WATER. VIOLATORS ARE SUBJECT TO A PENALTY OF \$10,000.



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

7.5 Fishbox and Storage Compartment Drains

The fish/storage box, located under the passenger seat, is drained by gravity. Water drains out of a thru hull fitting located in the hull side above the waterline. The fishbox/cooler in the stern is also drained by gravity to a thru hull fitting in the hull side above the waterline. The fishboxes should be flushed out and cleaned after each use.

7.6 Water System Drains

All exterior sinks and livewells, provided with fresh or raw water, drain by gravity through the cockpit drain system. The overflows in the livewell drain into the overboard drains.

7.7 Shower and Cabin Sink Drains

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

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.

7.8 Rope Locker Drains

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

7.9 Drainage System Maintenance

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

- Clean the cockpit drain rails with a hose to remove debris that can block water drainage.
- Clean the hardtop and radar arch leg drain holes. This is especially important just before winter lay-up.
- 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 freshwater to keep them clean and free flowing.
- Clean and inspect the shower and cabin sink drain sump system. Remove accumulated debris and flush with freshwater. Frequently test the automatic pump switch for proper operation.
- Clean and flush the fishbox and cooler storage boxes with soap or a bilge cleaner and freshwater after each use to keep them clean and fresh.
- Operate the thru-hull valves once a month and service as required.

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.



TO KEEP THE CABIN FREE OF FUMES, VAPORS AND WATER, ALWAYS REPLACE AND PROPERLY SECURE THE DRAIN PLUG IN THE CABIN SOLE AFTER DRAINING.

Chapter 8: **VENTILATION SYSTEM**

8.1 Cabin Ventilation

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

Port Windows

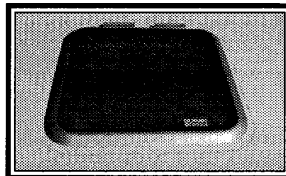
The port windows are secured by cam action locks. The locks should be adjusted so they are tight enough to seal the windows in the closed position, but not so tight that they break the plastic.



Opening Port Window

Deck Hatch

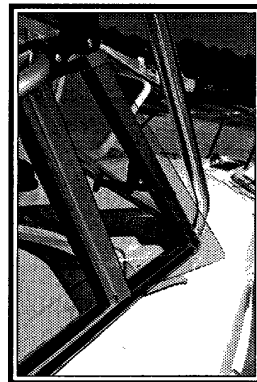
The deck hatch is supported in the open position by an adjustable hatch adjuster. To close the hatch, loosen the hatch adjuster and lower the hatch. Secure in the closed position with the two cam levers on the inside of the hatch.



Forward Deck Hatch

8.2 Windshield Ventilation

The windshield is equipped with an opening vent panel 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 Vent Window

8.3 Engine Compartment Ventilation

All Pursuit inboard 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 two intake vents located on either side of the deck. Two exhaust vents, located in the stern, provide a flow of air out of the engine compartment. The exhaust vents have ducts that reach to the lower part of the engine compartment. This provides adequate air movement while operating at or near cruise speeds.

Forced Ventilation

All Pursuit inboard 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 blowers are activated by a switch at the helm, and are located in the rear vent hoses in the stern bilge. Refer to the chapter on Electrical Systems for more information on blower operation.



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



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



FAILURE TO PROPERLY VENTILATE THE BOAT WHILE THE ENGINES ARE 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 AN ENGINE IS RUNNING.

8.4 Maintenance

- Periodically lubricate all hinges and latch assemblies with a light oil.
- Periodically clean and coat gasket materials 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 buildup of leaves, twigs, or other debris can severely reduce ventilation. It is also important to be sure that the bilge water level does not accumulate to a level that could restrict the ventilation ducts.
- The bilge blower is permanently lubricated and requires no maintenance. Blower operation can and should be tested by placing a hand over the rear vents. 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.

THIS PAGE WAS LEFT BLANK
INTENTIONALLY

PURSUIT® 2800 WALKAROUND

Chapter 9: **SAFETY EQUIPMENT**

9.1 General

Your boat and inboard engines 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 this manual.

Your Pursuit could be equipped with engine alarms, an optional automatic fire extinguishing system or cabin monitoring equipment. These systems are designed to increase your boating safety by alerting you to potentially serious problems in the primary power systems, the engine compartment, and the cabin. 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 engines and other options installed by you or your dealer.

9.2 Engine Alarms

The Pursuit 2800's are equipped with engine alarms that monitor water temperature and oil pressure. The alarms are equipped with a buzzer located in the helm. The alarm will sound if the water temperature reaches 205 degrees F. or the oil pressure drops below 6 P.S.I. Some fuel filters can also be equipped with sensors that cause the engine alarm to sound if excessive water has accumulated in the filters.

If the alarms sound:

- Immediately throttle the engines back to idle.
- Shift the transmissions to neutral.
- Monitor the engine gauges to determine the cause of the problem.

- If necessary, shut off the engines and investigate until the cause of the problem is found.
- If the boat is equipped with water sensors in the fuel filters, be sure to check them for excessive water.

9.3 Neutral Safety Switch

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

9.4 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).

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.

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.

Navigation Lights:

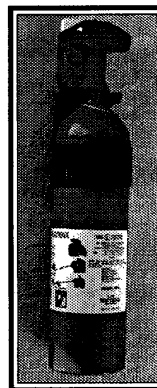
Recreational boats are required to display navigation lights between sunset and sunrise and other periods of reduced visibility (fog, rain, haze, etc.) Navigation lights are intended to keep other vessels informed of your presence and course. Your Pursuit is equipped with the navigation lights required 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.

Fire Extinguishers:

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

Fire 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

Refer to the "Federal Requirements And Safety Tips For Recreational Boats" pamphlet or Contact the U.S. Coast Guard Boating Safety Hotline, 1-800-368-5647 or 1-202-267-1070, for information on the type and size fire extinguisher required for your boat.

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



INFORMATION FOR HALON OR AGENT FE-241 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.

Bilge and Fuel Fires

Fuel compartment and bilge 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 can not 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 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 A FUEL 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.

9.5 Automatic Fire Extinguishing System (Optional)

The Pursuit inboard engine compartment could be equipped with an 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.

Diesel powered boats have an engine cut out circuit that automatically shuts down the engines when the system is activated. The red light on the control panel will light and an alarm will sound if this should occur. When sufficient time has elapsed for the fire to be extinguished and a flashback is no longer possible, find and fix the problem, then the override switch on the control panel can be moved to the "OVERRIDE" position and the engines can be restarted.



IF ACTIVATION SHOULD OCCUR, IMMEDIATELY SHUT DOWN ALL ENGINES. TURN-OFF ALL 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!!



DIESEL ENGINES WILL CONSUME EXTINGUISHING AGENT. IF THE SYSTEM DISCHARGES AND THE ENGINES DO NOT AUTOMATICALLY SHUT DOWN, THEY MUST BE IMMEDIATELY SHUT DOWN MANUALLY. IF A DIESEL ENGINE IS ALLOWED TO RUN IN THIS SITUATION, IT WILL CONSUME THE EXTINGUISHING AGENT AND FLASH BACK COULD RESULT.



IF THE AUTOMATIC FIRE EXTINGUISHING SYSTEM IS INSTALLED IN YOUR BOAT, THE INFORMATION PROVIDED BY THE SYSTEM MANUFACTURER SHOULD BE INCLUDED. IT IS ESSENTIAL THAT YOU READ THE INFORMATION CAREFULLY AND COMPLETELY UNDERSTAND THE SYSTEM IN THEORY AND OPERATION BEFORE USING YOUR BOAT.

9.6 Carbon Monoxide Monitoring System (Optional)

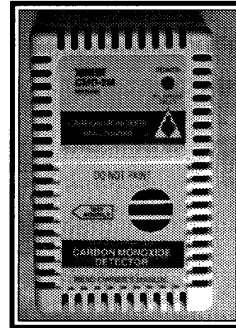


CARBON MONOXIDE IS A LETHAL, TOXIC GAS THAT IS COLORLESS AND ODORLESS. IT IS A DANGEROUS GAS THAT WILL CAUSE DEATH IN CERTAIN LEVELS.

The carbon monoxide monitor, if installed, is in the cabin and warns the occupants of dangerous accumulations of carbon monoxide gas. If excess carbon monoxide fumes are detected, the monitor will sound an alarm indicating the presence of the toxic gas.

A by-product of combustion, carbon monoxide (CO) is invisible, tasteless, odorless, and is produced by all engines, heating and cooking appliances. The most common sources of CO on boats are gasoline engines and auxiliary generators and propane or butane stoves. These produce large amounts of CO and should never be operated while sleeping.

Please read the owner's manual supplied by the detector manufacturer for operation instructions and additional information regarding the hazards of carbon monoxide gas.



Carbon Monoxide Detector



ACTUATION OF THE CARBON MONOXIDE MONITOR INDICATES THE PRESENCE OF CARBON MONOXIDE (CO) WHICH CAN BE FATAL. EVACUATE THE CABIN IMMEDIATELY. DO A HEAD COUNT TO CHECK THAT ALL PERSONS ARE ACCOUNTED FOR. DO NOT REENTER THE CABIN UNTIL IT HAS BEEN AIRED OUT AND THE PROBLEM FOUND AND CORRECTED.

9.7 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 should also 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.

9.8 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.

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

**THIS PAGE WAS LEFT BLANK
INTENTIONALLY**

***PURSUIT*® 2800 WALKAROUND**

Chapter 10: **OPERATION**

10.1 General

Before you start the engines on your Pursuit, 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 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. **Remember, it is the operator's responsibility to use good common sense and sound judgement in loading and operating the boat.**

10.2 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.

10.3 Pre-Cruise Check

Before Starting the Engines:

- Check the weather forecast. Decide if the planned cruise can be made safely.
- Be sure all required documents are on board.
- Be sure all necessary safety equipment is on board and operative. This should include items like the running lights, spotlight, life saving devices, etc. Please refer to Chapter 9 for additional information on safety equipment.
- Make sure you have signal kits and flare guns aboard, and they are current and in good operating condition.
- Be sure you have sufficient water and other provisions for the planned cruise.
- Leave a written message listing details of your planned cruise with a close friend ashore (Float Plan). The float plan should include a description of your boat, where you intend to cruise, and a schedule of when you expect to arrive in the cruising area and when you expect to return. Keep the person informed of any changes in your plan to prevent false alarms. This information will tell authorities where to look and the type of boat to look for in the event you fail to arrive.
- Check the amount of fuel on board. Observe the “rule of thirds”: one third of the fuel for the trip out, one third to return and one third in reserve. An additional 15% may be consumed in rough seas.
- Check the water separating fuel filters (if installed) for water. The engine fuel filters should also be checked for leaks or corrosion.
- Set the battery selector switches as desired.
- Check the bilge water level. Look for other signs of potential problems. Monitor for the scent of fuel fumes.
- Test the automatic and manual bilge pump switches to make sure the system is working properly.
- Turn on the bilge blower. Check the blower output and operate five (5) minutes before starting the engine. The blower should also be activated when operating below cruising speed.

- 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 Pliers
Needle Nose Pliers	Wire Crimping Tool
End Wrench Set	Wire Connector Set



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 and transmission oil
Propellers	Fuel filters
Propeller nuts	Fuel hose and clamps

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



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

10.4 Operating Your Boat



GASOLINE VAPORS CAN EXPLODE. BEFORE STARTING THE ENGINES, OPERATE THE ENGINE COMPARTMENT BLOWER FOR FIVE (5) MINUTES, OPEN THE ENGINE HATCH, INSPECT THE FUEL SYSTEM AND CHECK THE ENGINES FOR THE ODOR OF GASOLINE VAPORS. ALWAYS OPERATE THE BLOWER WHILE THE ENGINES ARE AT IDLE. DO NOT START OR OPERATE THE ENGINES 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 operation of the engine cooling systems by inspecting the transom exhaust ports for water flow. (Refer to section 1.4)
- Check the engine gauges. Make sure they are reading normally.
- Check the steering and engine controls for proper operation.
- Make sure all lines, cables, anchors, etc. for securing a boat are on board and in good condition. All lines should be coiled, secured and off the decks when underway.
- Have a safe cruise and enjoy yourself.

Remember:

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

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



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



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.

- Always operate the blower when operating the boat below cruising speed.
- 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 engines. The manual is in the literature packet.
- As different types of engines are used to power the boat, have the dealer describe the operating procedures for your boat. For more instructions on "How To Operate The Boat," make sure you read the instructions given to you in the owner's manual for the engines you have selected.

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

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

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

After Operation:

- If operating in saltwater, wash the boat and all equipment with soap and water.
- Check the bilge area for debris and excess water.

- Fill the fuel tanks to near full to reduce condensation. Allow enough room in the tanks for the fuel to expand without being forced out through the vent.
- Turn off all electrical equipment except the automatic bilge pumps.
- If you are going to leave the boat for a long period of time, put the battery main switches in the "OFF" position and close all seacocks.
- Make sure the boat is securely moored.



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

10.5 Grounding and Towing

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

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



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



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



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

10.6 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 your boat is equipped with a tower, caution and good common sense must be exercised whenever someone is in the tower. Most towers are designed for two average sized people. Remember, weight in the tower raises the boat's center of gravity and the boat's motion is greatly exaggerated for the people in a tower.

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 strut bearing.

10.7 Tower Operation (Dealer Option)

Your boat could be equipped with a fabricated aluminum tower by your dealer. Towers are normally equipped with full engine controls, trim tab controls, compass, engine alarms, restart buttons and tachometers. This allows for complete operation of the boat from the tower.

Operation of the Tower Controls

The engines should be started at the lower helm. Monitor the gauges to make sure all systems are normal and the engines have been allowed to warm up slightly before proceeding to the tower helm. The ignition or restart switches on the tower are only used to restart an engine in the event it should stall. The shift controls must be in neutral for the start switches to be functional.

The following is a list of safety precautions for tower operation:

- Do not operate the boat from the tower in rough sea conditions. The boat's motions are exaggerated in the tower and this motion may become excessive in rough seas.
- Be careful when using the trim tabs from the tower. The reaction of the trim tabs will be exaggerated in the tower. Use small tab corrections and wait ten (10) seconds for the tabs to react. Keep making small corrections until the hull is at the desired attitude.
- Do not overload the tower. Most towers are designed to hold the weight of only two average sized people. Weight in the tower raises the boat's center of gravity. Too much weight in the tower could make the boat unstable.

- Do not operate the boat in tight quarters, such as marinas, from the tower. The operator is isolated from the boat while in the tower and will not be able to assist in docking procedures.
- Always pay close attention to your grip and footing on the tower ladders. Your ability to achieve a good grip and proper footing is reduced in wet or rough weather. Therefore, the tower should be avoided in these conditions.
- Only operate the boat from the tower in familiar waters or where running aground is not a possibility. Running aground while operating the boat from the tower could result in severe injury.
- Always be alert for waves and boat wakes when operating the boat from the tower. Remember that the boat's motions are exaggerated in the tower.
- Good common sense and judgment must be exercised at all times when operating a boat from the tower.
- If the engine alarm sounds, immediately put the boat in NEUTRAL and shut "OFF" the engine until the problem is found.
- Always put the boat in NEUTRAL before moving to and from the tower helm and cockpit.



GOOD COMMON SENSE, JUDGMENT AND EXTREME CAUTION MUST BE EXERCISED WHEN OPERATING A BOAT WITH SOMEONE IN THE TOWER. DO NOT ALLOW ANYONE IN THE TOWER WHEN THE WATER IS ROUGH OR WHEN OPERATING IN UNFAMILIAR WATERS WHERE RUNNING AGROUND IS A POSSIBILITY. REMEMBER, WEIGHT IN THE TOWER RAISES THE BOAT'S CENTER OF GRAVITY AND THE BOAT'S MOTION IS GREATLY EXAGGERATED FOR THE PEOPLE IN THE TOWER.

10.8 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 2800 Pursuit 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 a full roller trailer will not be covered by the Pursuit Warranty.

The following safety tips and a book titled "You and Your Trailer," included in your literature packet, provide additional information you should know before trailering your boat.

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

- Make sure the trailer is a match for your boat's weight and hull design. 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 PURSUIT WARRANTY.

Before Going Out On The Highway:

- Make sure the tow BALL and TRAILER COUPLER are the same size and 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 Pursuit 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 is also 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.



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.

THIS PAGE WAS LEFT BLANK
INTENTIONALLY

PURSUIT® 2800 WALKAROUND

Chapter 11: **EXTERIOR EQUIPMENT**

11.1 Deck

Rails and Deck Hardware

The rail system and hardware fittings have been selected and installed to perform specific functions. Fenders or mooring lines should be secured to the cleats and not to rails or stanchions. 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 or wear and damage. Any problems should be corrected immediately.



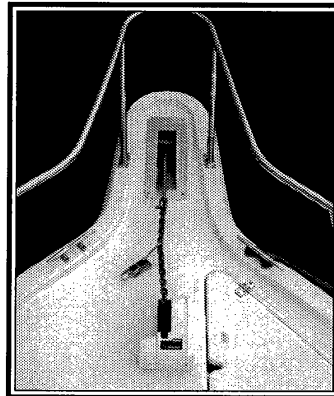
PURSUIT BOATS ARE NOT EQUIPPED WITH HARDWARE DESIGNED FOR TOWING PURPOSES. THE MOORING CLEATS ARE NOT TO BE USED FOR TOWING ANOTHER VESSEL OR HAVING THIS BOAT TOWED.

Bow Pulpit and Roller

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

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 locker has a built-in bracket for a “Danforth®” style anchor. If the anchor is stored in the anchor locker, it must be properly secured to prevent it from bouncing in the locker and causing damage to the hull or anchor locker.



*Bow Pulpit , Roller and
Anchor/Rope Locker*

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



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

Windlass (Optional)

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

The anchor is lowered by releasing the anchor from the cleat or chain binder on the pulpit and operating a “down” control at the helm. The windlass control switch is activated by a safety switch or breaker panel located next to the windlass switch. Turn the safety switch or breaker to “ON” to activate the windlass control and turn it to “OFF” whenever the windlass is not in use.

After the anchor is set, the windlass must not be left to take the entire force from the anchor line. Boats lying to their anchor in a high swell or heavy weather conditions will snub on the line. This can cause slippage or apply excessive loads to the windlass. The line should be made fast to a bow cleat to relieve the load on the windlass.

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

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



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



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

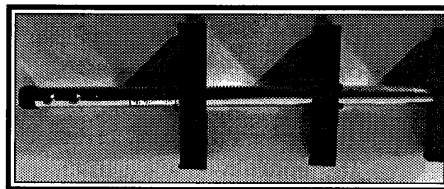
11.2 Hull

Swim Platform

Your Pursuit is equipped with an integral swim platform in the stern of the boat. There is an inspection hatch in the platform to provide access to the stern bilge. Always make sure this hatch is secure before operating your boat.

Boarding Ladder (Optional)

The optional boarding ladder is mounted to the rear of the stern bait and tackle rigging station 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(s).



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

Trim Tabs

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

11.3 Cockpit

Engine Access

Access to the engines is provided by a day hatch, located between the helm and the passenger seat or by raising the bridge deck above the engine room. The bridge deck is raised by an electric hatch lifter activated by a switch in the cockpit under the port gunnel. The aft end of the bridge deck is lifted and lowered by the electric actuator. The weight of water in the livewell and a full fishbox puts additional strain on the hinges and the hatch lifter. You should never lift the bridge deck with the livewell and fishbox full.



Engine Hatch



A FULL LIVEWELL AND FISHBOX/COOLER DRAMATICALLY INCREASES THE WEIGHT OF THE BRIDGE DECK AND WILL CAUSE DAMAGE TO THE BRIDGE DECK OR THE HATCH LIFTER WHEN LIFTING THE BRIDGE DECK. DAMAGE TO THE BRIDGE DECK OR HATCH LIFTER COULD CAUSE THE BRIDGE DECK TO DROP CAUSING SEVERE INJURY TO SOMEONE IN THE ENGINE COMPARTMENT. ALWAYS EMPTY THE LIVEWELL AND THE CONSOLE COOLER BEFORE LIFTING THE BRIDGE DECK AND ENTERING THE ENGINE COMPARTMENT.

Cockpit Storage, Fishboxes and livewell

The passenger seat is mounted on a fish/storage box. A circulating livewell is located below the helm seat. The fish/storage box and livewell are insulated and drain overboard. The fish/storage box can be used as a storage compartment, fishbox or cooler. The livewell can be used as a livewell or cooler.

A large tackle locker is built into the helm seat base just forward of the livewell. The tackle locker is lockable and has five storage drawers.

Stern Bait and Tackle Rigging Station

The stern bait and tackle rigging station is equipped with a transom door, sink, removable cutting board, fishbox, and rigged bait storage area. The sink is plumbed to the freshwater system and drains overboard. The fishbox is insulated and drains overboard. An access door on the starboard side of the rigging station provides access to the water pumps, strainers and other components mounted there.

Transom Door

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

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



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

Helm

The helm and engine controls are located on an opening helm station. The helm station is hinged at the bottom and opens to provide access to service the helm equipment or to install electronics.

To open the helm station, release the clamps at the top of the helm. A strap holds the helm in the open position and prevents it from opening too far. Always make sure the helm station clamps are properly secured when the helm is closed.



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



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

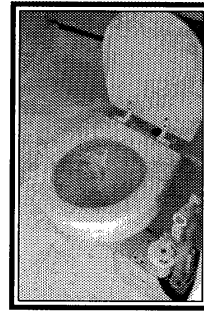
THIS PAGE WAS LEFT BLANK
INTENTIONALLY

PURSUIT® 2800 WALKAROUND

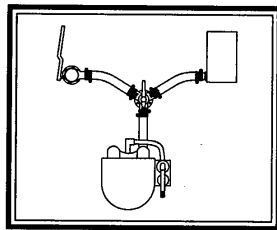
Chapter 12: INTERIOR EQUIPMENT

12.1 Marine Head System

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



Marine Head



Y-Valve

Waste can be directed either into the holding tank or overboard, when legal to do so. This is accomplished by an optional Y-valve located on the forward engine compartment bulkhead. It is accessible from the cabin by an access hatch in the rear cabin bulkhead and the hoses are labeled.

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

In the holding tank position, the waste is pumped directly into the holding tank where it remains until it is pumped out by a waste dumping station or the optional overboard macerator discharge system.



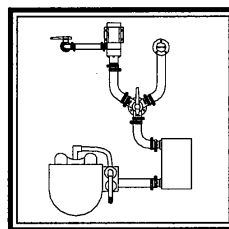
IN MANY AREAS IT IS ILLEGAL TO FLUSH HEAD WASTE DIRECTLY OVERBOARD. VIOLATION OF THESE POLLUTION LAWS CAN RESULT IN FINES OR IMPRISONMENT. ALWAYS KNOW THE LAW FOR THE AREAS IN WHICH YOU BOAT. NEVER DUMP HEAD OR HOLDING TANK WASTE OVERBOARD ILLEGALLY.

Holding Tank and Macerator Discharge Pump

The holding tank is located in the bilge. The Y-valve and macerator switch are located near the forward engine room bulkhead and accessed from the cabin through an access hatch in the rear cabin bulkhead.

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

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



Y-Valve with Macerator

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

Maintenance

The head should be cleaned and inspected for leaks regularly.

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



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

12.2 Ice Box and Refrigerator

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

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

When 110-volt A.C. current is provided by the refrigerator circuit breaker on the 110-volt panel, the refrigerator automatically switches to A.C. power.

Care should be exercised while operating the refrigerator on 12-volt power without the engines running. It draws a substantial amount of current and can severely drain a battery through extended use. The refrigerator door has a special latch to secure the door while under way, make sure the door is properly secured whenever the boat is moving. Refer to the refrigerator owner's manual for additional operating and maintenance instructions.

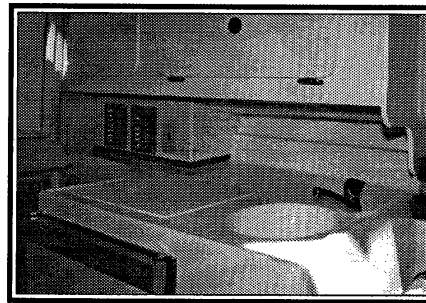
12.3 Air Conditioner (Dealer Installed Option)

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

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

12.4 Galley and Sink

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



Galley

See Chapter 5 for more information on the freshwater system.

12.5 Stove

The portable single burner gas stove is fueled by butane gas. Butane is a flammable gas that is heavier than air and stored in disposable pressurized fuel canisters. A manual for the stove is included with your boat. It is extremely important that you read the manual and become familiar with the proper care and operation of the stove before attempting to use it. The stove and butane fuel must be properly stowed when not in use. The cooler lid has for holes to accept the feet for the stove. Always have the stove properly positioned in these holes to prevent it from sliding off the galley.

If you did not receive a manual for your stove, please contact the Pursuit Customer Relations Department.



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



ALWAYS MAKE SURE THE CABIN IS PROPERLY VENTILATED BEFORE USING THE STOVE. THE STOVE EXHAUST CONTAINS CARBON MONOXIDE THAT IS COLORLESS AND ODORLESS. CARBON MONOXIDE IS A DANGEROUS GAS THAT IS POTENTIALLY LETHAL.

Chapter 13: **ROUTINE MAINTENANCE**

13.1 Exterior Hull and Deck

Hull Cleaning-Below The Water Line

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

Bottom Painting

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

Most bottom paints require some maintenance. Proper maintenance is especially important when the boat is in saltwater and not used for extended periods or after dry storage. If the hull bottom has been painted with antifouling paint, contact your dealer for the recommended maintenance procedures.

Zincs

Sacrificial zinc anodes are installed on the inboard engines' freshwater cooling system and on the transom. The transom zinc is connected to the bonding system and protects the rudder assemblies, shaft logs, trim tabs and other underwater hardware that is bonded. An additional zinc anode should be installed on each propeller shaft if the boat is to be left in the water. Contact your dealer for the proper size and type of zinc anodes to be used and the specific installation procedure. Zincs should be checked monthly and changed when they are 75% of their original size.

Fiberglass Gelcoat Surfaces

Normal maintenance requires only washing with mild soap and water. A stiff brush can be used on the 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. 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 make the repairs.



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 SAND-PAPER, 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.

Hard tops with aluminum frames, Bimini tops and towers with canvas and/or fiberglass tops require special attention to the anodized aluminum just below the top. This area is subject to salt build up from salty condensation 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 a month coat the entire frame with a metal protector made for anodized aluminum to protect against pitting and corrosion caused by the harsh effects of salt water. The anodized aluminum used on your Pursuit 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 color 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

Engines

Proper engine maintenance is essential to the proper performance and reliability of your inboard 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.

Avoid using fuels with alcohol additives. Gasoline that is an alcohol blend will absorb moisture from the air which can reach such concentrations that "phase separation" can occur whereby the water and alcohol mixture becomes heavy enough to settle out of the gasoline to the bottom of the tank. Since the fuel pick up tube is very near the bottom of the tank, phase separation can cause the engine to run very poorly or not at all. This condition is more severe with methyl alcohol and will worsen as the alcohol content increases. Water or a jelly like substance in the fuel filters are an indication of possible phase separation from the use of alcohol blended fuels.

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.

13.2 Upholstery, Canvas and Enclosures

Vinyl Upholstery

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

Acrylic Canvas

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

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

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

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

Vinyl curtains should be stored either rolled or flat, without folds or creases. Folding the curtains will make permanent creases that could cause the vinyl to crack.



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

The bimini top, side curtains, clear connector, back drop and aft curtain must be removed when trailering. Canvas enclosures are not designed to withstand the extreme wind pressure encountered while trailering and will be damaged. Always remove and properly store the enclosure before trailering your boat.

Do not operate engines, fuel consuming heaters or burners with the canvas enclosures closed. The cockpit must be open for legal ventilation and to prevent the possible accumulation of carbon dioxide fumes, which could be lethal.



CARBON MONOXIDE IS A LETHAL, TOXIC GAS THAT IS COLORLESS AND ODORLESS. IT IS A DANGEROUS GAS THAT WILL CAUSE DEATH IN CERTAIN LEVELS.

13.3 Cabin Interior

The cabin interior can be cleaned just like you would clean a home interior. To preserve the teak woodwork, use teak oil. To maintain the carpeting, use a vacuum cleaner. Because air and sunlight are very good cleansers, periodically put cushions, sleeping bags, etc. on deck, in the sun and fresh air, to dry and air out. If cushions or equipment get wet with saltwater, remove and use clean, fresh water 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.

13.4 Bilge

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

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

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.

Chapter 14: **SEASONAL MAINTENANCE**

14.1 Lay-up and Storage

Before Hauling:

- Pump out the head. Flush the holding tank using clean soap, water and a deodorizer. Pump out the cleaning solution.
- 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.

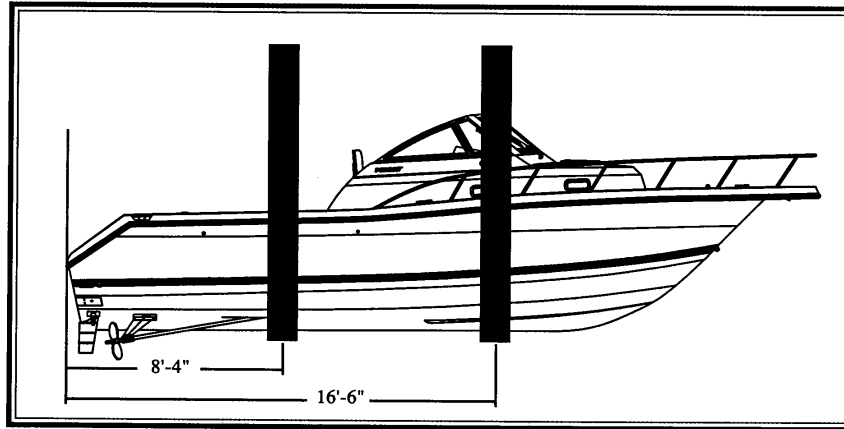
Chemical changes also occur as the gasoline ages that can cause deposits and varnish in the fuel system as well as reduce the octane rating of the fuel. Severely degraded fuel can damage the engine and boat fuel tank and lines.

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



Sling locations

It is essential that care be used when lifting your boat. Make sure the spreader bar at each sling is at least as long as the distance across the widest point of the boat that the sling will surround. Put the slings in position. Refer to the drawing below for the correct position of the lifting slings. The fore and aft slings should be tied together to prevent the slings from sliding on the hull.

The bow should be slightly higher than the stern while lifting the boat. This will allow the water to drain from the engine exhaust system and prevent water from surging over the risers and into the engine.



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



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

Supporting The Boat For Storage

Your trailer or a well-made cradle is the best support for your boat during storage.

When storing the boat on a trailer for a long period:

- Make sure the rollers and pads support the hull of the boat.
- Make sure the trailer is on a level surface and the bow is high enough so that water will drain from the bilge, cockpit and exhaust system.
- The trailer must properly support the hull. The bunks and rollers should match the bottom of the hull and should not be putting pressure on the lifting strakes.
- Make sure the hitch is properly supported.
- Check the tires once each season. Add enough air for the correct amount of inflation for the tires.

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

When storing the boat on a cradle:

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



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

Preparing The Boat For Storage:

- Remove the bilge drain plug(s), if installed.
- Thoroughly wash the fiberglass exterior, especially the 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 propellers and grease the propeller shafts using light waterproof grease.
- Remove the batteries and store in a cool place. Clean using clear, clean water. Be sure the batteries have sufficient water and clean terminals. Keep the batteries charged and safe from freezing throughout the storage period.

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

- Coat all faucets and exposed electrical components in the cabin and cockpit with a protecting oil.
- Clean out, totally drain and completely dry the fishboxes, sinks and livewells.
- Thoroughly clean the interior of the boat. Vacuum all carpets and dry clean drapes and upholstery.
- Remove cushions, open the icebox door and as many locker doors as possible. Leaving as many of these areas open as possible will improve the boat's ventilation during the storage period.

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

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

14.2 Winterizing

Freshwater System

The entire freshwater system must be completely drained. Disconnect all hoses, check valves, etc. and blow all the water from the system. Make sure the hot water heater and freshwater tank are completely drained. Use only very low air pressure when doing this to prevent possible system damage. Because of the check valve mechanism built in the pump, blowing the lines will not remove the water from the freshwater pump. Remove the inlet and outlet hoses on the pump. Turn the 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 non toxic, freshwater system antifreeze. After draining the potable water tank and lines, pour the antifreeze mixture into the freshwater tank, prime and operate the pump until the

mixture flows from all freshwater faucets. Be sure to open all water faucets, including the freshwater spray head in the stern bait station sink. Make sure antifreeze has flowed through all of the freshwater drains.

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

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 outlet hose on the pump. Turn the 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 non toxic, potable water system antifreeze. If potable water antifreeze is used, pour the mixture into a pail and put the raw water intake lines into the solution. Run the pumps one at a time until the antifreeze solution is visible at all raw water faucets, discharge fittings and drains. Be sure antifreeze has flowed through all of the raw water drains.

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 pumps. Make sure all sea water has drained from the exhaust system. Some, but not all, engine mufflers have a drain plug that must be removed to properly drain the muffler. Once this is accomplished, pour a non toxic marine engine antifreeze mixture into a large pail and put the engine raw water intake lines into the solution. Run the engines one at a time until the antifreeze solution is visible at the transom exhaust port, then shut the engine off. **Properly winterize the engines by following the engine manufacturer's winterizing procedures located in your engine owner's manuals or contact a Pursuit dealer.** For additional information on the raw water system refer to Chapter 6.

Marine Toilet

The marine toilet must be properly winterized by following the manufacturer's winterizing instructions in the marine toilet owner's manual. Drain the intake and discharge hoses completely using low air pressure if necessary. The head holding tank and optional macerator discharge pump must be pumped dry and one gallon of potable water antifreeze poured into the tank through the deck waste pump out fitting. After the antifreeze has been added to the holding tank, open the overboard discharge valve and activate the macerator pump until the antifreeze solution is visible at the discharge thru hull.

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

Bilge

Coat all metal components, wire busses, and connector plugs in the bilge with a protecting oil. It is also important to protect all strainers, seacocks and steering components. The bilge pumps and bilge pump lines must be completely free of water and dried out when the boat is laid up for the winter in climates where freezing occurs. Compartments in the bilge that will not drain completely should be pumped out and then sponged until completely free of water. Dry the hull bilge and self-bailing cockpit troughs. Water freezing in these areas could cause damage.

Hard-Top and Radar Arch

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



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

Special Notes Prior To Winter Storage

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

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



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

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

Note: If the boat is to be stored indoors or outdoors, open all drawers, clothes lockers, cabinets, and doors a little. If possible, remove the upholstery, mattresses, clothing, and rugs. Then hang a commercially available mildew protector in the cabin.

14.3 Recommissioning



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

Note: It is important and recommended that the fitting out procedure for the marine gear be done by a qualified service person. Read the engine owner's manual for the recommended procedure.



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



MAKE SURE THE DRAIN PLUGS FOR THE MUFFLERS ARE INSTALLED AND PROPERLY TIGHTENED. LOOSE OR MISSING PLUGS WILL ALLOW CARBON MONOXIDE, ENGINE GASES, AND WATER INTO THE BILGE CREATING A POTENTIALLY HAZARDOUS CONDITION.

Note: Not all mufflers are equipped with drain plugs.

Reactivating The Boat After Storage:

- Charge and install the batteries.
- Install the drain plug in the hull.
- Check the engines for damage and follow the manufacturer's instructions for recommissioning.
- Check the engines mounting bolts to make sure they are tight.
- Perform all routine maintenance.
- Check all hose clamps for tightness.

- Pump the antifreeze from the fresh and raw water systems and flush several times with freshwater. Make sure all antifreeze is flushed from the hot water heater and it is filled with freshwater before it is activated.
- Check and lubricate the steering system.
- Clean and wash the boat.
- Install all upholstery, cushions and canvas.

After Launching:

- Carefully check the engines and 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.
- Check the propeller shaft coupling for proper alignment. Allow the boat to remain in the water for several hours before checking the alignment.
- Prime the fuel system and start the engines. When the engine starts, check the exhaust ports for water flow. This insures that the cooling pump is operating.
- Carefully monitor the gauges and check for leakage and abnormal noises.
- Operate the boat at slow speeds until the engine temperature stabilizes and all systems are operating normally.

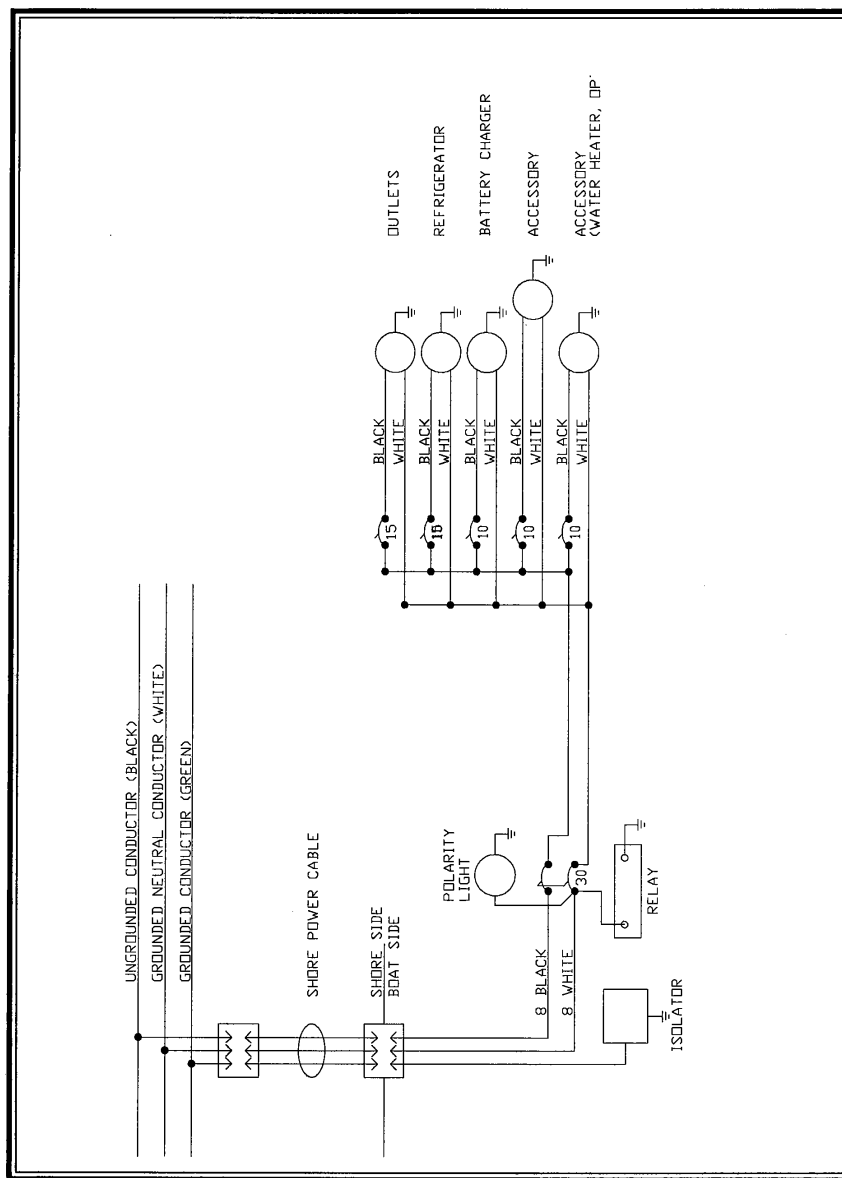
Legend:

- HORN
- P/V BILGE PUMP
- AFT BILGE PUMP
- NAVIGATION/ANCHOR LIGHTS
- COURTESY LIGHTS
- PANEL LIGHTS
- ACCESS COMP LIGHTED
- ACCESS SPREADER LIGHT
- TRON TAB
- BILGE BLOWER
- VASHDOWN PUMP
- BATWELL PUMP
- VINELASS OPTION
- REFRIGERATOR
- SHOWER SUMP PUMP
- ELECTRIC HEAD
- CABIN LIGHTS
- WATER PRESSURE PUMP
- HATCH LIFTER
- MACERATOR

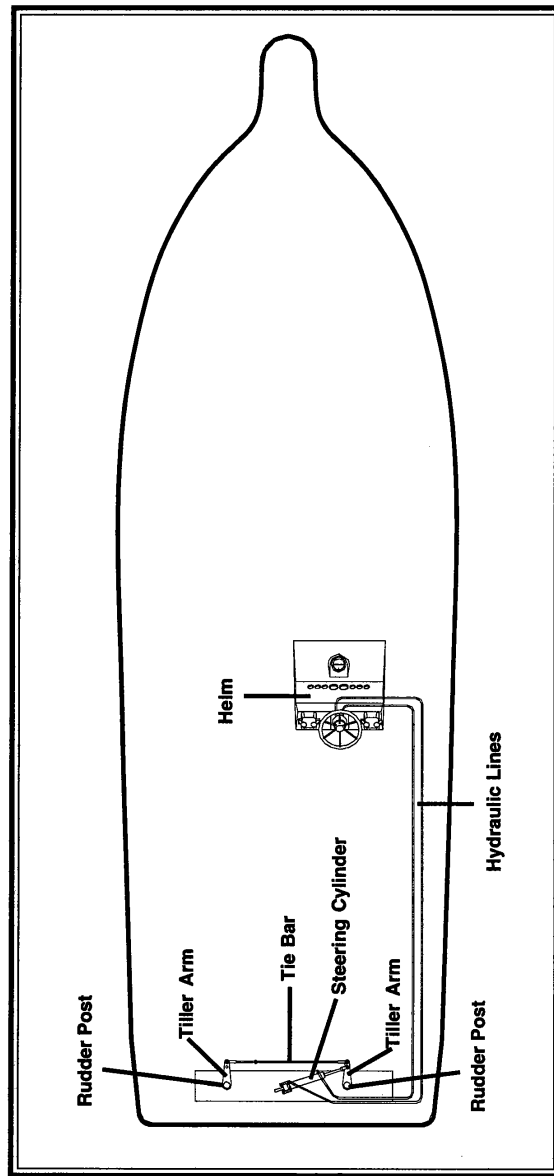
Wiring Details:

- Port Battery Bank:** Connected to Port Engine, Port Battery Switch, Port Battery, Port Battery Charger, Port Battery Lighted, Port Battery Spreader Light, Port Battery Comp Lighted, Port Battery Access Lighted, Port Battery Tron Tab, Port Battery Bilge Blower, Port Battery Vashdown Pump, Port Battery Batwell Pump, Port Battery Vinelass Option, Port Battery Refrigerator, Port Battery Shower Sump Pump, Port Battery Electric Head, Port Battery Cabin Lights, Port Battery Water Pressure Pump, Port Battery Hatch Lifter, and Port Battery Macerator.
- Starboard Battery Bank:** Connected to Starboard Engine, Starboard Battery Switch, Starboard Battery, Starboard Battery Charger, Starboard Battery Lighted, Starboard Battery Spreader Light, Starboard Battery Comp Lighted, Starboard Battery Access Lighted, Starboard Battery Tron Tab, Starboard Battery Bilge Blower, Starboard Battery Vashdown Pump, Starboard Battery Batwell Pump, Starboard Battery Vinelass Option, Starboard Battery Refrigerator, Starboard Battery Shower Sump Pump, Starboard Battery Electric Head, Starboard Battery Cabin Lights, Starboard Battery Water Pressure Pump, Starboard Battery Hatch Lifter, and Starboard Battery Macerator.

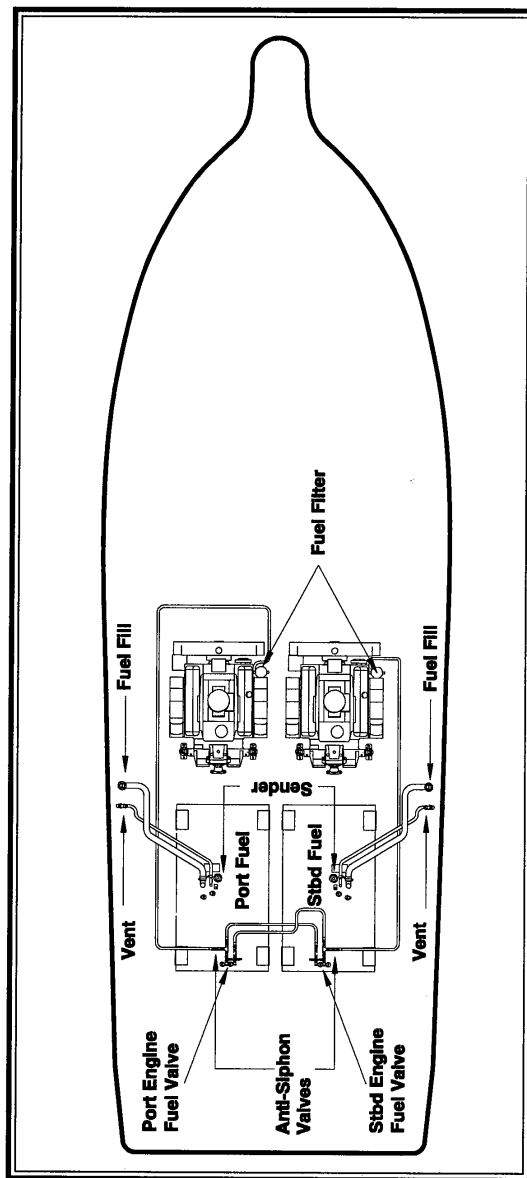
PURSUIT® 2800 WALKAROUND



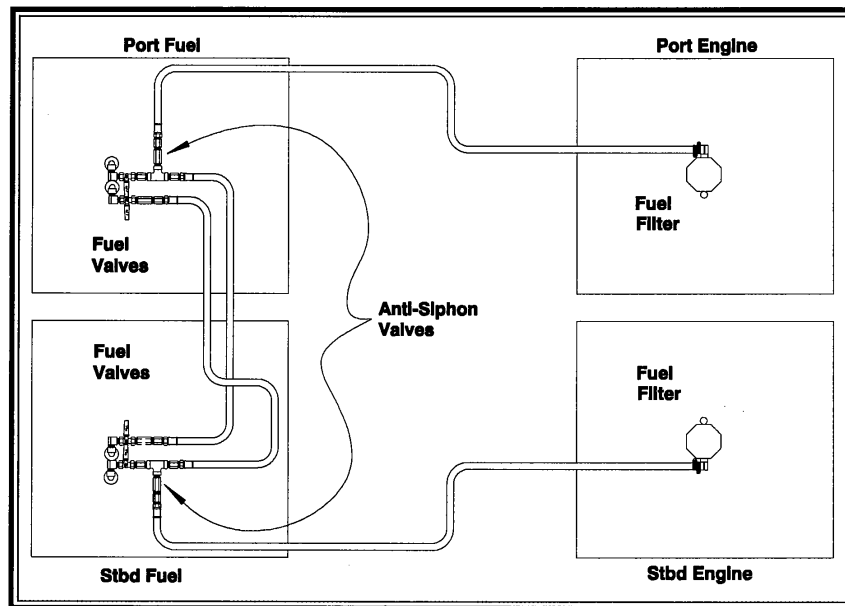
110-Volt Wiring Schematic



Hydraulic Steering System

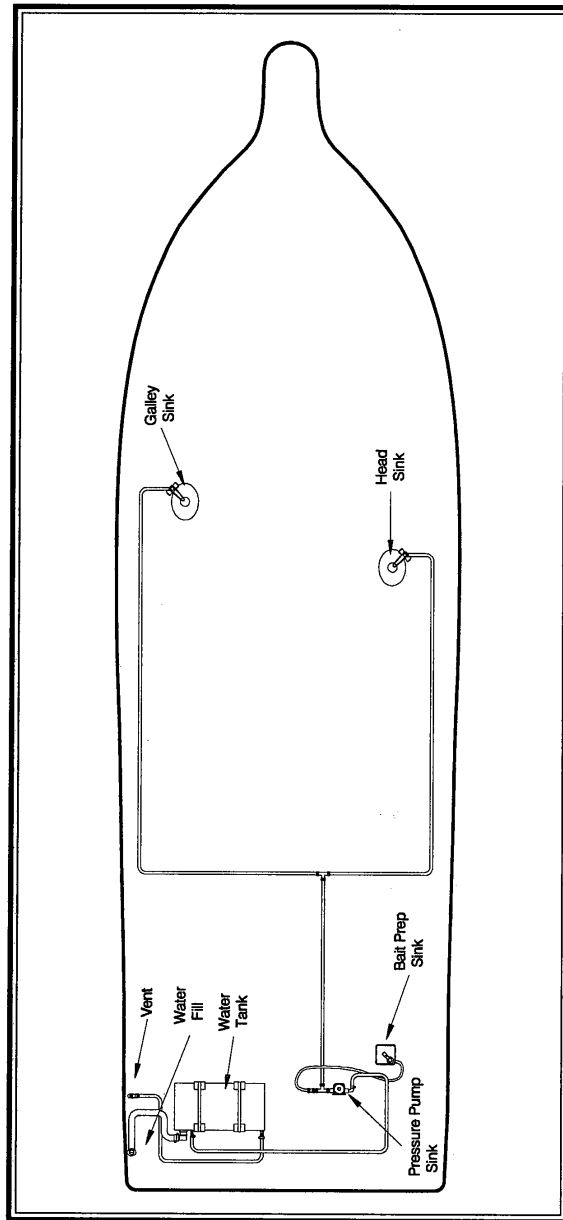


Gas Fuel System

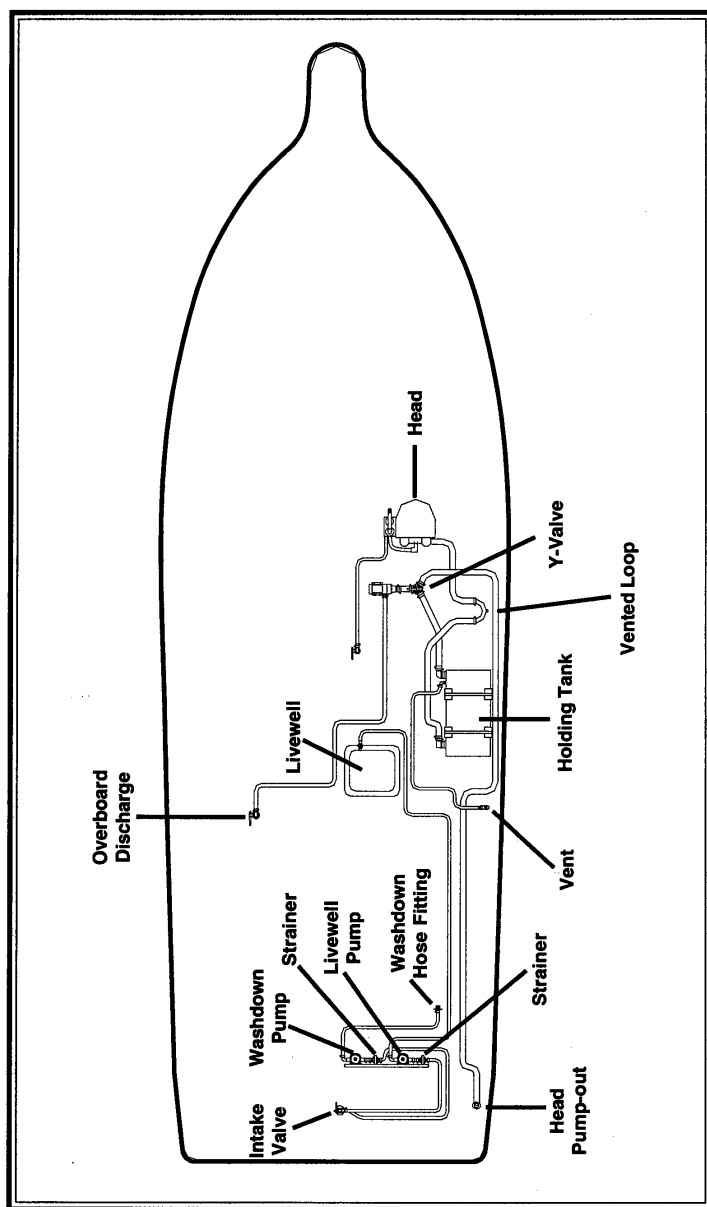


Gas Fuel Selector Valves

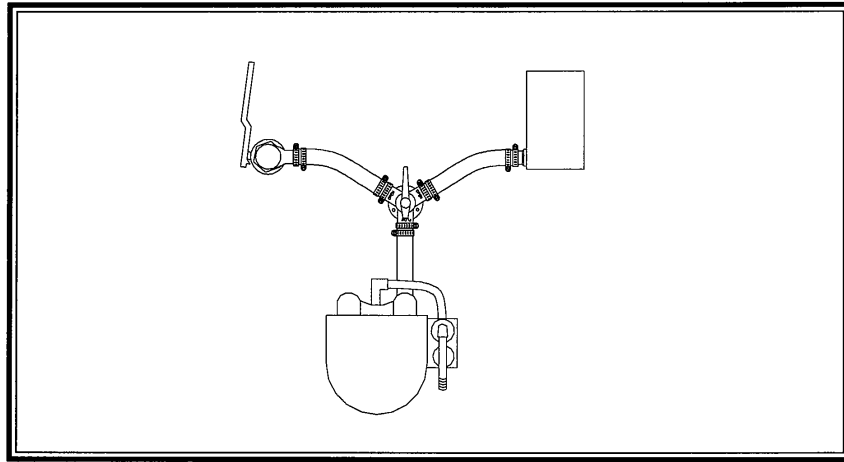




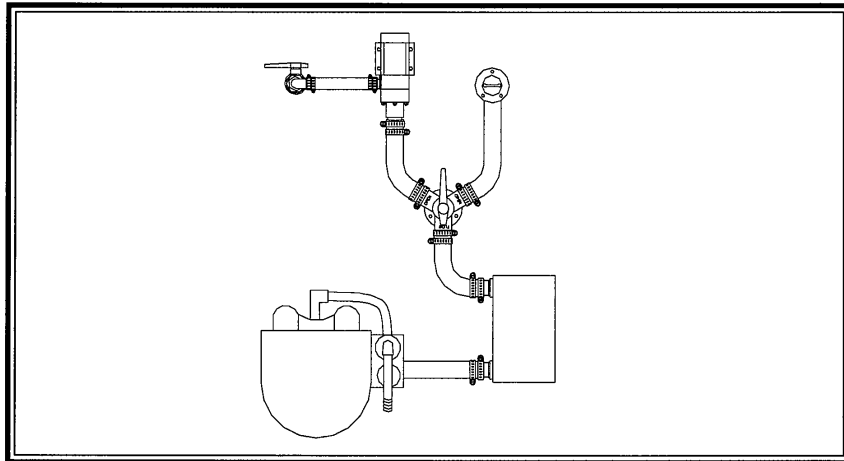
Freshwater System



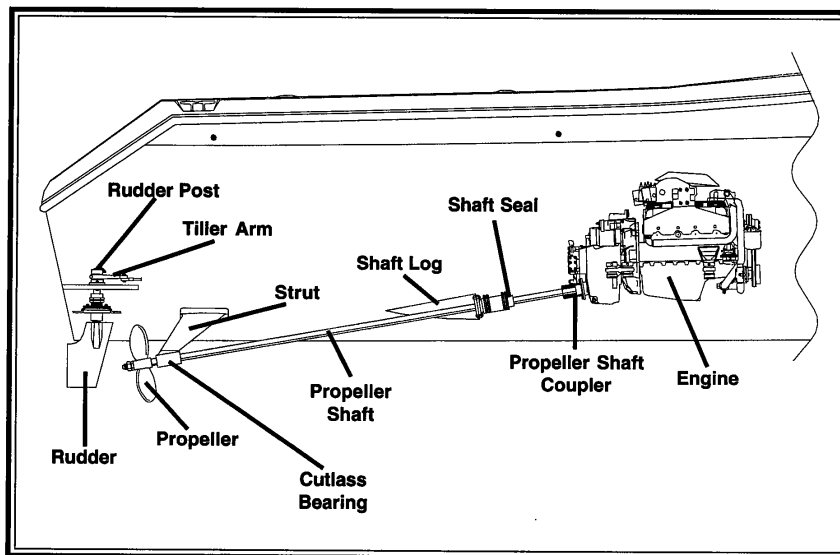
Raw Water System



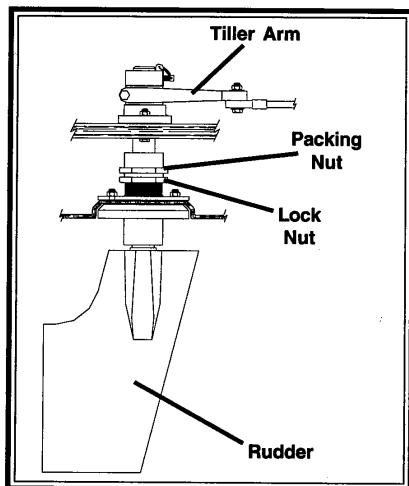
Head System



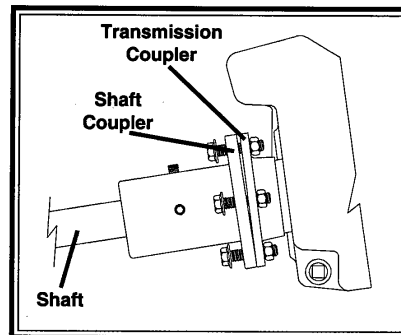
Head System with Macerator



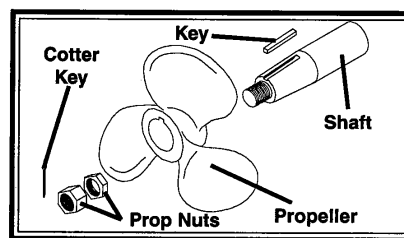
Running Gear



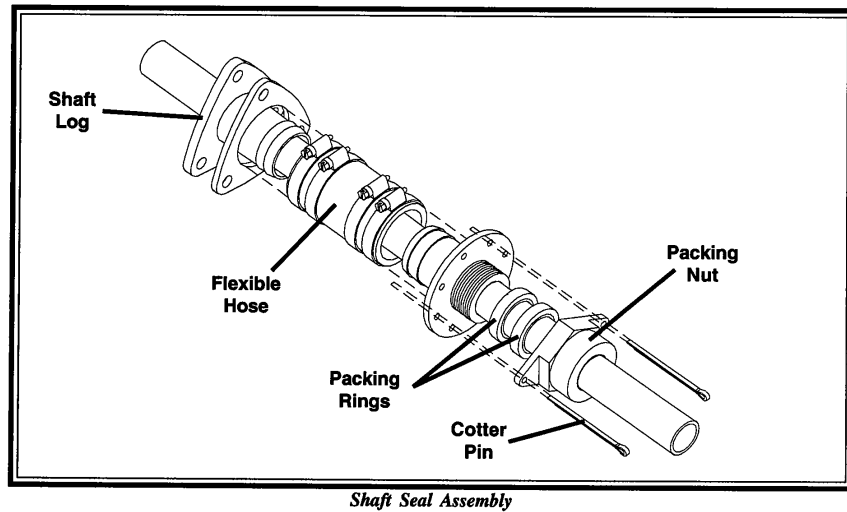
Rudder Assembly

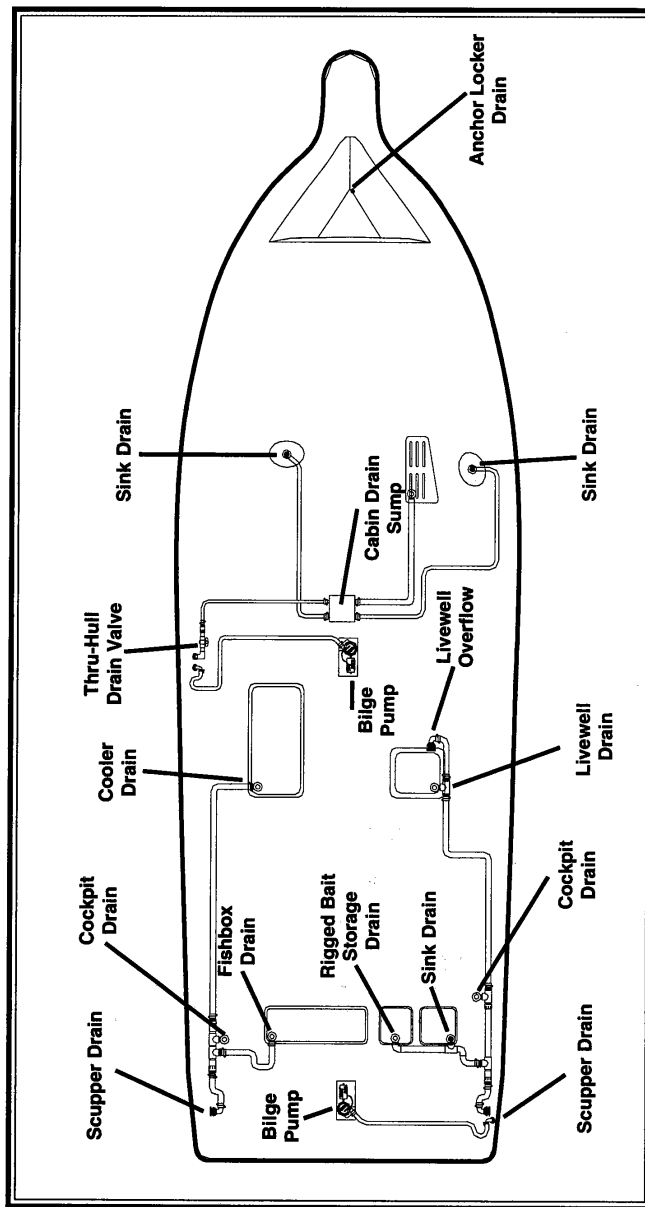


Coupler Assembly

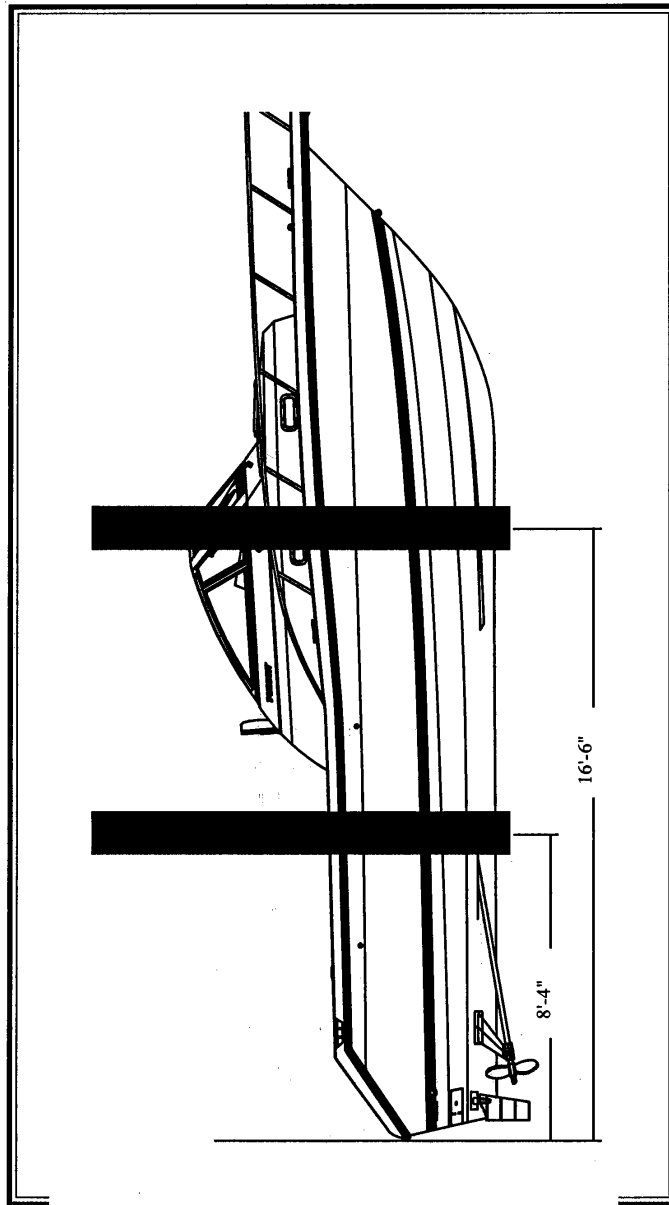


Prop Assembly





Drainage System



Sling Positions

PURSUIT® 2800 WALKAROUND

**THIS PAGE WAS LEFT BLANK
INTENTIONALLY**

***PURSUIT*® 2800 WALKAROUND**

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 salt water 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.

D**eck:** 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.

E**lectrical 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.

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

Even Keel: When a boat floats properly as designed.

F**athom:** 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.

G**alley:** The kitchen of a boat.

Grab Rail: Hand-hold fittings mounted on cabin tops or sides for personal safety when moving around the boat, both on deck and below.

Ground Tackle: A general term including anchors, lines, and other gear used in anchoring.

Grounds: A boat touches the bottom.

Gunwale: The upper edge of a boat's side.

Hand Rail: Rail mounted on the boat, for grabbing with your hand, to steady you while walking about the boat.

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

Hatch: 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).

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.

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.

Midships: The center of the boat.

Marina: A protected facility primarily for recreational small craft.

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

Moored: 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 sideways 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.

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.

Appendix B:

MAINTENANCE LOG

[illegible]

MAINTENANCE LOG

[illegible]

MAINTENANCE LOG

[illegible]

MAINTENANCE LOG

[illegible]

MAINTENANCE LOG

[illegible]

**THIS PAGE WAS LEFT BLANK
INTENTIONALLY**

***PURSUIT*® 2800 WALKAROUND**

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.	<input type="checkbox"/> None <input type="checkbox"/> State <input type="checkbox"/> U.S. Power Squadrons <input type="checkbox"/> USCG Auxiliary <input type="checkbox"/> American Red Cross <input type="checkbox"/> Other (Specify) _____
NAME AND ADDRESS OF OWNER	RENTED BOAT <input type="checkbox"/> YES <input type="checkbox"/> NO	PERSONS ON BOARD <input type="checkbox"/> YES <input type="checkbox"/> NO
VESSEL NO. (this vessel)		
BOAT REGISTER. NO.	BOAT NAME	BOAT MAKE
BOAT MODEL	MFR HULL IDENTIFICATION NO.	CONSTRUCTION
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"/> Outboard-dielectric <input type="checkbox"/> Jet <input type="checkbox"/> Other (Specify) _____
PROPULSION No. of engines _____ Horse Power (total) _____ Type of fuel _____		Has boat had a Safety Examination? <input type="checkbox"/> Outboard <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO Year _____ 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 - 6 mph) <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"/> Fair <input type="checkbox"/> Poor	
OPERATION AT TIME OF ACCIDENT (Check all applicable) <input type="checkbox"/> Commercial Activity <input type="checkbox"/> Cruising <input type="checkbox"/> Manoeuvring <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"/> Shin Diving/ Swimming <input type="checkbox"/> Being Towed	WHAT IN YOUR OPINION CONTRIBUTED TO THE ACCIDENT (Check all applicable) <input type="checkbox"/> Collision with _____ <input type="checkbox"/> Grounding <input type="checkbox"/> Capsizing <input type="checkbox"/> Flooding <input type="checkbox"/> Sinking <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
(Check all applicable) <input type="checkbox"/> Collision with _____ <input type="checkbox"/> Fixed Object <input type="checkbox"/> Collision with _____ <input type="checkbox"/> Flooding Object <input type="checkbox"/> Falls Overboard <input type="checkbox"/> Falls in boat <input type="checkbox"/> Hit by Boat or Propeller <input type="checkbox"/> Other (Specify) _____		(Check all applicable) <input type="checkbox"/> Weather <input type="checkbox"/> Excessive speed <input type="checkbox"/> Alcohol use <input type="checkbox"/> No Proper Lookout <input type="checkbox"/> Restricted Vision <input type="checkbox"/> Overloading <input type="checkbox"/> Improper Loading <input type="checkbox"/> Racing <input type="checkbox"/> Hazardous Waters <input type="checkbox"/> Other (Specify) _____
PERSONAL FLotation DEVICES (PFDs)		PROPERTY DAMAGE
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 Size <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. _____
Estimated amount This boat \$ _____ Other boat \$ _____ Other Property \$ _____		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 DAMAGE PROPERTY		

Include any comments of PFD's under ACCIDENT DESCRIPTION on other side of form

C-1

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	