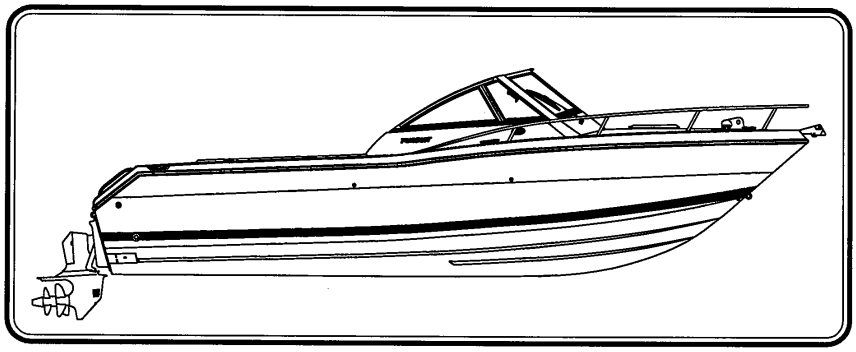
PURSUIT®

DENALI 24

OWNER'S MANUAL



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

PURSUIT® DENALI 24
Print Date11/95

THIS PAGE WAS LEFT BLANK
INTENTIONALLY

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:
SERVICEMANAGER:	
ADDRESS:	

THIS PAGE WAS LEFT BLANK
INTENTIONALLY

IMPORTANT INFORMATION

Your PURSUIT® Denali 24 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

Dear Pursuit Denali 24 Owner:

All of us at Pursuit are pleased that you have selected one of our products as your boat. As I'm sure you've discovered during the selection and decision process, your Denali has been designed, engineered and built with care and precision.

Please allow me to note my personal philosophy. When I started this company, my goal was to provide you, our customer, with the finest quality boat available. Everything we have achieved since that time has been with the same goal in mind.

The information in this owner's manual has been assembled to assist you with obtaining maximum enjoyment with your Denali. Please read this manual completely and always operate your boat safely and courteously.

Thank you for selecting a Pursuit. We all wish you many years of boating fun and safety.

Sincerely,

Leon R. Slikkers
Chief Executive Officer

SERVICE INFORMATION

Please fill out the following information section and leave it in your Denali 24 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

TABLE OF CONTENTS

Chapter 1: Propulsion System

Chapter 2: Helm Control Systems

Chapter 3: Fuel System

THIS PAGE WAS LEFT BLANK
INTENTIONALLY

TABLE OF CONTENTS

Chapter 4: Electrical System

Chapter 5: Freshwater System

Chapter 6: Raw Water System

Chapter 7: Drainage Systems

Chapter 8: Ventilation System

Chapter 9: Safety Equipment

Chapter 10: Operation

TABLE OF CONTENTS

Chapter 11: Exterior Equipment

Chapter 12: Interior Equipment

Chapter 13: Routine Maintenance

Chapter 14: Seasonal Maintenance

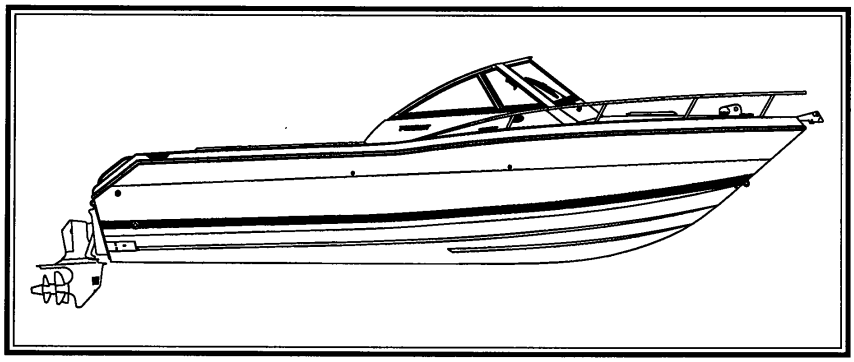
TABLE OF CONTENTS

Chapter 15: Schematics

Appendix A: Glossary Of Terms

Appendix B: Maintenance Log

Chapter 1:
PROPULSION SYSTEM



1.1 General

The Denali 24 is designed to be powered with a single inboard/outboard engine and drive system. Each manufacturer of the various inboard/outboard drive systems provides an owner's information manual with its product. It is important that you read the manual(s) very carefully and become familiar with the proper care and operation of the engine and drive system. A warranty registration card has been furnished with each new engine and can be located in the engine owner's manual. All information requested on this card should be filled out completely by the dealer and purchaser and then returned to the respective engine manufacturer as soon as possible.

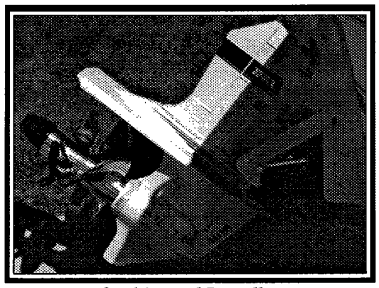
DO NOT ATTEMPT TO SERVICE ANY ENGINE OR DRIVE COMPONENT WITHOUT BEING TOTALLY FAMILIAR WITH THE SAFE AND PROPER SERVICE PROCEDURES. CERTAIN MOVING PARTS ARE EXPOSED AND CAN BE DANGEROUS TO SOMEONE UNFAMILIAR WITH THE OPERATION AND FUNCTION OF THE EQUIPMENT.

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

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

1.2 Drive Systems

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



Outdrive and Propeller

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

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

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

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

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

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

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

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

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

1.3 Engine Exhaust System

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

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

1.4 Engine Cooling System

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

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

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

Freshwater Cooling (Optional)
Installation of "Freshwater Cooling" provides adequate engine cooling without exposing the internal engine cooling system to the harmful effects of surface water. This system is optional with gasoline stern drive engines on the Denali 24. The engine owner's manual provides additional information regarding service and maintenance of this equipment.

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

1.5 Propellers

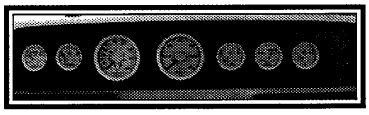
The propellers convert the engine's power into thrust. They come in a variety of styles, diameters and pitches. The one that will best suit the needs of your Denali will depend somewhat on your application and expected average load. Propeller sizes are identified by two numbers stamped on the prop in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

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

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

1.6 Engine Instrumentation

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



Instrument Panel

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

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

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

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

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

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

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

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

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

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

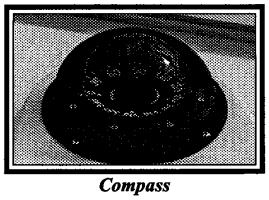
Hour Meter The hour meter keeps a record of the operating time for the engine. The hour meter is located in the engine compartment.

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

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

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

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



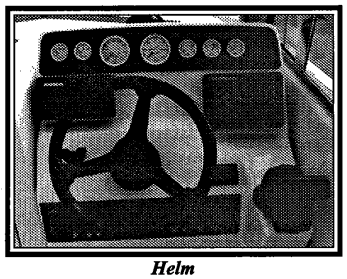
Compass

Instruments Maintenance

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

Chapter 2:
HELM CONTROL SYSTEMS

2.1 General



Helm

The helm controls consist of the following: engine throttle and shift controls, the steering system, the outdrive tilt and trim control, 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 control on your boat may vary depending on the engine used. The following control description is typical of most inboard/outboard remote controls. Refer to the engine or control manual for specific information on the control installed on your Denali.

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

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

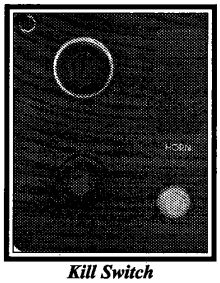
ALWAYS RETURN THE ENGINE THROTTLE LEVER TO THE EXTREME LOW SPEED POSITION BEFORE SHIFTING. NEVER SHIFT THE UNIT WHILE ENGINE SPEED IS ABOVE IDLE RPM.

2.3 Neutral Safety Switch

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

2.4 Kill Switch

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

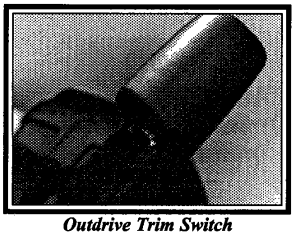


Kill Switch

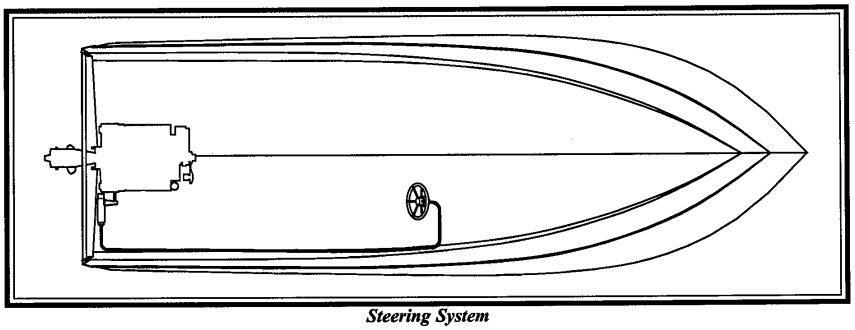
2.5 Outdrive Power Tilt and Trim

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

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


Outdrive Trim Switch

2.6 Steering System

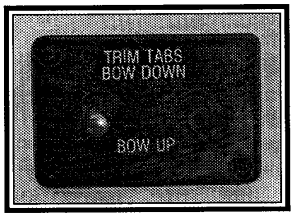


Steering System
(For a detailed schematic, see Chapter 15)

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

2.7 Trim Tabs

The Denali 24 uses a dual toggle switch to control the trim tabs. The switch is labeled and controls bow up and down movements. It also controls starboard and port up and down movements. Bow up and bow down will control the hull planing attitude while port and starboard up and down provides control for the hull listing.



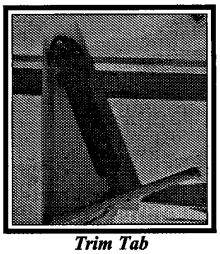
Trim Tab Switch

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

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

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

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



Trim Tab

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

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

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

2.8 Control Systems Maintenance

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

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

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

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

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

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

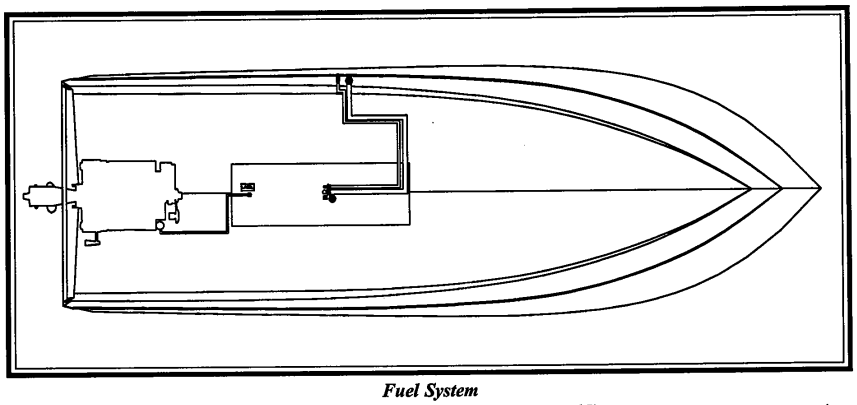
Trim Tab Maintenance
Marine growth can interfere with the proper operation of the trim tab planes and actuators. Periodically inspect and clean marine growth from the actuators and planes.

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

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

THIS PAGE WAS LEFT BLANK
INTENTIONALLY

Chapter 3:
FUEL SYSTEM



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

3.1 General

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

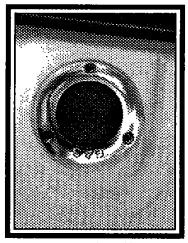
All gasoline fuel systems have been factory inspected and pressure tested in accordance with regulations in effect at the time of manufacture. This inspection assures that the system is air tight, leak proof and safe. It is the responsibility of the purchaser to maintain it in that condition. Make frequent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

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

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

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

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


Fuel Fill

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

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

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

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

3.2 Inboard/Outboard Fuel System

The fuel system on the Denali 24 has one fuel tank. The fuel tank is mounted in the center of the bilge and has one fuel line equipped with an anti-syphon valve where the fuel line attaches to the fuel tank. This valve prevents gasoline from syphoning out of the fuel tank should a line rupture.

DO NOT REMOVE THE ANTISYPHON VALVE FROM THE SYSTEM. SHOULD THE VALVE BECOME CLOGGED, CLEAN AND REINSTALL OR REPLACE.

Fuel Filter

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

Fuel Filter

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

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

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

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

3.3 Fueling Instructions

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

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

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

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

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

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

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

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

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

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

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

MAKE SURE ALL GASOLINE ODORS ARE INVESTIGATED IMMEDIATELY.

3.4 Fuel System Maintenance

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

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

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

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

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

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

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

Chapter 4:
ELECTRICAL SYSTEM

4.1 General

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

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

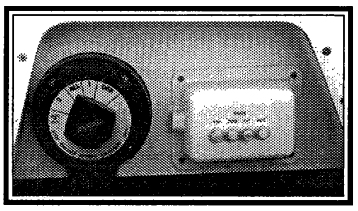
There are electrical schematics included in this manual to aid in following an individual circuit of the boat.

4.2 12-volt System

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

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

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

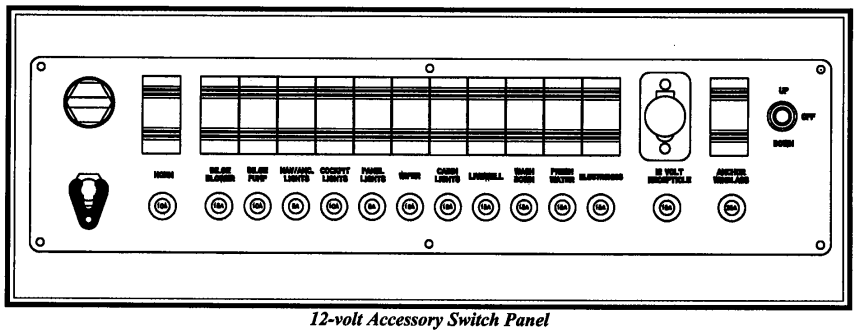


Battery Switch

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

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

12-volt Accessory Switch Panels



12-volt Accessory Switch Panel

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

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

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

Bilge 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.

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

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

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

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

Cockpit Lights — Activates the lights that illuminate the cockpit area. It is protected by a 10-amp breaker.

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

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

Cabin Lights — Activates the lights in the cuddy cabin. It is protected by a 10-amp breaker.

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

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

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

Freshwater — Activates 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. It is protected by a 15-amp breaker.

Electronics Switch — This switch supplies 12-volt electrical current to the electronics. It is protected by a 15-amp breaker.

12-volt Receptacle — Provides electrical current for portable 12-volt equipment. It is protected by a 15-amp breaker.

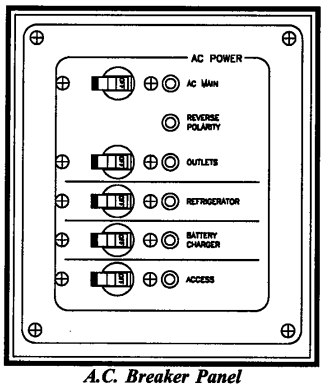
Windlass Safety Switch The windlass safety switch is located on the helm switch panel next to the windlass switch. Turn the safety switch on to activate the windlass control switch and turn it off whenever the windlass is not in use. This switch is provided to reduce the possibility of accidentally activating the windlass. It is protected by a 25-amp breaker.

Windlass Switch This switch controls the optional windlass which is mounted to the deck directly above the rope locker. It is activated by the windlass safety switch and protected by the windlass safety switch breaker. Please refer to Chapter 11 and the windlass owner's manual for additional information on the operation of the windlass.

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

4.3 110-Volt System

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 transformer to protect the boat from stray current. 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.



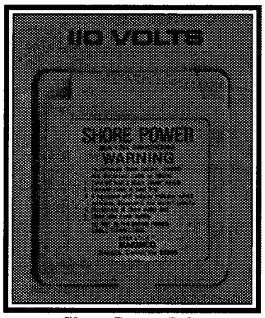
A.C. Breaker Panel

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

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

Recommended procedure for making a shore connection
Turn the A.C. main breaker to the "OFF" position. If the dockside outlet includes a disconnect switch, turn it to the "OFF" position also.

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



Shore Power Inlet

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

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

Disconnecting procedure for shore power connection
Turn the main breaker on the 110-volt A.C. panel to the "OFF" position.

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

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

110-Volt A.C. Panel and Accessory Operation

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

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

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

Outlets Supply electrical current to the cabin electrical outlets.

Note: All A.C. electrical outlets are provided with ground fault interrupts to protect against electric shock. These outlets should be tested periodically to insure proper operation.

Refrigerator Reserved for additional 110-volt equipment.

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

Accessory Reserved for additional 110-volt equipment.

Additional A.C. Breakers Installed in your Pursuit

Shore Power Outlet Breaker Located near the shore power outlet plug. This breaker protects the A.C. circuit between the shore power inlet plug and the main A.C. panel.

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 grease on the glass portion of the bulbs as this will cause the bulb to overheat and burn out.

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

Inspect all wiring for proper support, sound insulation, and tight terminals, paying particular attention to portable appliance cords and plugs.

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

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

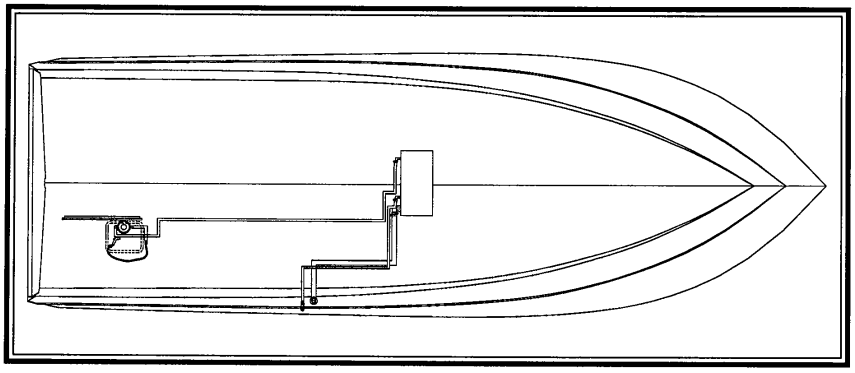
110-Volt A.C. Electrical System Maintenance
Periodically inspect all wiring for nicks, chafing, brittleness, improper support, etc. Examine the shore power cord closely for cracks in the insulation and corrosion in electrical connectors. Spraying receptacles and electrical connections with an electrical 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, 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

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 tank is filled through a labeled deck plate located on the side of the gunnel.

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

5.2 Freshwater System Operation

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

After filling the water tank, partially open the faucet. The freshwater switch on the 12-volt 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 the outlet. Next, turn off the faucet. As the pressure builds the pump will automatically shut off.

Freshwater Pump

When properly primed and activated the water system will operate much like the water system in a home. An automatic pressure sensor keeps the system pressurized. If the system has been recently filled or has not been used for an extended period, air bubbles may accumulate at the pump and the system may have to be reprimed. Whenever the boat is left unattended, the freshwater pump switch should be placed in the "OFF" position.

DO NOT ALLOW THE FRESHWATER PUMP TO RUN DRY. THIS CAN RESULT IN DAMAGE TO THE PUMP.

5.3 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.

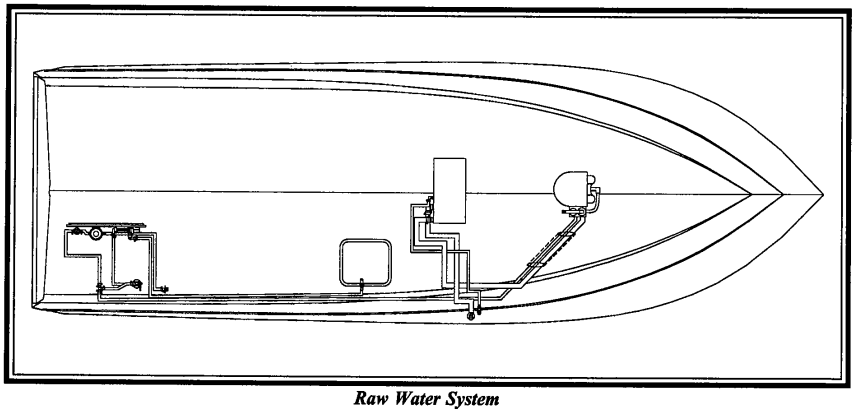
The following items should be done routinely to maintain your freshwater system:

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

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

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

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 a hose connected to a ball valve and thru hull fitting located in the bilge compartment. Always make sure the ball valves are open before attempting to operate any component of the raw water system.

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

Priming the System
Make sure the thru hull 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.

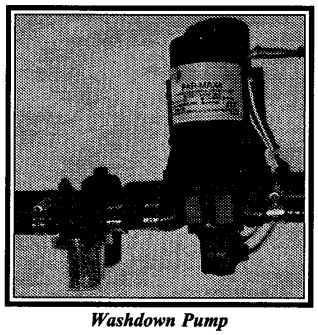
Note: It may be necessary to reprime the raw water system if the system is not used for an extended period and at the time of launching.

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. This switch should be turned to the "ON" position just before using the washdown and be turned to the "OFF" position when the washdown is not in use.

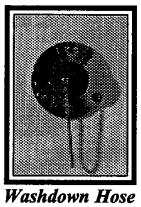
When activated, the pressure switch will automatically control the pump. As the pressure builds in the washdown hose, the pump will shut off. When the washdown hose is in use and the pressure drops, the pump will turn on.

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



Washdown Pump

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



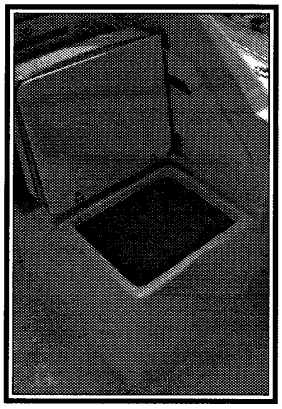
Washdown Hose Connector

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

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

6.3 Livewell (Optional)

Sea water is provided to the livewell by a 12-volt circulation pump. This pump is designed to carry a constant flow of water to the livewell. The pump is not equipped with a pressure sensor and is activated by the baitwell switch in the 12-volt panel or a separate switch in the cockpit. If your livewell has an adjustable valve in the livewell, care must be taken not to close the valve to the point that it severely restricts the water flow. A severely restricted water flow can cause excessive pressure in the livewell system and damage the livewell pump. An overflow built into the livewell automatically controls the water level in the livewell. Always turn the pump off at the switch panel when the livewell is not in use.



Livewell

To fill the livewell, insert the plug into the drain fitting at the bottom of the livewell. Make sure the valves in the livewell and at the intake thru hull fitting are open and activate the baitwell switch. When the water level reaches the overflow, it will automatically be regulated.

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

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

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

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

6.4 Raw Water System Maintenance

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

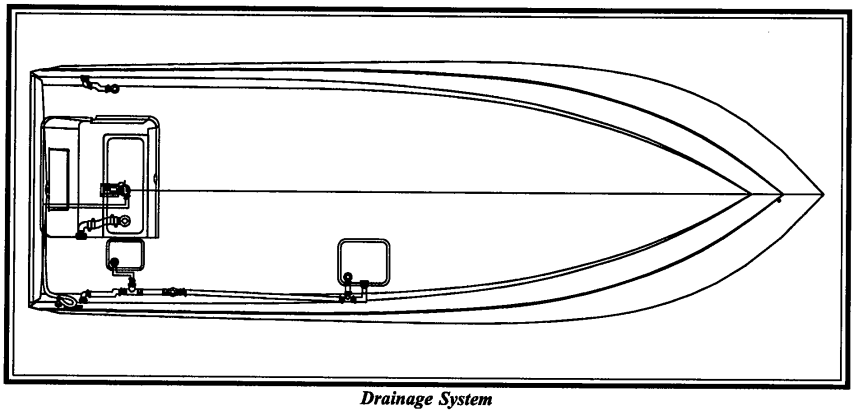
- Check hoses, particularly the sea water supply line, for signs of deterioration.
- Remove and clean the sea water strainer.
- Spray pumps with a protective oil periodically.
- The fishboxes and livewell should be drained and cleaned after each use.

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

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

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

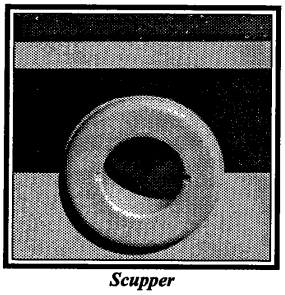
Chapter 7:
DRAINAGE SYSTEMS



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

7.1 Cockpit Drains

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



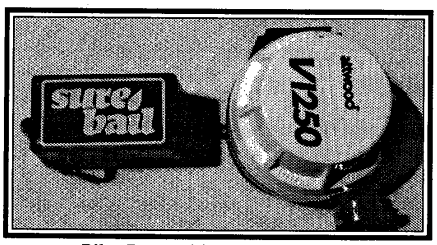
Scupper

7.2 Drink Holder Drains

Your Denali 24 is equipped with drink holders at the helm and passenger seats. Water is channeled from the drink holders to the cockpit sole and then overboard through the scuppers.

7.3 Bilge Drainage

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



Bilge Pump with Auto Float Switch

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

IMPORTANT: Any oil spilled in the bilge must be thoroughly removed and properly disposed of before operating the bilge 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 $5,000.

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

7.4 Cooler/Fishbox Drains

There are two cooler/fishboxes. One is under the aft lounge seat and another is built into the engine hatch. Both are drained by gravity. Water drains out of the aft lounge cooler/fishbox to the cockpit sole, then overboard through the scuppers. The engine hatch cooler/fishbox drains overboard through a drain in the side of the engine hatch. The cooler/fishboxes should be flushed out and cleaned after each use.

7.5 Water System Drains

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

7.6 Rope Locker Drain

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

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

ALL DRAINS AND PUMPS MUST BE PROPERLY WINTERIZED BEFORE WINTER LAY-UP.

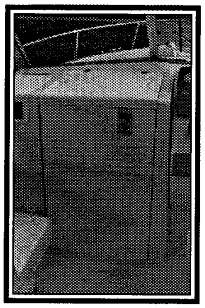
NEVER USE HARSH CHEMICAL DRAIN CLEANERS IN MARINE DRAIN SYSTEMS. PERMANENT DAMAGE TO THE HOSES AND FITTINGS MAY RESULT.

THIS PAGE WAS LEFT BLANK
INTENTIONALLY

Chapter 8:
VENTILATION SYSTEM

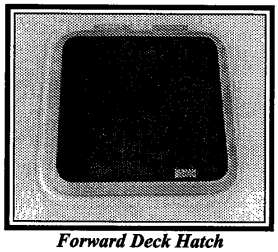
8.1 Cabin Ventilation

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



Cabin Door

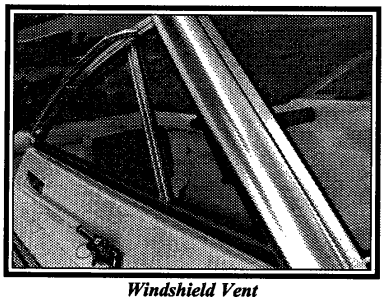
The deck hatch is supported in the open position by an adjustable hatch adjuster. To close the hatch, loosen the knob on the hatch adjuster and close the hatch. Secure in the closed position with the two cam levers on the inside of the hatch.



Forward Deck Hatch

8.2 Windshield Ventilation

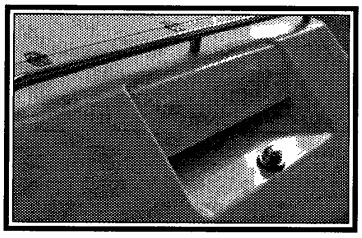
The windshield is equipped with an opening vent panel on each side of the windshield. To open the vent, release the locking T-handle and open the vent to the desired position. Lock the vent in place by turning the T-handle 1/4 turn. The friction of the T-handle in the guide will hold the vent in that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



Windshield Vent

8.3 Engine Compartment Ventilation

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



Blower or Vent System

Free Air System

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

Forced Ventilation

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

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

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

8.4 Maintenance

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

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

Chapter 9:
SAFETY EQUIPMENT

9.1 Engine Alarm

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

If the alarm sounds:

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

9.2 Neutral Safety Switch

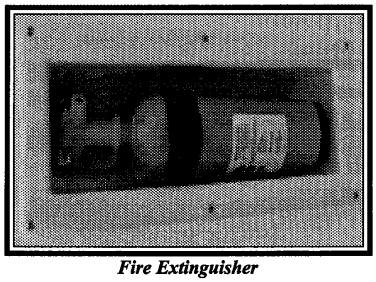
Every control system has a neutral safety switch incorporated into it. This device prohibits the engine from being started while the shift lever is in any position other than the neutral position. If the engine will not start, slight movement of the shift lever may be necessary to locate the neutral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

9.3 Kill Switch

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

9.4 Fire Extinguishers And Fire

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



Fire Extinguisher

Fire extinguishers require regular inspections to insure that:

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

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

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

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

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

Engine compartment fires are very dangerous because of the presence of gasoline in the various components of the fuel system and the possibility for explosion. You must make the decision to fight the fire or abandon the boat. If the fire 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, have all passengers grab a live preserver, 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 AN ENGINE COMPARTMENT OR BILGE FIRE, YOU MUST MAKE THE DIFFICULT DECISION TO FIGHT THE FIRE OR ABANDON THE BOAT. YOU MUST CONSIDER YOUR SAFETY, THE SAFETY OF YOUR PASSENGERS, THE INTENSITY OF THE FIRE AND THE POSSIBILITY OF AN EXPLOSION IN YOUR DECISION.

9.5 Required Safety Equipment

Besides the equipment installed on your boat by Pursuit, certain other equipment is required to help ensure passenger safety. Items like a sea anchor, working anchor, extra dock lines, flare pistol, life vests, a line permanently secured to your ring buoy, etc. could at some time save your passengers' lives, or save your boat from damage. A book titled "You and Your Boat" has been included with this manual to provide additional information regarding boating safety and required safety equipment. This should be read thoroughly and kept handy for future reference. If you did not receive a copy of this book with your literature, please contact the Pursuit Customer Relations Department and we will send you a copy at no charge.

You can contact the U.S. Coast Guard Boating Safety Hotline, 1-800-368-5647 or 800-336-2628 and 800-245-2628 in Virginia, for information on boat safety courses and brochures listing the Federal equipment requirements. Also, check your local and state regulations.

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

9.6 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 Atmospheric and Oceanic 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	Visual Distress Signals	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

9.7 Maximum Capacity Rating

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

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

Chapter 10:
OPERATION

10.1 General

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

A thorough understanding of the component systems and their operation is essential to the proper operation of the boat. This manual and the associated manufacturers' information is provided to enhance your knowledge of your Pursuit boat. Read them carefully. Also read the book titled "You and Your Boat," included in your literature packet.

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

10.2 Rules of the Road

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

10.3 Pre-Cruise System Check

Before Starting the Engine

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

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

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

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

- Have the following spare parts on board:

Extra light bulbs	Spark plugs
Fuses and circuit breakers	Flashlight and batteries
Drain plugs	Engine oil
Propeller(s)	Fuel filters
Propeller nut	Fuel hose and clamps

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

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

10.4 Operating Your Boat

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

After Starting the Engine

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

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

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

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

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

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

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

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

Note: For more instructions on safety, equipment and boat handling, enroll in one of the several free boating courses offered. For information on the courses offered in your area, call the "Boating Course Hotline," 1-800-336-2628 and in Virginia, 800-245-2628.

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

To stop the boat, follow this procedure:

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

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

- Turn the ignition key to the "OFF" position.

After Operation:

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

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

10.5 Water skiing

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

- Water ski only in safe areas, away from other boats and swimmers, out of channels, and in water free of underwater obstructions.
- Make sure that anyone who skis can swim. Do not allow people who cannot swim to water ski.
- Be sure that the skier is wearing a proper life jacket. A water skier is considered on board the boat and a Coast Guard approved life jacket is required. It is advisable and recommended for a skier to wear a flotation device designed to withstand the impact of hitting the water at high speed.

- Always carry a second person on board to observe the skier so that your full attention can be given to the safe operation of the boat.

- Approach a skier in the water from the downwind side and be certain to stop the motion of the boat and your motor before coming in close proximity to the skier.

- Give immediate attention to a fallen skier. A fallen skier is very hard to see by other boats and is extremely vulnerable. When a skier falls, be prepared to immediately turn the boat and return to the skier. Never leave a fallen skier alone in the water for any reason.

For additional information on water skiing, including hand signals and water skiing manuals, contact the American Water Skiing Association in Winter Haven, Florida, 813-324-4341.

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

10.6 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 has resulted in fatal injuries. Because of this, we strongly suggest that these activities be left to those who have the equipment and knowledge, e.g., the U.S. Coast Guard or a commercial towing company, to safely accomplish the towing task.

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

WHEN TOWING OPERATIONS ARE UNDERWAY, HAVE EVERYONE ABOARD BOTH VESSELS STAY CLEAR OF THE TOW LINE AND SURROUNDING AREA. A TOW LINE THAT SHOULD BREAK WHILE UNDER STRESS CAN BE VERY DANGEROUS.
RUNNING AGROUND CAN CAUSE SERIOUS DAMAGE TO A BOAT AND ITS UNDER-

WATER 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.

10.7 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 DENALI WARRANTY.

Before Going Out On The Highway

- Make sure the tow BALL and COUPLER are the same size and bolts 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.

Chapter 11:
EXTERIOR EQUIPMENT

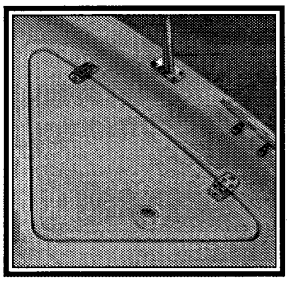
11.1 Deck

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. Be sure a clear lead exists when running dock lines or anchor lines. A line inadvertently run around a stanchion or over the rail could cause damage.

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

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

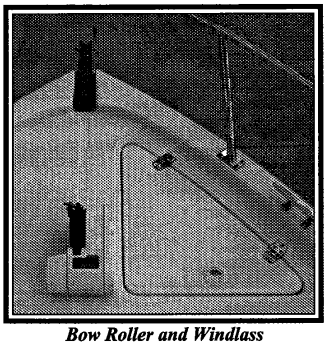
Anchor/Rope Locker
The anchor locker is in the bow of the boat and accessed through a hatch in the deck. The anchor line is always stored in the locker. The anchor can be mounted on the deck, on the bow roller, or stored in the anchor locker. If the anchor is stored in the anchor locker, it must be properly secured to prevent it from bouncing in the locker and causing damage to the hull or anchor locker.


Rope Locker

The anchor locker drains overboard through a drain in the bottom of the locker. It is very important to check the drain frequently to make sure it is clean and free flowing.

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

Stainless Steel Bow Roller
The bow roller assembly is recessed and allows the anchor to be operated and stored at the roller. The roller is designed for the 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 roller to secure the anchor. Always make sure the anchor is properly secured when it is in the stored position on the bow roller.


Bow Roller and Windlass

Windlass (Optional)
The optional windlass is mounted to the deck above the rope locker. The anchor is stored on the bow roller 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 chain binder and operating a "down" control at the helm. The windlass control switch is activated by a safety switch located on helm switch panel next to the windlass switch. Turn the safety switch on to activate the windlass control and turn it off whenever the windlass is not in use.

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. After the anchor is set, the windlass must not be left to take the entire force from the anchor line. 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 a 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 ROLLER. ALWAYS SECURE THE ANCHOR LINE TO A CLEAT OR ANCHOR CLASP BEFORE OPERATING YOUR BOAT.

11.2 Hull

Swim Platform

Your Denali is equipped with an integral swim platform located in the stern of the boat. A transom door is provided to allow easy access to the swim platform. The transom door should only be operated when the boat is not in motion. The door must be latched in either the full "OPEN" or full "CLOSED" position. Never leave the transom door unlatched.

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

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

Boarding Ladder (Optional)

The optional boarding ladder is mounted in the cockpit 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 swim platform. 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.

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

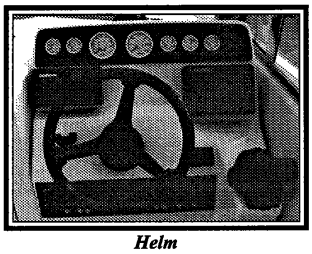
Trim Tabs

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

Cockpit Storage
The helm seat is mounted on a cooler/storage compartment. The cooler can be converted to a livewell if this option is installed. The cooler/livewell is insulated and drains overboard. The companion seat is mounted on a storage compartment that includes a tackle locker, storage compartment, and water ski storage. Behind the side walls at the companion seat and the helm, there are storage areas. The port storage area is designed for fishing rods, while the starboard side is for dunnage. Additional rod racks are located under the gunnel. There is also a small storage compartment in the deck near the windshield just forward of the companion seat.

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.

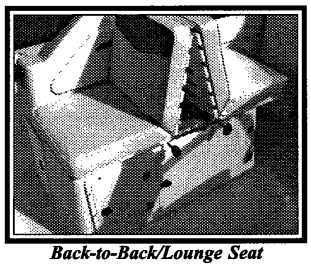

Helm

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 IS RUNNING. IN SOME SITUATIONS IT IS POSSIBLE TO ACCIDENTALLY ENGAGE THE ENGINE SHIFT AND THROTTLE CONTROL INTO GEAR AS THE HELM IS OPENING. THIS COULD RESULT IN LOSS OF CONTROL, DAMAGE TO THE BOAT, AND INJURY TO PASSENGERS.

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


Back-to-Back/Lounge Seat

Engine CompartmentHatch
A cooler/fishbox is built into the engine compartment hatch. It is insulated and drains overboard through a drain in the side of the hatch. The hatch is hinged at the rear and opens to provide access to service the engine and related components. A fire port is installed in the hatch to allow the operator to extinguish engine compartment fires without opening the hatch. Refer to Chapter 9 for information on using the fire port.

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

ALWAYS MAKE SURE THE ENGINE HATCH CLAMPS ARE PROPERLY SECURED BEFORE OPERATING OR TRAILERING YOUR BOAT. IF THE ENGINE HATCH IS NOT PROPERLY SECURED, IT COULD OPEN UNEXPECTEDLY CAUSING DAMAGE TO THE BOAT AND THE ENGINE HATCH.

Freshwater Sink and Shower
A freshwater sink is located in the rear of the cockpit next to the engine hatch. It is equipped with shower head and a retractable hose. The sink is supplied water by the freshwater system and drains overboard.

Refer to Chapter 5 for additional information on the freshwater systems.

Removable Aft Lounge Seat
An insulated cooler/fishbox is incorporated into the aft lounge seat. The cooler/fishbox drains to the cockpit and then overboard through the scuppers. The lounge seat and cooler/fishbox is mounted with special brackets that allow the unit to be removed. Always be sure the aft lounge is properly secured in the cockpit before using the boat.

THIS PAGE WAS LEFT BLANK
INTENTIONALLY

THIS PAGE WAS LEFT BLANK
INTENTIONALLY

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
Athwartship:	When an object lies on a line or in a plane at right angles to the centerline of a boat
Beam:	The breadth of a boat usually measured at its widest part
Beamy:	Boats of greater than normal beam
Bilge:	The lower interior areas of the hull of a boat
Bilge Pump:	Pumps water that collects in the bilge, overboard
Boarding Ladder:	Set of steps temporarily fitted over the side of a boat to assist persons coming aboard
Boat Hook:	Short shaft of wood or metal with a fitting at one end shaped to aid in extending one's effective reach from the side of the boat
Bow:	The front end of a boat
Bow Line:	A line that leads forward from the bow of the boat
Bow Rail:	Knee high rails of solid tubing to aid in preventing people from falling overboard
Bridge:	The area from which a boat is steered and its speed controlled
Bridge Deck:	Deck forward and usually above the cockpit deck

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

Engine Bed: A sturdy structural member running fore-and-aft on which the engine is mounted

Even Keel: When a boat floats properly as designed

Fender: A soft object of rubber or plastic used between boats and piles, pier sides, seawalls, etc. to protect the topsides from scarring and to cushion any shock of the boat striking a fixed object

Fly Bridge: An added set of controls above the level of the normal control station

Fore: The part of the boat in which the bow is located

Foundering: When a boat fills with water and sinks

Freeboard: The height of a boat's topsides from the waterline to the deck

Fuel Pump: Feeds fuel under pressure

Galley: The kitchen of a boat

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

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

Grounds: A boat touches the bottom

Gunwale: The upper edge of a boat's side

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

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

Hatch: A door or cover for access down into a compartment of a boat

Head: Refers to both the toilet and toilet area

Headroom: The vertical distance between the deck and the cabin or canopy top (or other overhead structure)

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

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

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

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

THIS PAGE WAS LEFT BLANK
INTENTIONALLY

Appendix B:

MAINTENANCE LOG

Date	Hours	Dealer	Service/Repairs

MAINTENANCE LOG

Date	Hours	Dealer	Service/Repairs

MAINTENANCE LOG

Date	Hours	Dealer	Service/Repairs

MAINTENANCE LOG

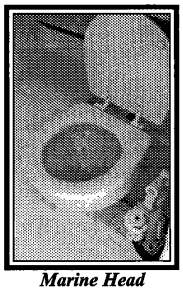
Date	Hours	Dealer	Service/Repairs

MAINTENANCE LOG

Date	Hours	Dealer	Service/Repairs

Chapter: 12
INTERIOR EQUIPMENT

12.1 Marine Head System



Marine Head

The Denali 24 is equipped with china head and holding tank 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, pump to discharge the waste to the holding tank, then close the inlet valve and pump the bowl dry. The waste remains in the holding tank until it is pumped out by a waste dumping station.

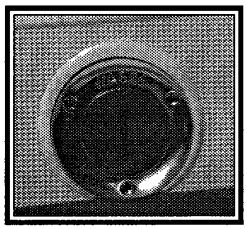
Holding Tank

The holding tank is located in the bilge. When the tank is full, it must be pumped out by an approved waste dumping station through the "waste" deck fitting.

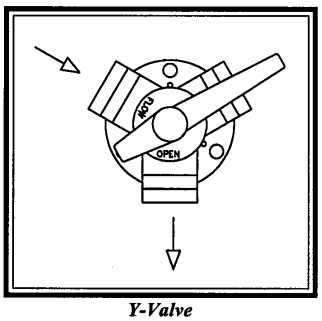
Monitor the waste level in the holding tank and have it pumped out before it is completely full. If the holding tank is allowed to overfill, the waste will overflow into the tank vent and then overboard.

Optional Y-Valve and Macerator Discharge Pump

A Y-valve and overboard discharge system, with or without a macerator discharge pump, can be installed as optional equipment. Waste can be directed either into the holding tank or overboard, when legal to do so. This is accomplished by an optional Y-valve located in the rear of the bilge.



Waste Deck Fitting



Y-Valve

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

When the holding 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 engine compartment, until the tank is emptied. Release the switch and close the discharge ball valve when pumping is complete.

Maintenance

The head should be cleaned and inspected for leaks regularly. Periodically, remove the covers from the holding tank vent and clean the vent of any debris. Be sure the covers are replaced securely after cleaning. The covers help prevent foreign matter from contaminating vent system. If the vent cover is damaged or lost it should be replaced as soon as possible.

An access hole behind the magazine rack in the cabin is provided for servicing the waste deck fitting and vent hose connections. This is accessed by removing the magazine rack.

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

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

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.

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

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

SANDING OR SANDBLASTING THE HULL BOTTOM WILL DAMAGE THE FIBERGLASS. USE ONLY STANDARD ANTIFOULING PAINTS AND FIBERGLASS WAX REMOVERS AND PRIMERS RECOMMENDED BY THE ANTIFOULING PAINT MANUFACTURER WHEN PREPARING THE HULL FOR BOTTOM PAINT. SANDING OR SANDBLASTING AND THE USE OF A COATING OTHER THAN STANDARD ANTIFOULING PAINT OR EPOXY BARRIER COATINGS ARE NOT RECOMMENDED AND WILL VOID THE FIVE YEAR HULL BLISTER WARRANTY.

Zincs
Sacrificial anodes are installed on the outdrive unit and should be installed on the trim tabs if the boat is to be left in the water. Contact your dealer for the proper size and type of anodes to be used and the specific installation procedure. Anodes should be checked monthly and changed when they are 75% of their original size.

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

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

At least once a season, wash and wax all exposed fiberglass surfaces. Use a high quality automotive or boat wax. Follow the procedure recommended by the wax manufacturer. The washing and waxing of your boat will have the same beneficial effects as they have on an automobile finish. The wax will fill minute scratches and pores thus helping to prevent soiling and will extend the life of the gelcoat.

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

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

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

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

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

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

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

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

Plexiglas®
Plexiglas® scratches easily. Use a soft cloth and mild soap and water to clean Plexiglas®. Solvents and products containing ammonia can permanently damage Plexiglas®. A coat of automotive or boat wax is beneficial to protect the surface. Do not use the following on Plexiglas®:

Abrasive cleaners	Acetone
Solvents	Alcohol
Glass cleaners	Cleaners containing ammonia

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

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.

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

13.3 Cabin Interior

The cabin interior can be cleaned just like you would clean a home interior. To preserve the teak woodwork, use teak oil. To maintain the carpeting, use a vacuum cleaner. Because air and sunlight are very good cleansers, periodically put cushions, sleeping bags, etc. on the deck in the sun 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 you leave the boat for a long period, put all cushions on their sides, open all interior cabin and locker doors, and hang a commercially available mildew protector in the cabin.

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

13.4 Bilge and Engine Compartment

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

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

Chapter 14:
SEASONAL MAINTENANCE

14.1 Lay-up and Storage

Before Storing

- 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. In winter storing with a full tank, a fuel winterizer is recommended to reduce fuel deterioration. For more recommendations for your specific area, check with your local Pursuit dealer. Operate the boat for 15 minutes to allow the treated fuel to reach the engine.
- Drain water from the freshwater and raw water systems.
- Consult the engine owner's manual for detailed information on preparing the engines for storage.

Lifting

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

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

Supporting The Boat For Storage

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

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

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

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

When storing the boat on a cradle:

- The cradle must be specifically for boat storage.
- Make sure the cradle is well supported and placed on a level surface with the bow high enough to provide proper drainage of the cockpit and bilge.
- 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 DO NOT PROPERLY SUPPORT THE HULL. ALWAYS MAKE SURE THE BUNKS AND ROLLERS ARE ADJUSTED SO THEY ARE NOT PUTTING PRESSURE ON THE LIFTING STRAKES AND ARE PROVIDING ENOUGH SUPPORT FOR THE HULL. HULL DAMAGE RESULTING FROM IMPROPER TRAILER SUPPORT IS NOT COVERED BY THE DENALI WARRANTY.

Preparing The Boat For Storage

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

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

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 freshwater tank is completly 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 freshwater faucets, including the freshwater spray head in the leaning post bait station sink. Make sure antifreeze has flowed through all of the freshwater drains.

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

Raw Water System
Completely drain the raw water systems. Disconnect all hoses and blow the water from the system. Use only very low air pressure when doing this to prevent possible system damage. Because of the check valve mechanism built in the raw water washdown pump, blowing the lines will not remove the water from that raw water 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, potable water system antifreeze. If potable water antifreeze is used, pour the mixture into a pail and put the raw water intake lines into the solution. Run the pumps one at a time until the antifreeze solution is visible at all raw water faucets and discharge fittings and drains. Be sure antifreeze has flowed through all of the raw water drains.

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

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 must be pumped dry and one gallon of potable water antifreeze poured into the tank through the deck waste pump out fitting.

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, sea cocks, pumps, and steering components.

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

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

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

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

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

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

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 DRAIN PLUG IS INSTALLED.

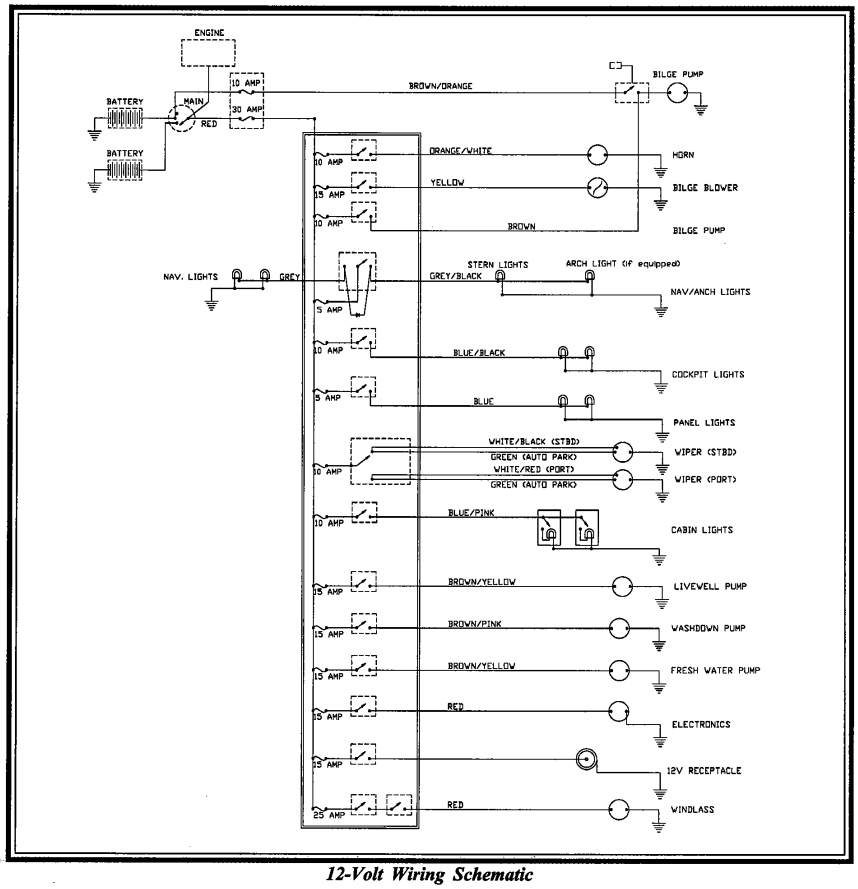
Reactivating The Boat After Storage

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

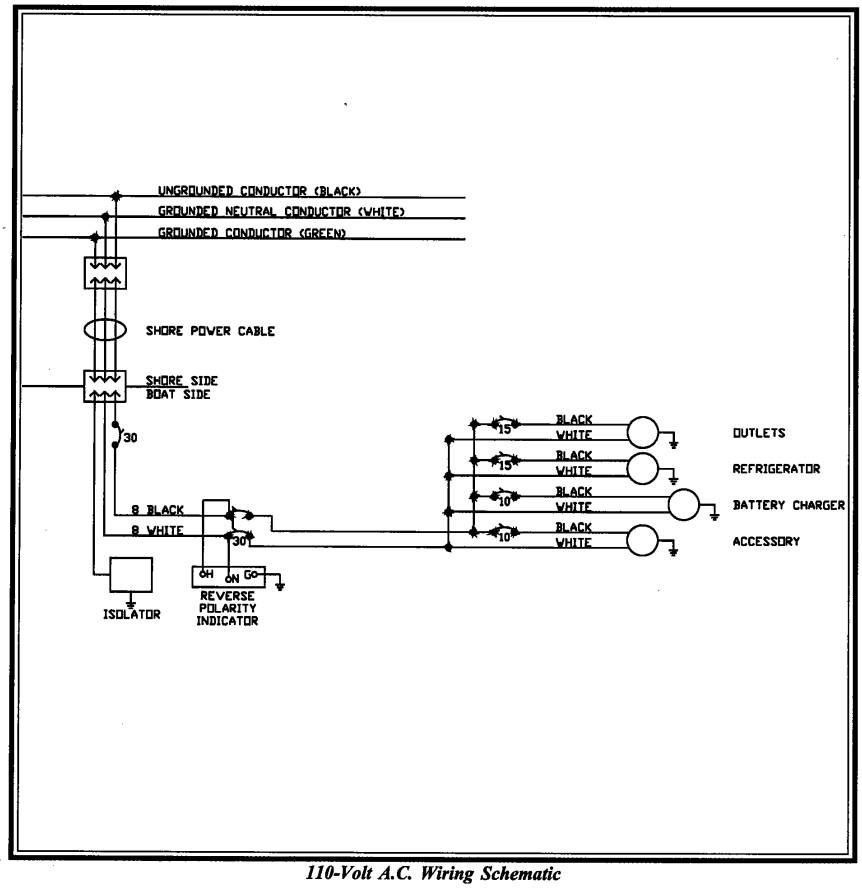
After Launching

- Carefully check all water systems for leaks. Operate each system one at a time checking for leaks and proper operation.
- Check the bilge pump manual and automatic switches.
- Prime the fuel system and start the engine.
- When the engine starts, check the cooling system port below the engine cowling for a strong stream of water. This insures that the cooling pump is operating.
- Carefully monitor the gauges and check for leakage and abnormal noises. Operate the boat at slow speeds until the engine temperature stabilizes and all systems are operating normally.

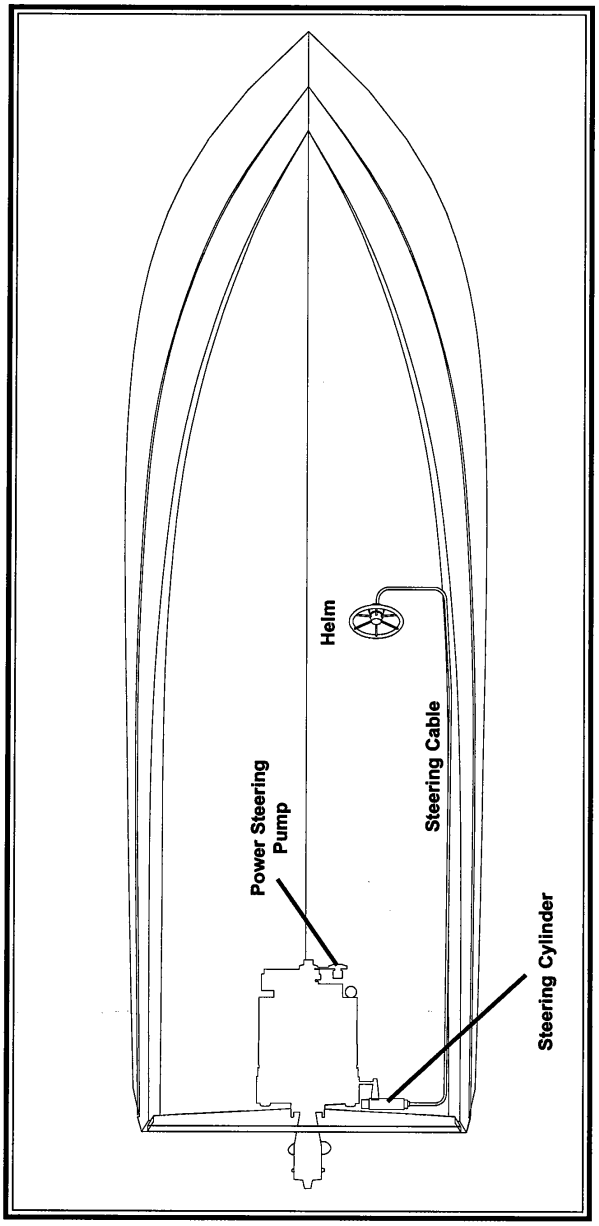
Chapter 15:
SCHEMATICS



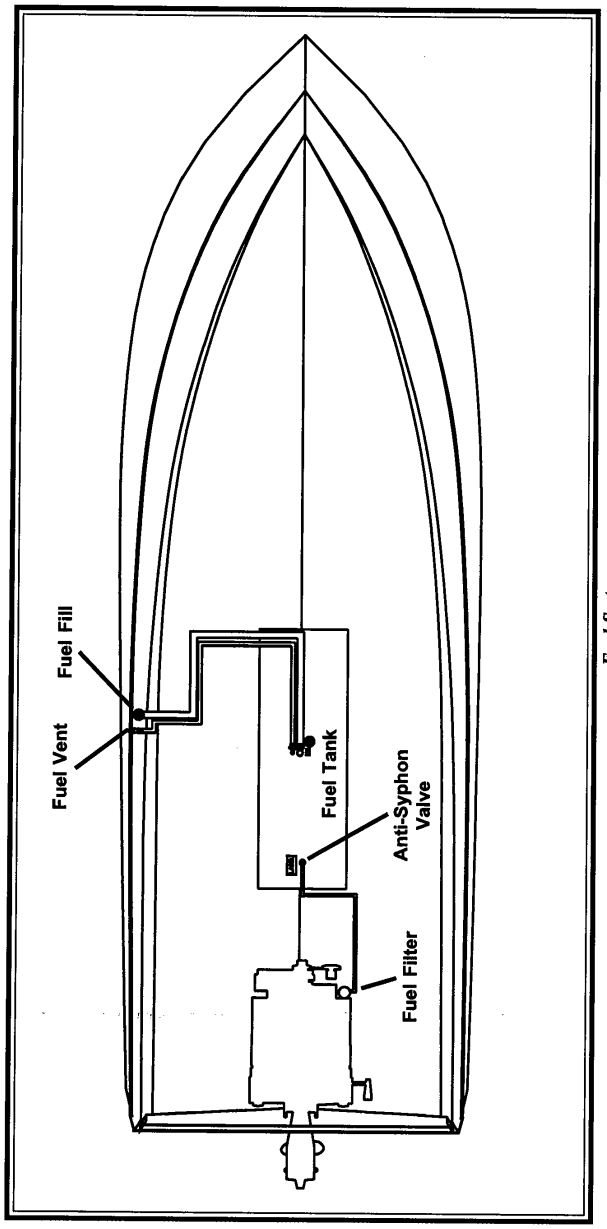
12-Volt Wiring Schematic



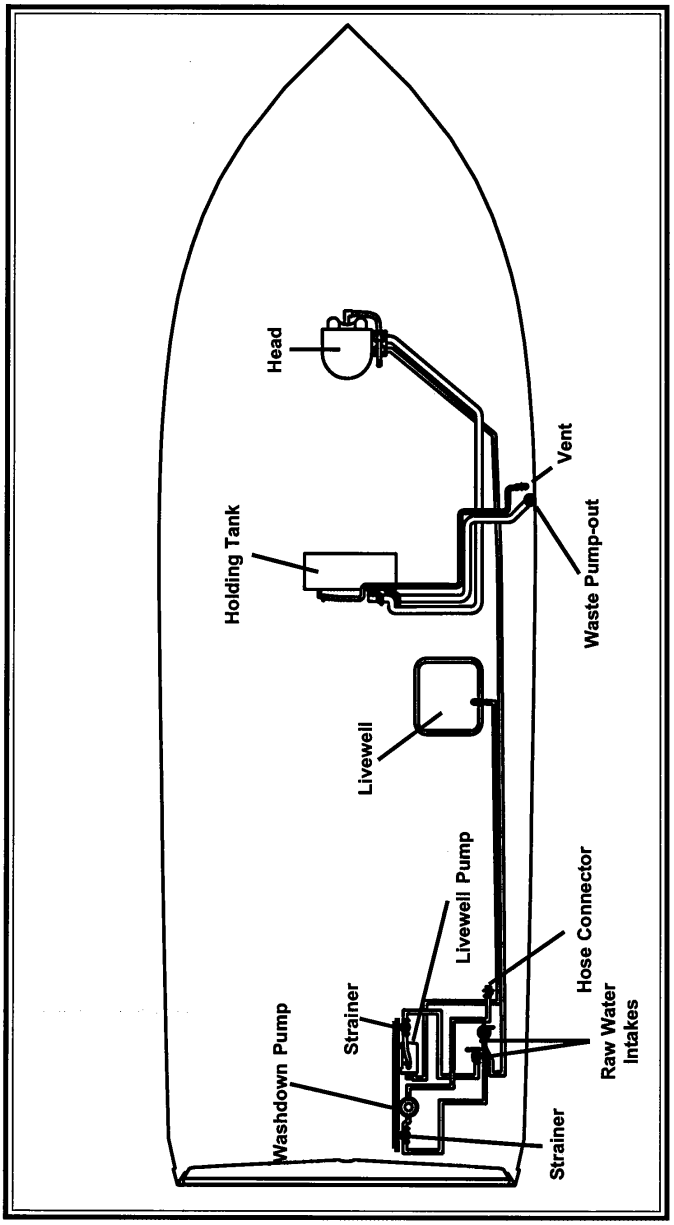
110-Volt A.C. Wiring Schematic



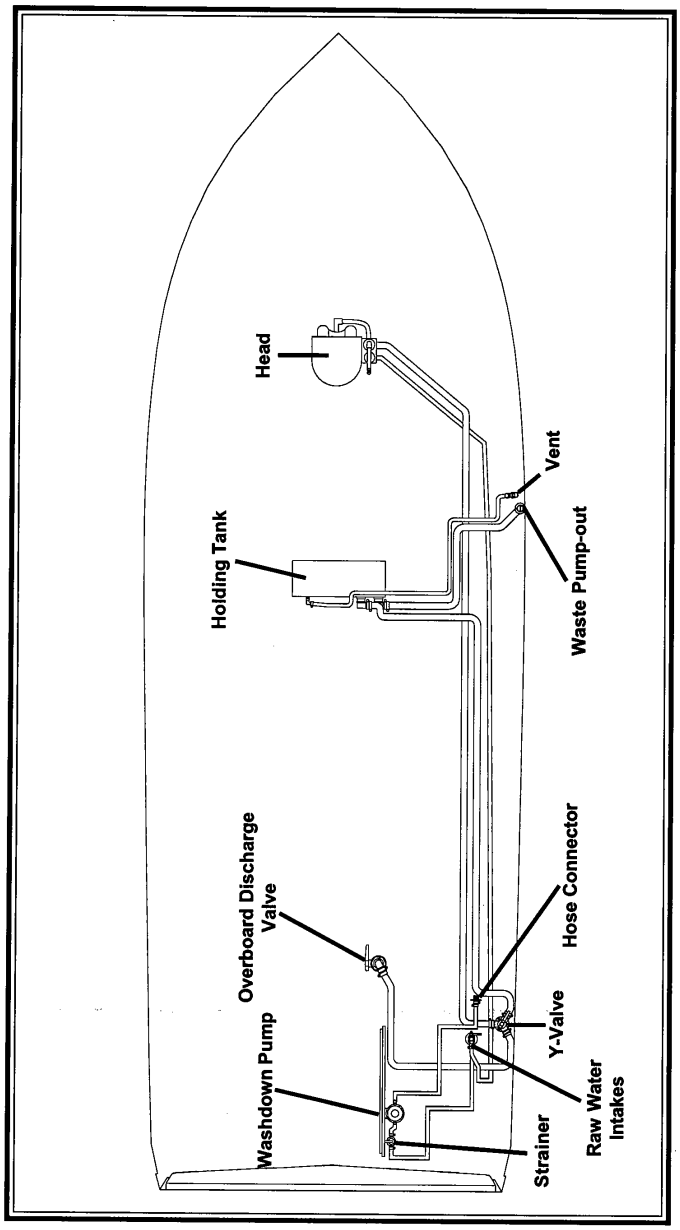
Steering System



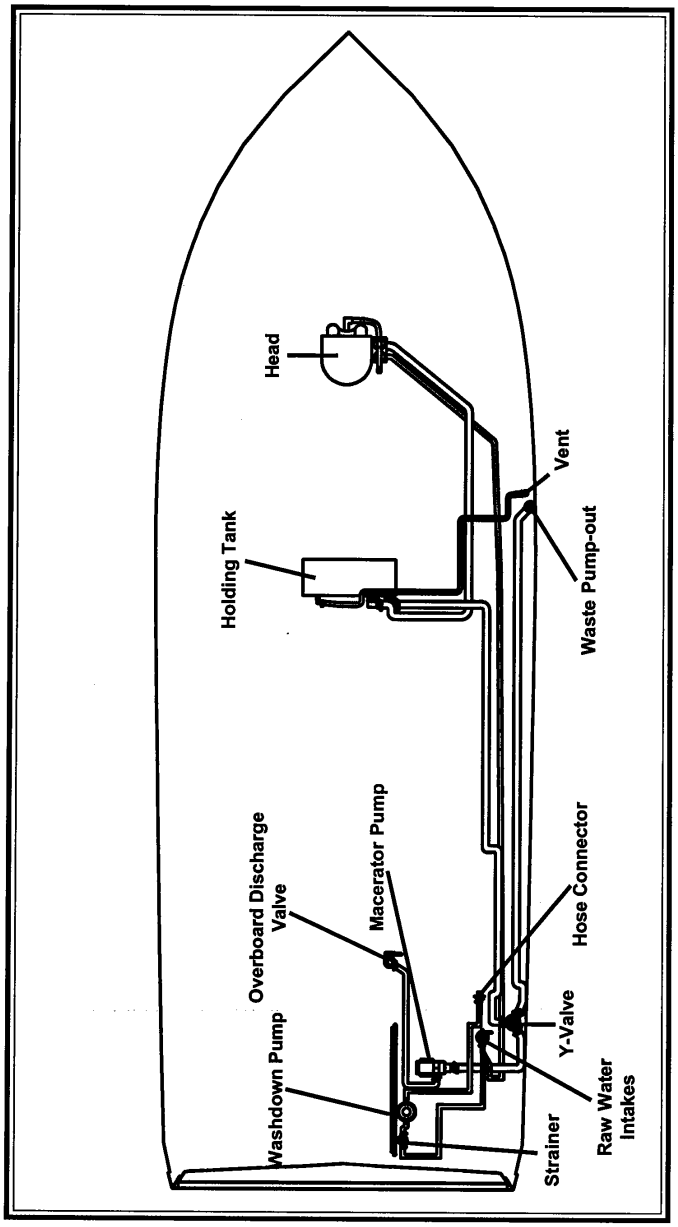
Fuel System



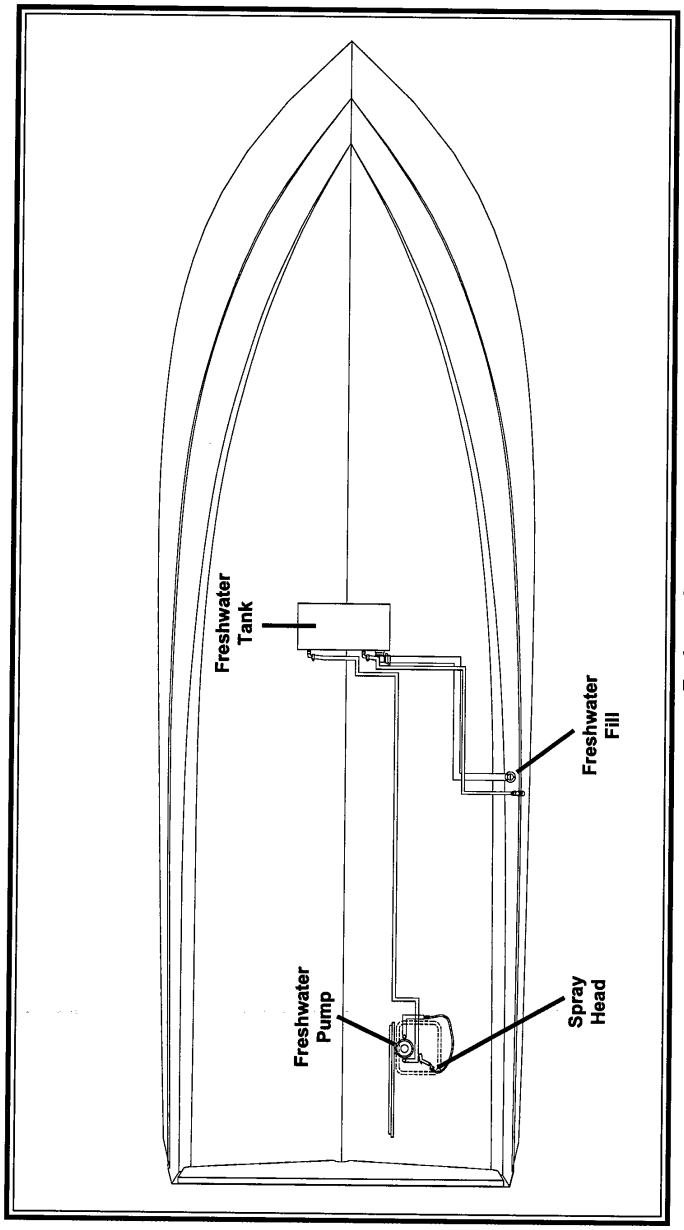
Raw Water System(W\O Y-Valve and Macerator)



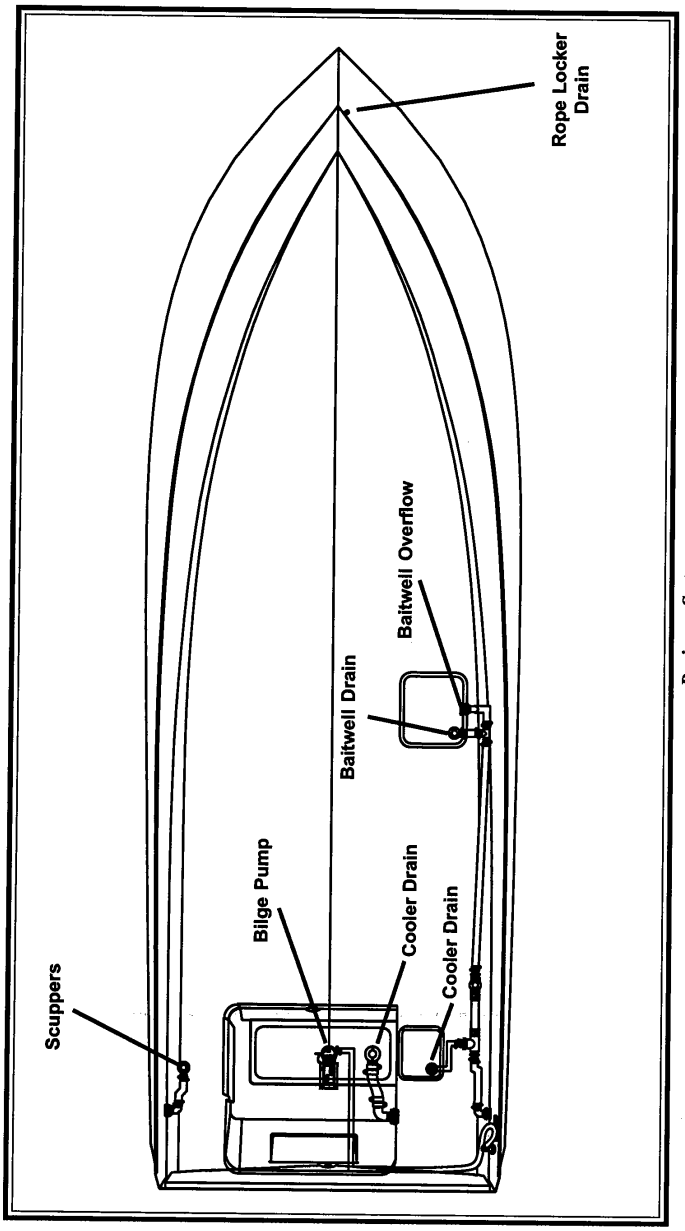
Head System (With Y-Valve)



HeadS System (With Y-Valve and Macerator)



Freshwater System



Drainage System