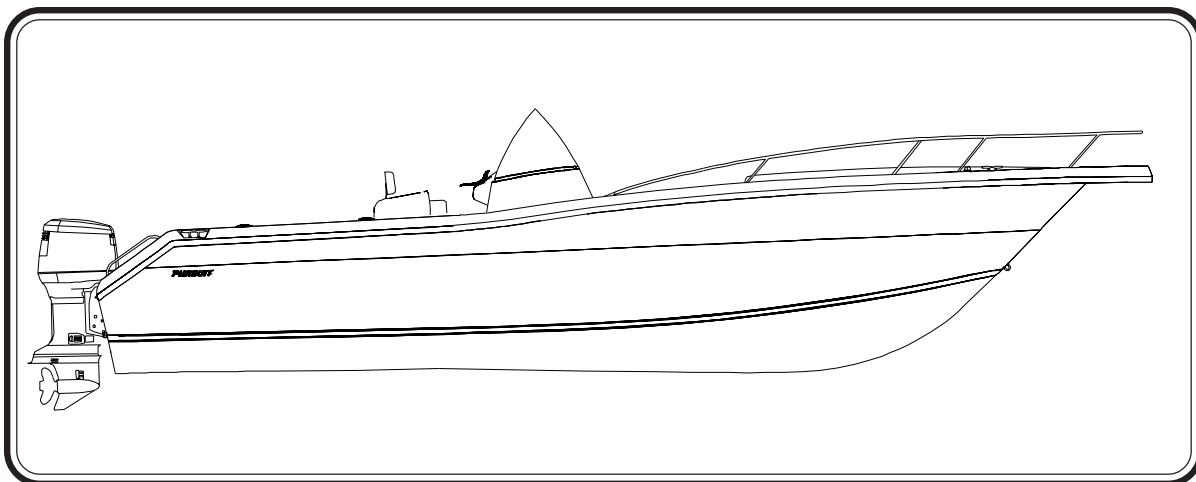


PURSUIT®

2670 CUDDY CONSOLE OWNER'S MANUAL



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

PURSUIT® 2670 CUDDY CONSOLE

Print Date 10/2002

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SAFETY INFORMATION

Your **PURSUIT®** 2670 Console Cuddy 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 **DANGER, WARNING, CAUTION, and NOTICE** 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.



INFORMATION WHICH IS IMPORTANT TO PROPER OPERATION OR MAINTENANCE, BUT IS NOT HAZARD RELATED.

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

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

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BOAT INFORMATION

Please fill out the following information section and leave it in your Pursuit 2670 Cuddy Console 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.

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

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

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IMPORTANT INFORMATION

Warranty and Warranty Registration Cards

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

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

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

IMPORTANT:

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

Product Changes

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

Transferring The Warranty

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

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

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

Service

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

OWNER'S/OPERATOR'S RESPONSIBILITIES

Registration and Numbering

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

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

Insurance

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

Reporting Boating Accidents

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

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

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

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

Education

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

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

Required Equipment

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

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

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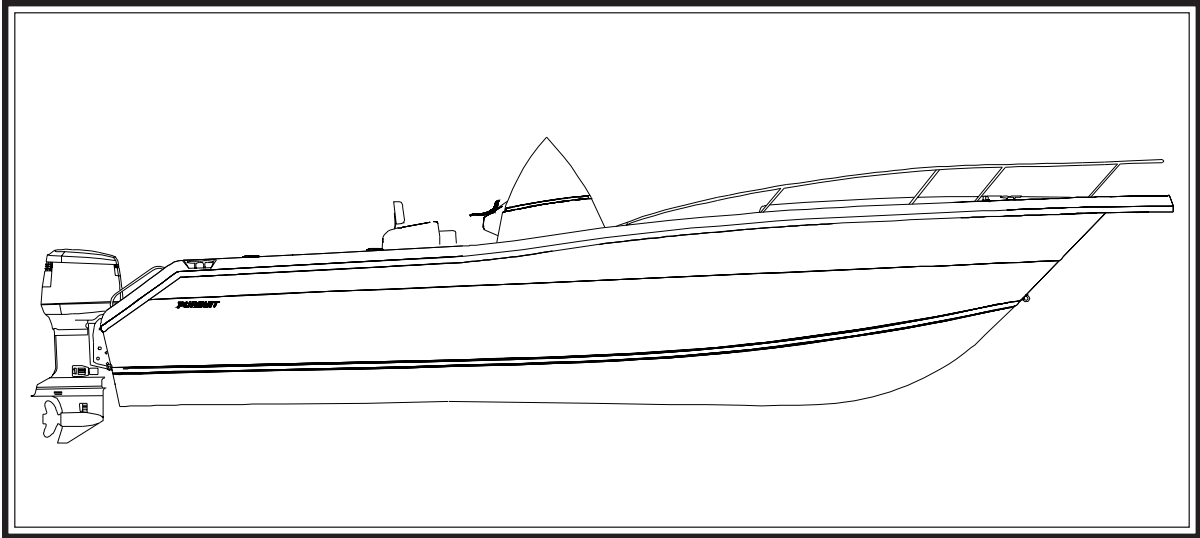
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Chapter 1:

PROPULSION SYSTEM



2670 Console Cuddy

1.1 General

The Pursuit 2670 Console Cuddy is designed to be powered with twin 2-cycle or 4-cycle outboard motors.

4-cycle outboard engines do not use an oil injection system and are not equipped with remote oil tanks. They have an oil sump in the crankcase that must be kept full of the oil recommended by the engine manufacturer. The oil must be checked before each use and changed regularly.

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



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



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

1.2 Corrosion

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

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.

Galvanic corrosion is the corrosion process occurring when different metals are submerged in an electrolyte. Sea water is an electrolyte and submerged engine components must be properly protected. Outboard motors are equipped with sacrificial zinc anodes to prevent galvanic corrosion problems. The zinc anodes must be monitored and replaced as necessary. For locations and maintenance, please refer to the engine owner's manual.

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



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

1.3 Engine Lubrication

2-cycle outboard motors are lubricated by a variable ratio oil injection system. The oil tanks are mounted below the stern bait station near the transom. Always monitor the oil level before each cruise by checking the gauge in the helm or visually checking the oil level using the reference marks on the tanks. When additional oil is needed, use only the type of oil specified by the engine manufacturer. Refer to the engine owner's manual for oil specifications and additional information on the oil injection system.

4-cycle outboard engines have an oil sump in the crankcase that must be kept full of the type and grade of oil recommended by the engine manufacturer. It is normal for 4-cycle engines to consume a small amount of oil. Therefore, the oil must be checked before each use and changed at regular intervals as instructed by the engine owner's manual. As with 2-cycle engines, use only the type of oil specified by the engine manufacturer.

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

1.4 Engine Cooling System

Outboard engines are raw water (sea water) cooled. Water is pumped through the water inlets, circulated through the engine block, and relinquished with the exhaust gases through the propeller hub. The water pump uses a small impeller made of synthetic rubber. The impeller and water pump cannot run dry for more than a few seconds. In most outboard motors some cooling water is diverted through ports below the engine cowling. This allows the operator to visually check the operation of the cooling system. When the engine is started, always check for a steady stream of water coming out of those ports.



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

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

1.5 Propellers

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



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

1.6 Engine Instrumentation

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

Tachometer

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



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

Speedometer

The speedometer indicates the speed of the boat in miles per hour. Most speedometers measure the water pressure against a small hole in a pickup tube located in the engine lower unit or mounted on the bottom of the transom.

Temperature Warning

The temperature warning indicates the temperature of the engine. A sudden increase in the temperature could indicate an obstructed water inlet or an impeller failure.



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

Fuel Gauge

The fuel gauge indicates the amount of fuel in the fuel tanks. The fuel gauge switch, located on the helm, is used to switch the gauge reading to the port or starboard fuel tank.

Voltmeter

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

Hour Meter

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

Tilt/Trim Gauge

The tilt/trim gauge monitors the position of the outboard engine. 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 the engine owner's manual for more information on the operation of the outboard power tilt and trim.

Engine Alarms

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



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

Fuel Management

Fuel management systems are standard equipment with some outboard engines. If you have a fuel management system installed on your boat, please refer to the engine or fuel management manual for information on that system.

Depth Gauge

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

Compass

The compass is on top of the helm. To adjust the compass for your area, read the instructions on "Compass Compensation" given to you in the literature packet. The compass cannot be adjusted accurately at the factory as it must be compensated for the influence of the electrical equipment and electronics unique to your boat. Therefore, the compass should be adjusted by a professional after the electronics and additional electrical accessories are installed and before

operating the boat.

Instrument Maintenance

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

Chapter 2:

HELM CONTROL SYSTEMS

2.1 General

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

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

2.2 Engine Throttle and Shift Controls

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

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



Controls

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

The handles of dual lever controls may not always align with each other at all RPM settings due to variations in control cable routing, cable length and adjustments at the engine. Usually the alignment of the handles can be optimized at a chosen RPM, but may vary at other settings.

2.3 Neutral Safety Switch

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

The neutral safety switches should be tested periodically to ensure that they are operating properly. To test the neutral safety switches, make sure the engines are tilted down and move the shift levers to the forward position. **Make sure the control levers are not advanced past the idle position.** Turn the ignition key to the start position just long enough to briefly engage the starter for the engine. **Do not hold the key in the start position long enough to start the engine.** The starter should not engage for either engine. Repeat this test with the shift levers in reverse and the engine throttles at idle. Again, the starter should not engage for either engine. If the starter for either engine engages with the shift controls in any position other than the neutral position, then the neutral safety switch is not functioning properly and you should contact your dealer and have the neutral safety switch repaired before using your boat. If an engine starts in gear during this test, immediately move the control levers to the neutral position. Turn the engine off and have the problem corrected by a qualified marine mechanic before using the boat.



IN SOME SITUATIONS, IT MAY BE POSSIBLE TO ACCIDENTALLY START THE ENGINES IN GEAR WITH THE THROTTLES ABOVE IDLE IF THE NEUTRAL SAFETY SWITCH IS NOT OPERATING PROPERLY. THIS WOULD CAUSE THE BOAT TO ACCELERATE UNEXPECTEDLY IN FORWARD OR REVERSE AND COULD RESULT IN LOSS OF CONTROL, DAMAGE TO THE BOAT, OR INJURY TO PASSENGERS. ALWAYS TEST THE NEUTRAL SAFETY SWITCH PERIODICALLY AND CORRECT ANY PROBLEMS BEFORE USING THE BOAT.

2.4 Engine Power Tilt and Trim

All outboard engines have a tilt and trim feature. The tilt and trim switches are usually built into the engine shift and throttle controls and allow the operator to control the position of the outboards from the helm. Moving the outboards closer to the boat transom is called trimming “in” or “down.” Moving the outboards further away from the boat transom is called trimming “out” or “up.” In most cases, the boat will run best with the outboards 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 outboards 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 outboards further up for shallow water operation or

trailer. For information on the proper use and maintenance of the power tilt and trim, please refer to the engine owner's manual.



THE ENGINE HOSES AND CABLES OR THE TRANSOM GELCOAT CAN BE DAMAGED BY TILTING THE ENGINES TO THE FULL UP POSITION WITH THE ENGINES TURNED TO THE WRONG POSITION. MOST TWIN ENGINE AND SINGLE ENGINE BOATS REQUIRE THE STEERING WHEEL TO BE TURNED COMPLETELY TO STARBOARD BEFORE TILTING THE ENGINES TO THE FULL UP POSITION. YOU SHOULD MONITOR THE ENGINES AS THEY TILT TO DETERMINE BEST FULL TILT ENGINE POSITION FOR YOUR BOAT.



SOME AUTOPILOTS HAVE ENGINE POSITION SENSORS THAT ARE MOUNTED TO THE HYDRAULIC STEERING CYLINDER. WITH THESE AUTOPILOTS, THE ENGINE POSITION SENSOR BRACKET COULD HIT THE TRANSOM WHEN THE ENGINES ARE TILTED TO THE FULL UP POSITION AND CAUSE DAMAGE TO THE ENGINE RIGGING, THE AUTOPILOT OR THE TRANSOM. IF YOU HAVE AN AUTOPILOT INSTALLED ON YOUR BOAT, YOU SHOULD MONITOR THE LOCATION OF THE ENGINE CABLES AND AUTOPILOT BRACKETS AS THE ENGINES ARE TILTED TO DETERMINE THE BEST ENGINE POSITION AND MAXIMUM ENGINE TILT FOR YOUR APPLICATION.

2.5 Engine Stop Switch

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



Engine Stop Switch

2.6 Steering System

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

Dual engine outboards are coupled at the tiller arms by a tie bar. The engines must be aligned so they are parallel with each other to provide maximum stability on straight ahead runs and proper tracking through corners. Engine or steering system damage may require the engines to be realigned.

2.7 Trim Tabs

The trim tabs are recessed into the hull below the swim platform and integrated transom engine mounting system. Rocker switches are used to control the trim tabs. The switch is labeled and controls bow up and down movements. It also controls starboard and port up and down movements. Bow up and bow down will control the hull planing attitude, while port and starboard up and down provide control for the hull listing.

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

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

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



Trim Tab

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

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

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

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

2.8 Control Systems Maintenance

Control Maintenance

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

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

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



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

Steering System Maintenance

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

When new, or after repairs, hydraulic steering systems may need to have all air purged from the system. Check the steering fluid level in the helm, it should be maintained at no less than 1/2" below the bottom of the filler cap threads. Remove, clean and grease the support tube and rod annually with quality marine grease. Review the information provided by the hydraulic steering manufacturer for proper specifications and details on system service and maintenance.

Trim Tab Maintenance

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

The trim tab pump is located behind the access hatch in the starboard rear of the cockpit. The trim tab fluid should be checked often. Keep the fluid level between the marks on the trim tab pump reservoir.

The trim tabs are equipped with a zinc anode to prevent galvanic corrosion. Galvanic corrosion is the corrosion process occurring when different metals are submerged in an electrolyte. Seawater is an electrolyte and submerged metal components must be properly protected. The anodes were installed at the factory and will need to be changed when they are 75% of their original size. Refer to the Routine Maintenance chapter of this manual for information on maintaining zinc anodes and the trim tab owner’s manual for additional maintenance information, fluid specifications and operating instructions.

Chapter 3:

FUEL SYSTEM

3.1 General

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

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



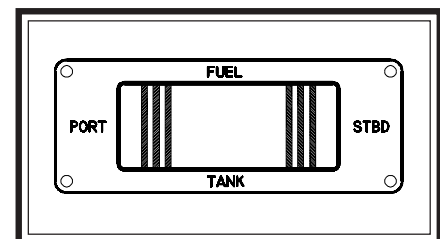
DO NOT LET THE ODOR OF GASOLINE GO UNCHECKED. ANY ODOR OF GASOLINE MUST BE IMMEDIATELY INVESTIGATED AND STEPS TAKEN TO PROTECT THE BOAT AND ITS OCCUPANTS UNTIL THE PROBLEM IS CORRECTED. IF THE ODOR OF GASOLINE IS NOTED, SHUT OFF ALL ENGINES AND ELECTRICAL EQUIPMENT. INVESTIGATE AND CORRECT THE SITUATION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

Fuel Withdrawal Tubes

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

Fuel Gauge

This indicates the amount of fuel in the tanks. Due to the mechanical nature of the fuel senders, variations in readings during various speeds of operation may occur. This system is merely a relative indication of the available fuel supply and not a calibrated instrument. The fuel gauge switch located on the helm is used to switch the gauge reading to the port or starboard fuel tank.



Fuel Gauge Switch

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

Fuel Fills

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



Fuel Fill

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



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

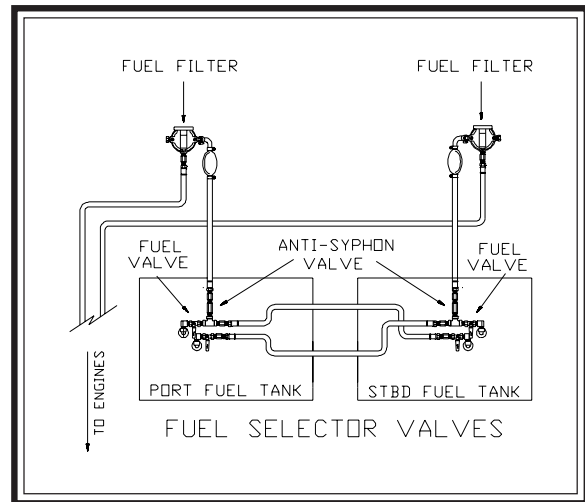
Fuel Vents

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

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

3.2 Outboard Fuel System

The fuel system on the Pursuit 2670 has two fuel tanks and four manual “ON/OFF” fuel valves that are labeled to indicate the engine the valve will supply. The fuel valves are located on the top of the fuel tanks below the inspection plates in the rear of the cockpit. The valves are off when the handle is perpendicular to the fuel flow. The fuel valves allow the operator to run the engines from both tanks or from either the port tank, which fills from the port gunnel, or the starboard tank, which fills from the starboard gunnel.



Fuel Valves

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

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

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



DO NOT REMOVE THE ANTI-SIPHON VALVES FROM THE SYSTEM. SHOULD THE VALVES BECOME CLOGGED, CLEAN AND REINSTALL OR REPLACE.

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

Note: Some fuel injected engines have fuel filters on the engine and do not allow external fuel filters. If your boat is equipped with fuel injected engines, it may not have a separate water separator fuel filter.

3.3 Fueling Instructions



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



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

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

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

Note: The fuel vents are located on each side of the boat.

5. A special key to open the fuel caps is supplied.
6. Turn the key counterclockwise to open the cap.
7. Remove the cap.

8. Put the nozzle in the fuel opening.



STATIC ELECTRICITY CAN BE GENERATED WHILE FUELING AND CAN CAUSE A FIRE OR EXPLOSION. TO PREVENT STATIC SPARKS WHEN FILLING THE TANK, MAKE SURE THE NOZZLE IS IN CONTACT WITH THE FUEL OPENING.



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

9. Fill the fuel tank slightly less than the rated capacity to allow for expansion to avoid spilling fuel out of the vents and fuel fills.
10. Remove the nozzle.
11. Install and tighten the fuel cap. Be careful not to overtighten the cap.
12. Check the fuel compartment and below the deck for fuel odors. If you smell fuel, do not start the engine.



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



MAKE SURE ALL GASOLINE ODORS ARE INVESTIGATED IMMEDIATELY.

3.4 Fuel System Maintenance

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

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

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

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

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



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



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

Chapter 4:

ELECTRICAL SYSTEM

4.1 General

Your Pursuit is equipped with a 12-volt DC electrical system and an AC system. The AC system draws current from shore power outlets at dockside. The DC system draws current from three on-board batteries.

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

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

4.2 12-Volt System

The 12-volt system is a standard marine system. There are three batteries located in a compartment aft of the V-berth, below the cabin door. There is one battery for the starboard engine, one battery for the port engine and a house or accessory battery. The batteries themselves can be charged by the engines or by the battery charger when hooked to shore power. An automatic 12-volt current control system called the “Total Automatic Battery System® (TABS) manages the charging current for the 12-volt system whenever the engines are running. The TABS automatically senses the condition of each battery and directs the available current to the batteries that require charging. The system is equipped with a battery parallel feature that will connect the batteries in parallel for extra battery power while starting the engines. The battery parallel switch is a momentary switch located in the helm switch panel that is labeled either “Accessory” or “Parallel.” A red LED light on the front of the TABS indicates that the parallel switch is activated. Please refer to the TABS owner’s manual for additional information on the operation and maintenance of this system.

Most 12-volt power is distributed to the 12-volt accessories through individual circuit breakers located on the helm or on the 12-volt breaker panel in the head compartment. A main breaker located on the front of the TABS protects the DC system from an overload. Other circuit breakers, located on the front of the TABS, protect the circuit for the optional windlass, and the automatic float switch for the bilge pump. The engine main breakers or fuses located on each engine protects the ignition systems and gauges. Some 12-volt accessories are operated directly by a circuit breaker in the breaker panel while others are operated by a switch fed by the breakers. Most of the 12-volt accessories on the deck and cockpit are operated by switches in the helm or 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 Switches and TABS Unit

There are three “ON” - “OFF” battery switches located on the front of the TABS unit which is located behind a hatch at the starboard rear of the cockpit. The switches are activated using special keys that are attached to the unit. The port battery switch is labeled “Port” and activates the port engine, the starboard battery switch is labeled “Starboard” and activates the starboard engine and the center battery switch is labeled “House” and activates the 12-volt breaker panel in the helm storage compartment and all other 12-volt accessories. The house battery switch key is different from the engine switch keys, allowing the house battery to be activated without providing access to the engine starting batteries. Make sure that all three switches are activated whenever the engines are running to ensure that all 12-volt accessories will operate when they are needed. Red LED lights above each switch indicate that the switch is on. The top LED light will be lit when the engines are running or when the parallel switch is engaged.

The TABS controls the charging of all three batteries whenever one or both of the engines is operating. When one or both engines is started, the engine alternator(s) start to recharge the batteries. This charging current passes through the TABS sensing circuit. This circuit senses the charge and switches relays to connect the “House” battery in parallel with the engine batteries. Thus the charge from the engines is split between the batteries with the lowest battery receiving the most charge. When the engines are turned off, the charging stops and the sensing circuit turns off the relays, disconnecting the “House” battery from the engine starting batteries, thereby automatically isolating the batteries from one another.

When in port or at anchor, the switch that supplies the port engine and the switch that supplies the starboard engine should be off. Only the center battery switch that activates the “House” battery should be on. This will keep the engine starting batteries in reserve for starting the engines. All three battery switches should be in the “OFF” position when leaving the boat unattended.

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

12-Volt Accessory Switch Panels

The main accessory switch panels are located at the helm. The circuit breakers that protect the accessories are located on the helm below the switches.

The following are descriptions of the accessories controlled by the main accessory switch panel:

Fuel Gauge Switch

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

Horn

Activates the boat horn.

Bilge Pump

Activates the manual stern bilge pump which is installed in the rear center of the bilge. The pump moves water out through the thru-hull fitting in the hull. To start the pump, put the switch in the “On” position.

Note: The bilge is equipped with two bilge pumps. One pump is fully automatic and the other pump is activated by a switch. The automatic pump will start automatically when there is sufficient water in the bilge to activate the float switch. The float switch is protected by a circuit breaker located on the TABS unit and is always supplied current when the batteries are connected. The manual pump is activated by the bilge pump switch in the helm switch panel.

Parallel

The battery parallel switch is a momentary switch that will connect all three batteries in parallel for extra battery power while starting the engines. A red LED light on the front of the TABS unit indicates that the parallel switch is activated.

Nav/Anchor 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.

Cockpit Lights

Activates the lights that illuminate the cockpit area.

Spreader Lights

Activates the flood lights located on the optional T-top. These lights provide additional lighting for the rear of the cockpit.

Trim Tab Switches

Located in the helm switch panel. These switches control the trim tab planes located on the transom of the boat. They are protected by the tabs breaker located in the helm 12-volt breaker panel. Please refer to the Helm Control Systems chapter for detailed information on the operation of the trim tab controls.

Accessory Switch

This switch is supplied to protect additional equipment that may have been installed by Pursuit or your Pursuit dealer. If no accessories are activated by this switch it remains wired in the panel in reserve.

12-Volt Receptacle

Provides electrical current for portable 12-volt equipment.

Additional Accessory Switch Panels

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

Baitwell

This switch activates the baitwell light and circulating pump that supplies water to the baitwell. The pump is protected by a circuit breaker in the panel and an automatically resetting breaker in the pump motor.

Washdown Pump

Located under the gunwale in the cockpit. This switch activates the raw water washdown pump. The pump is the pressure demand type and is protected by a circuit breaker in the panel and an automatically resetting breaker in the pump motor.

Note: Please refer to the Raw Water chapter for more information on the baitwell and washdown systems.

Engine Trim and Tilt Switches

These switches are typically installed in the engine controls on the helm. They control the trimming and tilting of the engines. Please refer to the Helm Control Systems chapter and the engine owner's manual for information regarding the proper use of the tilt and trim switches.

Windlass

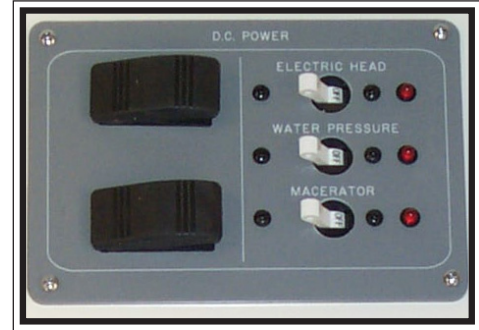
Located in the helm. This switch controls the optional windlass which is mounted to the deck directly above the rope locker. It is protected by a circuit breaker, of the type and rating recommended by the windlass manufacturer, that is located on the TABS unit.

Fishbox Pump Out Macerator Pump

The fishbox macerator switch panel is located in the rear of the cockpit near the stern access door. It is a momentary switch that activates the overboard macerator discharge system for the fishbox. The pump is protected by a circuit breaker in the panel

DC Accessory Breaker Panel

Power is distributed to the 12-volt cabin accessories through individual circuit breakers located in the DC panel in the center console storage compartment. A main breaker, located on the TABS unit, protects the system from an overload. Some 12-volt accessories are operated directly by the circuit breaker in the panel while others are operated by switches fed by the panel breakers.



DC Breaker Panel



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

The following are descriptions of the accessories controlled by the cabin DC breaker panel:

Macerator

Supplies electrical current to the switch that controls the macerator overboard discharge pump for the holding tank. This breaker should be in the “OFF” position except when pumping out the holding tank.

Refer to the Interior Equipment chapter for additional information on the operation of the overboard macerator discharge system.

Electric Head

Supplies electrical current directly to the switch which controls the electric head.

Water Pressure

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

4.3 AC System

The AC system is fed by the shore power outlet. It is wired totally separate from the 12-volt DC system and is equipped with an on board galvanic isolation system. All AC current is distributed to the AC accessories through individual circuit breakers located in the AC 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 AC outlets are protected by ground fault interrupters to protect against electrical shock. A cord set is provided to supply power from the shore power outlet to the boat's AC system.



TO REDUCE THE RISK OF ELECTRICAL SHOCK IN WET WEATHER, AVOID MAKING CONTACT WITH THE SHORE CABLE OR MAKING A CONNECTION TO A LIVE SHORE OUTLET. NEVER SPRAY WATER ON ELECTRICAL CABLES WHILE WASHING DOWN DECKS.



TO REDUCE THE POSSIBILITY OF AN ELECTRICAL SHOCK, IT IS IMPORTANT THAT THE AC 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 AC SHOULD BE DISCONNECTED UNTIL THE NECESSARY REPAIRS ARE COMPLETED.

Recommended procedure for making a shore connection

Turn the AC 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 dock side disconnect switch or circuit breaker to the “ON” position and check for proper polarity. If reverse polarity has been achieved, the red polarity indicator in the AC panel will light. If this should happen, make sure the main breaker on the panel is in the “OFF” position and turn the dock power switch or breaker off. A special relay attached to the main breaker should automatically turn the main breaker off whenever reverse polarity is achieved. 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 AC main switch can be moved to the “ON” position.



DO NOT OPERATE THE AC ELECTRICAL SYSTEM FROM SHORE POWER WITH REVERSE POLARITY. REVERSE POLARITY WILL DAMAGE THE SYSTEM AND EXPOSE PASSENGERS TO ELECTROCUTION HAZARDS. THIS CONDITION COULD ALSO CAUSE A FIRE IN THE ELECTRICAL SYSTEM.



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



KEEP CHILDREN AWAY FROM ANY ELECTRICAL CABLES OR EQUIPMENT AND ALWAYS USE GROUNDED APPLIANCES ON BOARD YOUR BOAT.



UNDETECTED FAULTS IN THE AC ELECTRICAL SYSTEM COULD CAUSE THE WATER AROUND THE BOAT TO BECOME ENERGIZED. THIS COULD CAUSE A SEVERE SHOCK OR EVEN DEATH TO SOMEONE IN THE WATER NEAR THE BOAT. NEVER SWIM OR ALLOW SWIMMING AROUND THE BOAT WHEN THE AC SYSTEM IS ACTIVATED BY THE SHORE POWER CONNECTION.

Disconnecting procedure for shore power connection

Turn the main breaker on the AC panel to the “OFF” position.

Turn the disconnect switch on the dockside outlet to the “OFF” position.

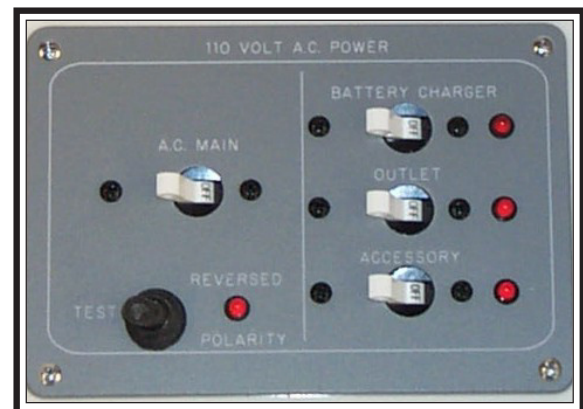
Disconnect the cable from the dockside outlet and replace the outlet caps. Disconnect the cable from the boat and replace the inlet cap. Store cable.

AC Panel and Accessory Operation

The AC panel is located below the helm in the console storage compartment. The following are descriptions of the AC panel equipment and the breakers that protect the accessories:

AC 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.



AC Breaker Panel

Polarity Light

The red light indicates reverse polarity current supplied to the panel. This situation will cause the red light to remain lit. Additionally, a special relay attached to the main breaker will automatically turn the main breaker off whenever reverse polarity is achieved. If reverse polarity is achieved, immediately turn off all cabin AC breakers and dockside outlet breakers and notify a qualified electrician to check the dockside wiring.

Reverse Polarity Light Test Switch

There is a momentary switch located next to the reversed polarity light in the AC breaker panel. This switch is used to test the reverse polarity light to ensure that it is functioning. The light can be tested by depressing the switch whenever the AC system is activated. The reverse polarity light should be tested each time the AC system is activated. If the light does not activate when the switch is pressed, disconnect the shore power cable and notify a qualified electrician to check the light and the dockside wiring if necessary.

Outlet

Supply electrical current to the ground fault interrupter (GFI) electrical outlet.

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



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

Battery Charger

Supplies electrical current directly to the automatic battery charger which is accessed through the starboard access hatch in the storage compartment in the console. The battery charger automatically charges and maintains the 12-volt batteries simultaneously when activated. It is fully automatic and is equipped with a volt or amp meter.

Charging can be monitored by using the volt meter in the engine gauge cluster. With the charger activated, turn the ignition key switch that activates the volt meter to the “ON” position. **(DO NOT START THE ENGINES.)** Then select the batteries one at a time and read the voltage on the volt meter. If the batteries are in good condition and charging properly, the volt meter will indicate between 12 and 14.5 volts. If the reading is below 12 volts, then the battery is not accepting a charge or the charger is not working properly. Always turn the ignition switch off immediately after the monitoring is complete. See the battery charger manual for more

information.

The wires that supply DC charging current to the batteries are protected by an internal fuse in the battery charger and three external circuit breakers, one for each battery bank output wire, located near the TABS unit. The external breakers protect the DC charging circuit from the batteries to the charger. The internal fuses in the charger protect the DC charging circuit from the charger to the batteries. The circuit breakers can be tested by pressing the red button on the breaker. This will trip the breaker and deactivate the circuit. Reset the breaker by raising the lever at the center of the breaker until it locks in the horizontal position.

Accessory

Reserved for additional AC equipment.

4.4 Electrical System Maintenance

12-Volt DC Electrical System Maintenance

At least once a year, spray all exposed electrical components behind the helm, in the transom area 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 or silicone grease. The sockets should be sprayed with a protector. Care must be taken not to get any oil or petroleum jelly on the glass portion of the bulbs as this will cause the bulb to overheat and burn out.



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

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

Check the electrolyte level in the batteries regularly and add distilled water as necessary. If the batteries are frequently charged by the automatic battery charger, the electrolyte level will have to be checked more often. The correct fluid level in the cells is usually approximately 1/4 to 1/2 inch above the plates. If fluid is needed, fill to the proper level with distilled water. **Do not over fill!** Please note that some batteries are sealed and cannot be filled.

Keep the battery tops clean and dry. Dirt and water can conduct electricity from one post to the other causing the battery to discharge.

The battery posts should be kept free of corrosion. Remove the cables and clean the posts and cable clamps with a battery post cleaner or sandpaper as required. Coating the battery posts and cable clamps with petroleum jelly or silicone grease will protect them and reduce corrosion. Battery

cables, both hot and ground, must be replaced when they show signs of corrosion or fraying. Deteriorated cables cause a considerable voltage loss when high currents are drawn, as for starting the engine.



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

AC 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.

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

The entire AC 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. Ground fault interrupters should be tested periodically to ensure proper operation by pressing the test/reset buttons in the center of face plate. The polarity indicator system also should be inspected for proper operation.



CORROSION ALLOWED TO BUILD ON THE ELECTRICAL CONNECTORS CAN CAUSE A POOR CONNECTION RESULTING IN SHORTS, GROUND FAULTS OR POOR GROUND CONNECTIONS. ELECTRICAL CONNECTORS SHOULD BE CHECKED AT LEAST ANNUALLY AND CLEANED AS REQUIRED. DO NOT ALLOW CORROSION TO BUILD ON CONNECTIONS.



THE AC AND DC ELECTRICAL SYSTEMS ALWAYS SHOULD BE DISCONNECTED FROM THE POWER SOURCE BEFORE INSPECTING OR SERVICING THE SYSTEM. NEVER SERVICE ANY COMPONENT OF AN ELECTRICAL SYSTEM WHILE IT IS ENERGIZED.

Chapter 5:

FRESHWATER SYSTEM

5.1 General

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



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



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

5.2 Freshwater System Operation

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

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

The freshwater system is equipped with a strainer located in the bilge near the pump. The strainer should be inspected periodically and cleaned at least once a year.

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



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

5.3 Freshwater System Maintenance

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

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

- Remove the filter screens from the faucet spouts and eliminate any accumulation of debris. A build up of debris can cause the pump to cycle excessively.
- Check the freshwater strainer periodically. Remove the sediment bowl and clean the strainer at least once each year or more frequently if necessary.
- Periodically spray the pumps and metal components with a metal protector.
- The batteries must be properly maintained and charged. Operating the pressure pump from a battery with a low charge could lead to pump failure.
- Add a commercially available potable water conditioner to the water tank to keep it fresh.
- Periodically, check the water tank vent and clean corrosion, salt buildup, or debris from the vent screens. The screens will prevent insects and other foreign matter from contaminating the water system. The vent should be replaced if the vent or screens are damaged or badly corroded. Vent screens that are clogged will prevent the water tank from venting properly and make filling the tank difficult.



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 THE SECTION ON WINTERIZING.



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

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Chapter 6:

RAW WATER SYSTEM

6.1 General

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

Priming the System

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

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

6.2 High Pressure Washdown

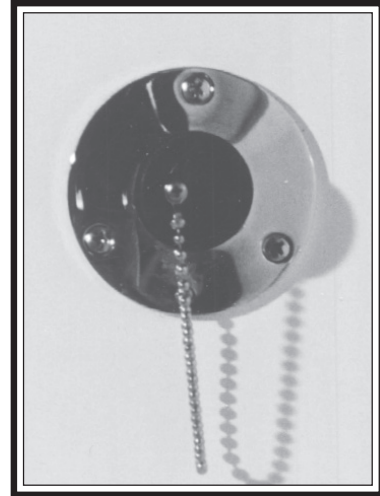
A high pressure pump, controlled by a pressure sensor, supplies the raw water hose connector located in the cockpit. The pump is activated by the washdown switch located in the rear of the cockpit. This switch should be turned to the “ON” position just before using the washdown and be turned to the “OFF”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

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

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

The Washdown Pump Connector

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



*Washdown Hose
Connector*



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



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

6.3 Livewell

Seawater is provided to the Livewell by a 12-volt diaphragm pump. This pump is designed to carry a constant flow of water to the livewell. The pump is activated by the baitwell switch in the cockpit. The baitwell switch also activates the light in the livewell.

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.

The livewell pump is equipped with a sea strainer on the intake hose for the pump. It is located in the bilge below the access hatches in the transom splashwell. This should be checked frequently and cleaned as necessary.

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

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

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

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



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



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

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 lines, for signs of deterioration.
- Remove and clean the sea water strainers for the livewell and washdown pump, as needed.
- Spray pumps and thru hull valves with a protective oil periodically.
- The fishboxes and livewells should be drained and cleaned after each use.
- Operate all thru hull valves at least once a month to keep them operating properly.



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



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



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

Chapter 7:

DRAINAGE SYSTEMS

7.1 General

All water is drained by gravity to overboard thru hull fittings located in the hull sides above the water line. Most drains in the cockpit are connected to the scupper thru hull fittings. It is important to check the drain system frequently to ensure it is free flowing and that the hoses on the thru hull fittings are secure and not leaking. Please review the drainage schematic to become familiar with the location of the drain thru hull fittings.

7.2 Cockpit Drains

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

The scuppers are equipped with PVC ball valves that are always open under normal operating conditions. The valves are accessed through hatches located in the stern. In the event of an emergency, the valves can be closed to prevent seawater from entering the boat through the scupper drainage system. It is important to check and operate the valves at least annually to make sure they are in good condition and operating properly. You also should check the drain system frequently to ensure it is free flowing and that the hoses on the thru hull fittings are secure and not leaking.

7.3 T-Top Drains

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



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

7.4 Bilge Drainage

There are two bilge pumps located in the stern. One bilge pump is activated manually by a switch in the helm station. The other pump is activated automatically by a float switch located next to the pump in the bilge.

The automatic float switch and pump remains activated when the battery switches are in the “OFF” position and the batteries are connected. The pump will start automatically when there is sufficient water in the bilge to activate the float switch. The pump will shut off when the water level is lowered enough to allow the float switch to drop to the “OFF” position. It is important to test the float switch frequently to ensure that the pump and switch are operating properly. The switch and pump can be tested by turning the knob on the side of the float switch to raise the float to the “ON” position. When the float is raised, the bilge pump should activate. If the pump does not activate, there is a problem with the pump or the switch that should be corrected immediately.



Bilge Pump

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

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

When the boat is out of the water the bilge can be drained by a thru hull drain located in the transom near the bottom of the hull. The plug should be removed whenever the boat is hauled out of the water and installed just prior to launching. It is important to check the drain plug regularly to make sure it is tight.



A LOOSE DRAIN PLUG WILL ALLOW SEA WATER TO ENTER THE BILGE AND COULD CAUSE THE BOAT TO SINK. IT IS VERY IMPORTANT TO CHECK THE DRAIN PLUG FREQUENTLY TO ENSURE IT IS PROPERLY TIGHTENED.

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



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



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

7.5 Fishbox and Storage Compartment Drains

The console cooler, located under the passenger seat in front of the console is drained by gravity to a thru-hull fitting in the hull side. The storage compartment below the center console is drained by gravity to the bilge.

The stern fishbox located below the cockpit sole is pumped overboard by a macerator discharge pump activated by a momentary switch in the cockpit. The fishbox should be pumped out and cleaned after each use. Always turn the pump off after the fishbox is drained.

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

The fishboxes and coolers should be flushed out and cleaned after each use.

7.6 Water System Drains

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

7.7 Rope Locker Drain

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

7.8 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 T-top leg drain holes. This is especially important just before winter lay-up.
- Clean the bilge pump strainers of debris and check the bilge for foreign material that can cause the automatic switch to malfunction.
- Frequently test the automatic bilge pump switch for proper operation.
- Flush all gravity drains with freshwater to keep them clean and free flowing.
- Clean and flush the fishbox and cooler storage boxes with soap or a bilge cleaner and freshwater after each use to keep them clean and fresh.

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



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

Chapter 8:

VENTILATION SYSTEM

8.1 Cabin Ventilation

Ventilation to the cabin area is provided by a deck hatch and the cabin door.

Deck Hatch

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

Cabin Door

A door hatch and bifold door with louvered vents provide additional ventilation and access to the cabin. The door hatch is equipped with gas hatch lifters that will automatically hold the hatch in the full open or closed position.

8.2 Carbon Monoxide and Ventilation



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

Carbon monoxide (CO), a by-product of combustion, is invisible, tasteless, odorless, and is produced by all engines, heating and cooking appliances. The most common sources of CO on boats are gasoline engines, auxiliary generators and propane or butane stoves. These produce large amounts of CO and should never be operated while sleeping. The hazard also may be created by a boat nearby whose exhaust fumes are entering your boat. Boats also have a problem due to the “station wagon effect” where engine exhaust fumes are captured in the vacuum or low pressure area, usually the cockpit, bridge deck and cabin, that can be created by the forward speed of the boat.

Extreme caution must be taken while at anchor or in a slip when an auxiliary power generator is operating. Wind still nights can easily allow exhaust fumes, containing high concentrations of CO, from the generator on your boat or from an adjacent boat's generator to enter the boat. The exhaust fumes may enter your boat through open hatches or windows.

A carbon monoxide detector has been installed in your cabin as standard equipment. While a CO detector enhances your protection from CO poisoning, it does not guarantee it will not occur. Do not use the carbon monoxide detector as a replacement for ordinary precautions or periodic inspections of equipment. Never rely on alarm systems to save your life, common sense is still prudent and necessary. Remember, the operator of the boat carries the ultimate responsibility to make sure the boat is properly ventilated and the passengers are not exposed to dangerous levels of carbon monoxide. You always should be alert to the symptoms and early warning signs of carbon monoxide poisoning. You also should read the book entitled “Sportfish, Cruisers, Yachts” included with this manual, the “Carbon Monoxide Detector” in the Safety Equipment Chapter of this manual, and the owner’s manual supplied by the CO detector manufacturer for operation instructions and additional information regarding the hazards and symptoms of carbon monoxide poisoning.



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

8.3 Maintenance

- Periodically lubricate all hinges, adjusters and latch assemblies with a light oil.
- Periodically clean and coat gasket materials with silicone to help keep them pliable.
- The opening cabin deck hatch and the curved console windshield are made of acrylic plastic glass. Acrylic glass scratches easily. Never use a dry cloth or glass cleaning solutions on acrylic glass. Use a soft cloth and mild soap and water for routine cleaning. Solvents and products containing ammonia can permanently damage acrylic glass. Please refer to the Routine Maintenance chapter for more information on the proper maintenance for acrylic plastic glass.

Chapter 9:

EXTERIOR EQUIPMENT

9.1 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 or wear and damage. Any problems should be corrected immediately.



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

Bow Pulpit and Roller

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

Rope Locker

The rope 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. Periodically, the anchor line should be removed from the locker to be cleaned, rinsed with freshwater and allowed to dry in the sun. This will reduce mildew and increase the useful life of the anchor line.



***Bow Pulpit , Roller and
Anchor/Rope Locker***

The anchor locker is drained by a thru hull fitting in the hull side near the bottom of the locker. It is very important to check the drain frequently to make sure it is clean and free flowing.

Windlass (Optional)

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

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

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

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



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



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

9.2 Hull

Swim Platform

Your Pursuit is equipped with an integral swim platform and engine mounting system located in the stern of the boat. There are two inspection deck plates in the transom engine well to provide access to the stern bilge and engine mounting bolts. An access panel on the port side of the platform provides access to the port rear bilge and the port trim tab line. It is sealed with caulk and secured with screws.

There are also deck plates and a hatch that provide access to the scupper valves and the fuel filters. Always make sure these plates and hatches are secure before operating your boat.

Boarding Ladder

The boarding ladder is mounted to the rear of the stern bait and tackle rigging station when it is in the stored position. To use the ladder, remove it from the storage clips and slide the studs into the special bracket on the port side of the transom. The ladder floats and must be secured in the boarding position by turning the cam lock on the ladder so it catches the bottom of the transom ladder bracket. The ladder must be removed from the transom bracket and properly secured to the storage clips before starting the engines.



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

Trim Tabs

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

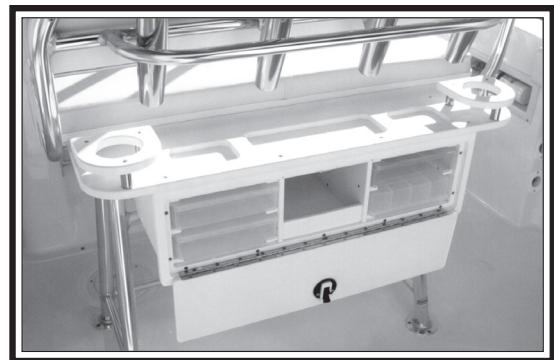
9.3 Cockpit



IN CERTAIN CONDITIONS, OPEN EXTERIOR DOORS AND HATCHES THAT ARE NOT SECURED PROPERLY CAN SLAM CLOSED UNEXPECTEDLY AND CAUSE INJURY TO PASSENGERS OR DAMAGE TO THE BOAT. MOST DOORS AND HATCHES ARE EQUIPPED WITH SPECIAL FASTENERS, HATCH LIFTERS, OR SNAPS AND/OR STRAPS, TO SECURE THEM IN THE OPEN POSITION. ALWAYS MAKE SURE THAT THESE HATCHES AND DOORS ARE PROPERLY SECURED WHENEVER THEY ARE IN THE OPEN POSITION.

Leaning Post/Tackle Storage

The leaning post/baitwell is equipped with rod holders, a leaning post cushion and tackle storage. The tackle drawers are removable and the door can be locked to secure the tackle when the boat is unattended.



Leaning Post Tackle Storage

Stern Bait and Rigging Station

The stern bait and tackle rigging station is equipped with a transom door, sink, livewell, cutting board and rigged bait storage area. The sink is plumbed to the freshwater system and drains overboard. The bait storage area is insulated and drains to the sink. The livewell is supplied by a raw water circulating pump and drains overboard. Refer to the Raw Water System chapter for additional information on the livewell.

Transom Door

A transom door is incorporated into the rigging station and livewell. 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.



Transom Door

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



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



OPERATING THE BOAT UNDER POWER WITH THE TRANSOM DOOR OPEN MAY ALLOW PERSONS TO FALL OVERBOARD AND INTO BOAT PROPELLERS OR TO BE LOST IN OPEN WATER. ALWAYS CHECK TO MAKE SURE THE TRANSOM DOOR IS PROPERLY CLOSED AND LATCHED BEFORE STARTING THE ENGINES AND NEVER OPERATE THE BOAT UNDER POWER WITH THE TRANSOM DOOR OPEN.

9.4 Center Console

Helm and Electronics Locker

The helm and engine controls are located on the rear of the center console. Molded-in electronics storage is located forward of the engine controls.

The helm section of the console is hinged and opens to provide access to service the helm equipment. To open the helm portion of the console, unscrew the knobs located in the forward corners of the helm. The helm can be tilted aft to expose the underside of the helm. Always make sure the helm station clamps are properly secured when the helm is closed.



Helm and Electronics Locker



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

The electronics locker is located forward of the controls in the console. Electronics are installed or serviced through an access panel in the console storage compartment.

Console Cooler

A molded insulated cooler is installed under the front seat of the console. The cooler drains overboard through the cockpit drain system. The cooler should be cleaned thoroughly after each use.

Console Storage Compartment

There is a large storage compartment below the helm in the center console. It is accessed through a door on the starboard side of the console. The AC and DC breaker panels, the optional stereo, and the electronics access panel are on the rear of the compartment. An optional dive tank rack can also be mounted in this compartment.

There are three bilge access doors in the compartment. The head intake and macerator discharge valves are behind the rear door. The port door provides access to the rigging. The battery charger and other rigging can be accessed through the starboard door. The areas accessed through these doors are part of the bilge and are not intended for storage.



T-Top (Optional)

The Pursuit T-top is made of welded anodized aluminum and is designed to accommodate radio antennas, radar antennas and navigation lights. It is equipped with an overhead storage compartment for life jackets and other soft, light items and a courtesy light activated by a switch in the helm. It could also be equipped with optional top gun outriggers and/or rod holders.

The T-top is not designed to support the additional weight of items like an instrument locker or a life raft. Radar and electronics antennas must be mounted near the center section of the T-top in the area above the legs. Do not mount any antennas or equipment to the brow area forward of the front legs or to the rear of the top. The T-top is not design to support the weight of accessories in these areas.

The warranty for the T-top will be void if the top is modified in any way or heavy accessories like life rafts, or electronics lockers are mounted to the top. Additionally, if items like radar antennas, spotlights and other accessories are mounted in the wrong location, the warranty could be void. If you intend to add equipment or make modifications to the T-top, you should contact Pursuit Customer Relations to make sure the equipment you would like to add or the intended modification will not void the warranty on the T-top.

If an after market T-top is installed, it must be designed with front legs that are bolted to the console on either side of console cooler and the rear legs bolted to the cockpit sole at the rear of the console. There is aluminum plates or wood reinforcement in the laminate in these areas for securing the T-top leg bases. Both front and rear legs should also have brackets that are thru bolted to the console just below the windshield to provide additional stiffening for the T-top. If you intend to install an after market T-top on your boat, please contact your dealer or Pursuit Customer Relations.

Chapter 10:

INTERIOR EQUIPMENT

10.1 Marine Head System (Electric)

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

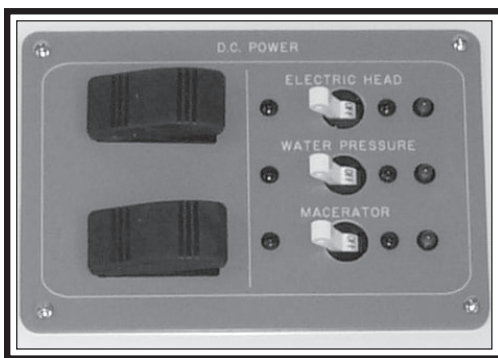
Waste is pumped into the holding tank where it remains until it is pumped out by a waste dumping station or the optional overboard macerator discharge system.



Marine Head



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.



DC Panel and Macerator Switch

Holding Tank and Macerator Discharge Pump

The holding tank is located in the battery storage compartment at the rear of the V-berth. When the tank is full it must either be pumped out by an approved waste dumping station through the waste deck fitting or be pumped overboard with the macerator discharge pump, when legal to do so.

To operate the macerator discharge pump, open the discharge ball valve located behind the port access hatch in the center console storage compartment. Then activate the macerator switch, located on the DC panel below the helm, until the tank is emptied. Turn the switch to “OFF” and close the discharge ball valve when pumping is complete.

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

Maintenance

The head should be cleaned and inspected for leaks regularly.

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



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

10.2 Carbon Monoxide Detector

A carbon monoxide (CO) monitor is installed in the cabin on the rear bulkhead. If excess carbon monoxide fumes are detected, an audible beeping will sound indicating the presence to the toxic gas.

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

Please read the owner's manual supplied by the detector manufacturer for operation instructions and additional information regarding the hazards of carbon monoxide gas. Also read more about carbon monoxide, carbon monoxide detectors, and proper ventilation in the Ventilation Systems and Safety Equipment chapters in this manual. If you did not receive a manual for your carbon monoxide detector, please contact the Pursuit Customer Relations Department.



Carbon Monoxide Detector



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



CO POISONING PRODUCES FLU-LIKE SYMPTOMS: Watery and itchy eyes, headaches, and fatigue. You can't see it and you can't smell it. It's an invisible killer.



CO DETECTORS ARE VERY RELIABLE AND RARELY SOUND FALSE ALARMS. IF THE ALARM SOUNDS, ALWAYS ASSUME THE HAZARD IS REAL AND MOVE PERSONS WHO HAVE BEEN EXPOSED TO CARBON MONOXIDE INTO FRESH AIR IMMEDIATELY. NEVER DISABLE THE CO DETECTOR BECAUSE YOU THINK THE ALARM MAY BE FALSE. ALWAYS CONTACT THE MONITOR MANUFACTURER, THE PURSUIT CUSTOMER RELATIONS DEPARTMENT OR YOUR LOCAL FIRE DEPARTMENT FOR ASSISTANCE IN FINDING AND CORRECTING THE SITUATION.

10.3 Cabin and V-Berth

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

The battery and holding tank compartment is located behind a hatch at the rear of the cabin below the companionway door. The V-berth is equipped with removable cushions and storage below the cushions. There also is rod storage on each side of the V-berth.

Daylight and fresh air is provided to this area by an overhead opening hatch. Additional lighting is provided by 12-volt lights on the forward bulkhead.

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Chapter 11:

SAFETY EQUIPMENT

11.1 General

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

Your Pursuit is equipped with engine alarms and cabin monitoring equipment. These systems are designed to increase your boating safety by alerting you to potentially serious problems in the primary power systems, the engine compartment, and the cabin. Alarm systems are not intended to lessen or replace good maintenance and precruise procedures.

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

11.2 Engine Alarms

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

If the alarms sounds:

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

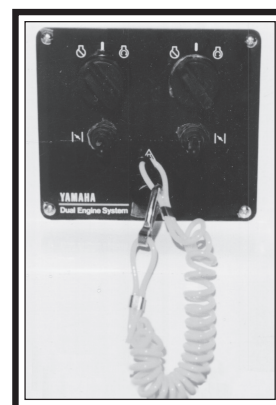
- If necessary, shut off the engines and investigate until the cause of the problem is found.
- If the boat is equipped with water sensors in the fuel filters, be sure to check them for excessive water.

11.3 Neutral Safety Switch

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

11.4 Engine Stop Switch

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



Engine Stop Switch

Note: You should carry an extra stop switch lanyard and instruct at least one other crew member on the operation of the stop switch and location of the extra lanyard.

11.5 Required Safety Equipment

Besides the equipment installed on your boat by Pursuit, certain other equipment is required by the U.S. Coast Guard to help ensure passenger safety. Items like a sea anchor, working anchor, extra dock lines, flare pistol, life vests, a line permanently secured to your ring buoy, etc., could at some time save your passengers' lives, or save your boat from damage. Refer to the "Federal Requirements And Safety Tips For Recreational Boats" pamphlet for a more detailed description of the required equipment. You can also contact the U.S. Coast Guard Boating Safety Hotline, 800-368-5647 or the "Boat U.S. Foundation Course Hotline," 1-800-336-2628 and 800-245-

2628 in Virginia, for information on boat safety courses and brochures listing the Federal equipment requirements. Also, check your local and state regulations.

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

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

Personal Flotation Devices (PFDs)

PFDs must be Coast Guard approved, in good and serviceable condition, and of appropriate size for the intended user. Wearable PFDs must be readily accessible, meaning you must be able to put them on in a reasonable amount of time in an emergency. Though not required, the Coast Guard emphasizes that PFDs should be worn at all times when the vessel is underway. Throwable devices must be immediately available for use. All Pursuit boats must be equipped with at least one Type I, II or III PFD for each person on board, plus one throwable device (Type IV).

Visual Distress Signals:

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

Pyrotechnic visual distress signals:

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

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



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

Non-Pyrotechnic Devices

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

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

Sound Signaling Devices

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

Navigation Lights

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

Fire Extinguishers

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

Fire extinguishers require regular inspections to ensure 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.

Refer to the “Federal Requirements And Safety Tips For Recreational Boats” pamphlet or contact the U.S. Coast Guard Boating Safety Hotline, 1-800-368-564 for information on the type and size fire extinguisher required for your boat.

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



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

Bilge and Fuel Fires

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



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

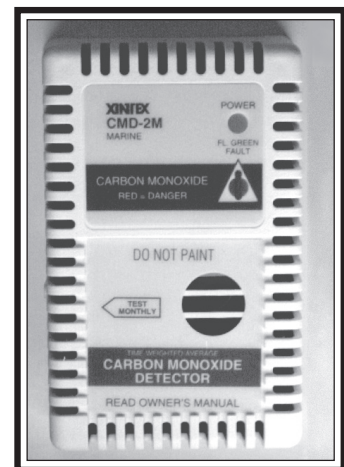
11.6 Carbon Monoxide Detector



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

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

Should a very high level of carbon monoxide exist, the alarm will sound in a few minutes. However, if small quantities of CO are present or high levels are short-lived, the alarm will accumulate the information and determine when an alarm level has been reached. The carbon monoxide detector is automatically activated whenever the cabin DC breaker panel is energized.



Carbon Monoxide Detector

Always make sure the Cabin DC Breaker Panel and the carbon monoxide detector are activated by the battery selector switch whenever the cabin is occupied.

Carbon monoxide (CO), a by-product of combustion, is invisible, tasteless, odorless, and is produced by all engines, heating and cooking appliances. The most common sources of CO on boats are gasoline engines and auxiliary generators and propane or butane stoves. These produce large amounts of CO and should never be operated while sleeping. Also be aware that, in some situations, CO from a generator or an engine being operated in nearby boats can enter your boat and present a hazard for you and your passengers. High concentrations of CO can be fatal within minutes. Many cases of carbon monoxide poisoning indicate that while victims are aware they are not well, they become so disoriented they are unable to save themselves by either exiting the area or calling for help. Also, young children, elderly persons, and pets may be the first affected.

Drug or alcohol use increases the effect of CO exposure. Individuals with cardiac or respiratory conditions are very susceptible to the dangers of carbon monoxide. CO poisoning is especially dangerous during sleep when victims are unaware of any side effects.

Low levels of carbon monoxide over an extended period of time can be just as lethal as high doses over a short period. Therefore, low levels of carbon monoxide can cause the alarm to sound before the occupants of the boat notice any symptoms of carbon monoxide poisoning. CO detectors are very reliable and rarely sound false alarms. If the alarm sounds, always assume the hazard is real and move persons who have been exposed to carbon monoxide into fresh air immediately. Never disable the CO detector because you think the alarm may be false. Always contact the monitor manufacturer or your local fire department for assistance in finding and correcting the situation.

In certain situations, boats can have a problem due to the “station wagon effect” where engine exhaust fumes are captured in the vessel by the vacuum created by a rear opening or installed canvas while underway. Boats that are underway should close all aft portholes and open a forward facing hatch which may lend to pressurize the living spaces within the boat. Sleeping, particularly in aft cabins, should not be permitted while underway. Occupants of the “bridge” also should maintain proper ventilation by opening a forward window or windshield to drive fumes away from the occupants. Extreme caution must be taken while at anchor or in a slip and an auxiliary power generator is operating. Wind still nights can easily allow fumes to enter the boat. High concentrations of CO in your boat may originate from an adjacent boat. Exhaust fumes from nearby boats may enter your boat through open hatches or windows.

Symptoms of carbon monoxide poisoning are dizziness, ears ringing, headaches, tightness of chest or hyperventilation, drowsiness, fatigue or weakness, inattention or confusion, lack of normal coordination, nausea and unconsciousness. The victim's skin also may turn red. A slight buildup of carbon monoxide in the human body over several hours causes headache, nausea and other symptoms similar to food poisoning, motion sickness or the flu. Anyone with these symptoms should immediately be moved to an area of fresh air. Have the victim breathe deeply and seek immediate medical attention.

Remember, carbon monoxide detectors do not guarantee that CO poisoning will not occur. Do not use the CO detector as a replacement for ordinary precautions or periodic inspections of equipment. Never rely on alarm systems to save your life, common sense is still prudent and necessary.

Please read the owner's manual supplied by the CO detector manufacturer and included with this manual, for operation instructions and additional information regarding the hazards of carbon monoxide gas. Refer to the Ventilation chapter for information on ventilating your boat properly while underway and other precautions while at anchor or in a slip. This is especially essential if your boat is equipped with a generator. The book entitled "Sportfish, Cruisers, Yachts," included with this manual, also has additional information and cautions regarding carbon monoxide poisoning.

Many manufacturers of carbon monoxide detectors offer a testing and recertification program. We recommend that you contact the manufacturer of your carbon monoxide detector and have it tested and recertified periodically.



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

11.7 First Aid

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



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

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

11.8 Additional Safety Equipment

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

Satellite EPIRBS

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

Additional Equipment to Consider:

VHF Radio	Life Raft	Spare Anchor
Heaving Line	Fenders	First Aid Kit
Flashlight & Batteries	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
Spare Keys	Portable Radio	

Chapter 12:

OPERATION

12.1 General

Before you start the engines on your Pursuit, you should have become familiar with the various component systems and their operation, and have performed a "Pre-Cruise System Check." A thorough understanding of the component systems and their operation is essential to the proper operation of the boat. This manual and the associated manufacturers' information is provided to enhance your knowledge of your boat. Please read them carefully. Also read the book titled "Sportfish, Cruisers, Yachts - Owner's Manual," included in your literature packet.

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

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

Overloading and improper distribution of weight can cause the boat to become unstable and are significant causes of accidents. Know the weight capacity and horsepower rating of your boat. Do not overload or overpower your boat. **Remember, it is the operator's responsibility to use good common sense and sound judgment in loading and operating the boat.**

12.2 Rules of the Road

As in driving an automobile, there are a few rules you must know for safe boating operation. The following information describes the basic navigation rules and action to be taken by vessels in a crossing, meeting or overtaking situation while operating in inland waters. These are basic examples and not intended to teach all the rules of navigation. For further information consult the "Navigation Rules" or contact the Coast Guard, Coast Guard Auxiliary, Department of Natural Resources, or your local boat club. These organizations sponsor courses in boat handling, including rules of the road. We strongly recommend such courses. Books on this subject are also available from your local library.



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

Crossing Situations

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

Meeting Head-On or Nearly-So Situations

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

Overtaking Situations

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

The General Prudential Rule

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

Navigation Aids

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



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

12.3 Pre-Cruise Check

Before Starting the Engines

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



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 a tool kit aboard. The kit should include the following basic tools:

Spark plug wrench	Hammer
Spark plug gap gauge	Electrician's Tape
Screwdrivers	Lubricating Oil
Pliers	Jackknife
Adjustable Wrench	Vise Grip Pliers
Needle Nose Pliers	Wire Crimping Tool
End Wrench Set	Wire Connector Set

- Have the following spare parts on board:

Extra light bulbs	Spark plugs
Fuses and circuit breakers	Flashlight and batteries
Drain plugs	Engine oil
Propellers	Fuel filters
Propeller nuts	Fuel hose and clamps

- Make sure all fire extinguishers are in position and in good operating condition.
- Be sure the shift control is in the neutral position.
- Be sure the emergency stop lanyard is attached to the operator and the stop switch.



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

12.4 Operating Your Boat

After Starting the Engines



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

- Visibly check the engines to be sure there are no apparent water, fuel or oil leaks.
- Check the operation of the engine cooling systems. (Refer to the Propulsion System chapter.)
- Check the engine gauges. Make sure they are reading normally.

- Check the controls and steering for smooth and proper operation.
- Make sure all lines, cables, anchors, etc. for securing a boat are on board and in good condition. All lines should be coiled, secured and off the decks when underway.
- Have a safe cruise and enjoy yourself.

Remember:

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

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



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

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



MAKE SURE ONE OTHER PERSON ON THE BOAT IS INSTRUCTED IN THE OPERATION OF THE BOAT AND MAKE SURE THE BOAT IS OPERATED IN COMPLIANCE WITH ALL STATE AND LOCAL LAWS GOVERNING THE USE OF A BOAT.



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

Before operating the boat for the first time, read the engine break-in procedures. The break-in procedures are found in the owner's manual for the engine. The manual is in the literature packet.

As different types of engines are used to power the boat, have the dealer describe the operating procedures for your boat. For more instructions on "How To Operate The Boat," make sure you read the instructions given to you in the owner's manual for the engines you have selected.

Note: For more instructions on safety, equipment and boat handling, enroll in one of the several free boating courses offered. For information on the courses offered in your area, call the “Boating Safety Hotline,” 800-368-5647 or the “Boat U.S. Foundation Course Hotline,” 1-800-336-2628 for further information on boating safety courses.

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

To stop the boat, follow this procedure:

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

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

- Turn the ignition keys to the “Off” position.
- Raise the trim tabs to the full up position.

After Operation

- If operating in saltwater, wash the boat and all equipment with soap and water. Flush the engines using freshwater. Please refer to the engine owner's manual for instructions on flushing your outboard engines.
- Check the bilge area for debris and excess water.
- Fill the fuel tanks to near full to reduce condensation. Allow enough room in the tanks for the fuel to expand without being forced out through the vent.
- Turn off all electrical equipment except the automatic bilge pump.
- If you are going to leave the boat for a long period of time, put the battery main switches in the “Off” position and close all seacocks.
- Make sure the boat is securely moored.



TO PREVENT DAMAGE TO THE BOAT, CLOSE ALL SEA COCKS BEFORE LEAVING THE BOAT.

12.5 Tower Operation (Dealer Option)

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

Operation of the Tower Controls

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

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

- Do not operate the boat from the tower in rough sea conditions. The boat's motions are exaggerated in the tower and this motion may become excessive in rough seas.
- Be careful when using the trim tabs from the tower. The reaction of the trim tabs will be exaggerated in the tower. Use small tab corrections and wait ten (10) seconds for the tabs to react. Keep making small corrections until the hull is at the desired attitude.
- Do not overload the tower. Most towers are designed to hold the weight of only one or two average sized people. Weight in the tower raises the boat's center of gravity. Too much weight in the tower could make the boat unstable.
- Do not operate the boat in tight quarters, such as marinas, from the tower. The operator is isolated from the boat while in the tower and will not be able to assist in docking procedures.
- Always pay close attention to your grip and footing on the tower ladders. Your ability to achieve a good grip and proper footing is reduced in wet or rough weather. Therefore, the tower should be avoided in these conditions.
- Only operate the boat from the tower in familiar waters or where running aground is not a possibility. Running aground while operating the boat from the tower could result in severe injury.
- Always be alert for waves and boat wakes when operating the boat from the tower. Remember that the boat's motions are exaggerated in the tower.
- Good common sense and judgment must be exercised at all times when operating a boat from the tower.
- If the engine alarm sounds, immediately put the boat in NEUTRAL and shut "OFF" the engine until the problem is found.

- Always put the boat in NEUTRAL before moving to and from the tower helm and cockpit.



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

12.6 Fishing

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

You must always make sure the helm is properly manned and is never left unattended while trolling. If your boat is equipped with a tower, caution and good common sense must be exercised whenever someone is in the tower.

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

12.7 Grounding and Towing

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

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



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



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



RUNNING AGROUND OR STRIKING AN UNDERWATER OBSTRUCTION CAN RESULT IN SERIOUS INJURY TO PASSENGERS AND DAMAGE TO THE MOTOR OR BOAT. 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.

12.8 Trailering Your Boat

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

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

Important Note:

Your 2670 Pursuit is a heavy boat and care must be taken when selecting the trailer. We recommend that you use a bunk style trailer that incorporates a combination of heavy duty rollers to support the keel and long bunks running under and parallel to the stringers to support the hull. Avoid using a full roller trailer that does not have bunks. Roller trailers have a tendency to put extreme pressure points on the hull, especially on the lifting strakes, and have damaged boats. The situation is worse during launching and haul out. Damage resulting from improper trailer support or the use a full roller trailer will not be covered by the Pursuit Warranty.

The following safety tips and a book titled “Sportfish, Cruisers, Yachts - Owner’s Manual,” included in your literature packet, provide additional information you should know before trailering your boat.

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

- Make sure the trailer is a match for your boat’s weight and hull design. More damage can be done to a boat by the stresses of road travel than by normal water operation. A boat hull is designed to be supported evenly by water. So, when it is transported on a trailer it should be supported structurally as evenly across the hull as possible allowing for even distribution of the weight of the hull, engine and equipment.
- Make sure the trailer bunks and rollers properly support the hull and do not put pressure on the lifting strakes. The rollers and bunks must be kept in good condition to prevent scratching and gouging of the hull.
- The capacity rating of the trailer should be greater than the combined weight of the boat, motor, and equipment. The gross vehicle weight rating must be shown on the trailer. Make sure the weight of the boat, engine, gear and trailer is not more than the gross vehicle weight rating.
- Make sure the boat is securely fastened on the trailer to prevent movement between the boat and trailer. The bow eye on the boat should be secured with a rope, chain or turnbuckle in addition to the winch cable. Additional straps may be required across the beam of the boat.

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



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

Before Going Out On The Highway:

- CANVAS ENCLOSURES must be removed when trailering. Canvas enclosures are not designed to withstand the extreme wind pressure encountered while trailering and will be damaged. Always remove and properly store the enclosure before trailering your boat.
- Make sure the tow BALL and TRAILER COUPLER are the same size and bolts and nuts are tightly secured.

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



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

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Chapter 13:

ROUTINE MAINTENANCE

13.1 Exterior Hull and Deck

Hull Cleaning-Below The Water Line

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

Bottom Painting

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



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.

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

Zincs

Sacrificial zinc anodes are installed on the outboard engines and should be installed on the trim tabs if the boat is to be left in the water. The anodes are less noble than copper based alloys and aluminum and will deteriorate first, protecting the more noble underwater hardware against galvanic corrosion. Zincs should be checked monthly and changed when they are 75% of their original size. When replacing the anodes, make sure the contact surfaces are clean, shiny metal and free of paint and corrosion. Never paint over the anode.

Boats stored in saltwater will normally need to have the anodes replaced every 6 months to one year. Anodes requiring replacement more frequently may indicate a stray current problem within the boat or at the slip or marina. Anodes that do not need to be replaced after one year may not

be providing the proper protection. Loose or low quality anodes could be the problem. Contact your dealer for the proper size and type of zinc anodes to be used and the specific installation procedure.

Fiberglass Gelcoat Surfaces

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

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

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

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



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

Stainless Steel Hardware

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



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

Anodized Aluminum Surfaces

Anodized aluminum should be washed periodically with soap and water to keep it clean. If the boat is used in saltwater or polluted water, the aluminum should be washed with soap and water after each use. Saltwater allowed to remain on anodized aluminum will penetrate the anodized coating and attack the aluminum.

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



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

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

Chrome Hardware

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

Acrylic Plastic Glass

Acrylic glass scratches easily. Never use a dry cloth or glass cleaning solutions on acrylic. Use a soft cloth and mild soap and water for routine cleaning. Solvents and products containing ammonia can permanently damage acrylic plastic glass.

Fine scratches can be removed with a fine automotive clear coat polishing compound. A coat of automotive or boat wax is beneficial to protect the surface. Do not use the following on acrylic glass:

Abrasive cleaners	Acetone
Solvents	Alcohol
Glass cleaners	Cleaners containing ammonia

Engines

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

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

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

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

13.2 Upholstery, Canvas and Enclosures

Vinyl Upholstery

The vinyl upholstery used on the exterior seats and bolsters, and for the headliner in some cabins, should be cleaned periodically with soap and water. Any stain, spill or soiling should be cleaned up promptly to prevent the possibility of permanent staining. When cleaning, always rub gently. Avoid using products containing ammonia, powdered abrasive cleaners, steel wool, ink, strong solvents, acetone and lacquer solvents or other harsh chemicals as they can cause permanent damage or shorten the life of vinyl. Never use steam heat, heat guns or hair dryers on vinyl.

Stronger cleaners, detergents and solvents may be effective in stain removal, but can cause either immediate damage or slow deterioration. Lotions, sun tan oil, waxes and polishes, etc., contains oils and dyes that can cause stiffening and staining of vinyls.

- Dry soil, dust and dirt - Remove with a soft cloth.
- Dried on dirt - Wash with a soft cloth dampened with water.
- Variations in surface gloss - Wipe with a water dampened soft cloth and allow to air dry.
- Stubborn dirt - Wash with a soft cloth dampened with Ivory Flakes® and water. Rinse with clean water.
- Stubborn spots and stains - Spray with either Fantastik Cleaner® or Tannery Car Care Cleaner® and rub with a soft cloth. Rinse with clean water.
- Liquid spills - Wipe immediately with a clean absorbent cloth. Rinse with clean water.
- Food grease and oily stains - Spray immediately using either Fantastik Cleaner® or Tannery Car Care Cleaner®, wiping with a soft cloth. Take care not to extend the area of contamination beyond its original boundary. Rinse with clean water.

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 soap and water. Scrub lightly and rinse thoroughly to remove the soap. Do not use detergents. The top or accessories should never be folded or stored wet.

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 an acrylic glass and clear plastic protector to extend the life of the curtains.

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



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

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

The T-top enclosure must be removed when transporting the boat. Canvas enclosures are not designed to withstand the extreme wind pressure encountered while trailering and will be

damaged. Always remove and properly store the enclosure before trailering or having your boat transported by truck.



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

Strataglass

Strataglass® is a special coated vinyl that is used in the clear connector for the T-top enclosure. The coating protects the vinyl glass and resists scratching. Waxes and plexiglas polishing compounds should not be used on strataglass as the protective coating prevents them from penetrating into the vinyl and they will build up on the surface. These products will create a hazy, greasy appearance that will affect the clarity of the strataglass. Products that repel water, like Rainex®, should not be used as they will not take well to the surface and could appear spotty and may also yellow or dull the Strataglass over time.

Strataglass can be cleaned by rinsing off dirt or salt deposits with fresh water, then washing with a clean cloth and mild soap. Chamois dry to remove water spots and improve clarity. If a polish is accidentally used, use Windex® or its equivalent to remove it. While window cleaners will destroy the standard vinyl normally used in side curtains, it will not harm strataglass. Always roll down the curtains and snap in place at the end of each day so the curtains will maintain their shape and to minimize fold distortions.

Remember, the coating on strataglass is scratch resistant and not scratch proof. Always handle the curtains with care and never roll up curtains that are salty or dirty. If you have any questions about the clear curtains used on your boat, please contact the Pursuit Customer Relations Department.

13.3 Cabin Interior

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

Vinyl headliner material should be cleaned periodically as explained in the previous section. Avoid using products containing ammonia, bleach, or harsh chemicals as they can shorten the life of vinyl.

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



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

13.4 Bilge

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

Periodically check the bilge pumps for proper operation and clean debris from the strainers and float switches. Inspect all hoses, clamps and thru hulls for leaks and tightness on a regular basis and operate all thru hull valves at least once a month to keep them operating properly.

13.5 Drainage System

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

- Clean the cockpit drains with a hose to remove debris that can block water drainage.
- Clean the T-top or tower leg drain holes. This is especially important just before winter lay-up.
- Frequently test the automatic bilge pump switch for proper operation. This is accomplished by manually activating the float switch and lifting the float switch until the pump is activated. You can also use a garden hose to flood the bilge until the water level is high enough to activate the pump.
- Flush all gravity drains with freshwater to keep them clean and free flowing.
- Operate the thru hull valves once a month and service as required.

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



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

Chapter 14:

SEASONAL MAINTENANCE

14.1 Storage and Lay-up

Before Hauling

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

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

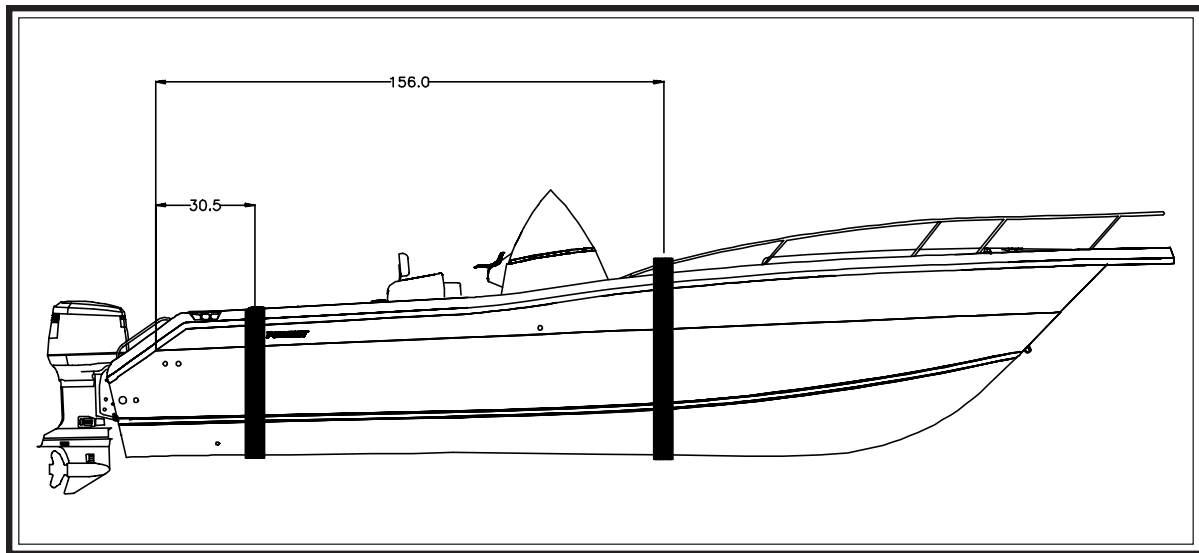
Therefore, if your boat is not being run enough to require at least one full tank of fresh fuel a month or during winter storage, a fuel stabilizer should be added to the gasoline to help protect the fuel system from these problems. Operate the boat for at least 15 minutes after adding the stabilizer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

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

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

Lifting

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



Sling locations

Elevating lifts are commonly used to store boats for extended periods of time. To provide proper support, the bunks that support the hull should be aligned with and run parallel to the hull stringers. The bow and stern eyes (if so equipped) should not be used as sole support for storage.



BOATS CAN BE 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 CRACKING OR MORE SERIOUS HULL DAMAGE CAN OCCUR DURING HAULING AND LAUNCHING IF PRESSURE IS CREATED ON THE GUNWALES (SHEER) BY THE SLINGS. FLAT, WIDE 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

A trailer, an elevating lift 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 trailer is on a level surface and the bow is high enough so that water will drain from the bilge and cockpit.

- The trailer must properly support the hull. The bunks and rollers should match the bottom of the hull and should not be putting pressure on the lifting strakes.
- Make sure the hitch is properly supported.
- Check the tires once each season. Add enough air for the correct amount of inflation for the tires.

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

When storing the boat on a lift or cradle:

- The cradle must be specifically for boat storage.
- Make sure the lift or cradle is well supported with the bow high enough to provide proper drainage of the bilge.
- Make sure the engines are in the down position.
- The lift or cradle must be in the proper fore and aft position to properly support the hull. When the cradle or lift is in the correct location, the bunks should match the bottom of hull and should not be putting pressure on the lifting strakes.



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

Preparing The Boat For Storage

- Remove the bilge drain plug(s), if installed.
- Thoroughly wash the fiberglass exterior, especially the antifouling portion of the bottom. Remove as much marine growth as possible. Lightly wax the exterior fiberglass components.
- Remove all oxidation from the exterior hardware, and apply a light film of moisture displacing lubricant.
- Remove propellers and grease the propeller shafts using light waterproof grease.
- Remove the batteries and store in a cool place. Clean using clear, clean water. Be sure the batteries have sufficient water and clean terminals. Keep the batteries charged and safe from

freezing throughout the storage period.

Note: Refer to the Electrical System chapter, for information on the maintenance of the AC and DC electrical systems.

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

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

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

14.2 Winterizing

Freshwater System

The entire freshwater system must be completely drained. Disconnect all hoses, check valves, etc. and blow all the water from the system. Make sure the freshwater tank is completely drained. Use only very low air pressure when doing this to prevent possible system damage. Because of the check valve mechanism built in the pump, blowing the lines will not remove the water from the freshwater pump. Remove the inlet and outlet hoses on the pump. Turn the pump on and allow it to pump out any remaining water....about a cupful. A recommended alternative to the above-mentioned procedure is the use of commercially available non toxic, freshwater system antifreeze. After draining the potable water tank and lines, pour the antifreeze mixture into the freshwater tank, prime and operate the pump until the mixture flows from all freshwater faucets. Be sure to open all water faucets, including the freshwater spray head in the stern bait station sink. Make sure antifreeze has flowed through all of the freshwater drains.

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

For additional information please refer to the Freshwater System chapter.

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 a commercially available nontoxic, potable water system antifreeze. If potable water antifreeze is used, pour the mixture into a pail and put the raw water intake lines into the solution. Run the pumps one at a time until the antifreeze solution is visible at all raw water faucets and discharge fittings and drains. Be sure antifreeze has flowed through all of the raw water drains.

Make sure to run the stern fishbox macerator pump until all the water is removed from the fishbox and the pump. To avoid damage to the pump, be careful not to run the pump dry for more than 10 seconds.

Marine Toilet

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

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

Bilge

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

T-Top

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



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

Special Notes Prior To Winter Storage

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

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



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

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

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

14.3 Recommissioning



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

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



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

Reactivating The Boat After Storage

- Charge and install the batteries.
- Install the drain plug in the hull.
- Check the engines for damage and follow the manufacturer's instructions for recommissioning.
- Check the engines mounting bolts to make sure they are tight.
- Perform all routine maintenance.
- Check all hose clamps for tightness.
- Pump the antifreeze from the fresh and raw water systems and flush several times with freshwater. Make sure all antifreeze is flushed from the water heater and it is filled with freshwater before it is activated.
- Check and lubricate the steering system.
- Clean and wash the boat.
- Install all upholstery, cushions and canvas.

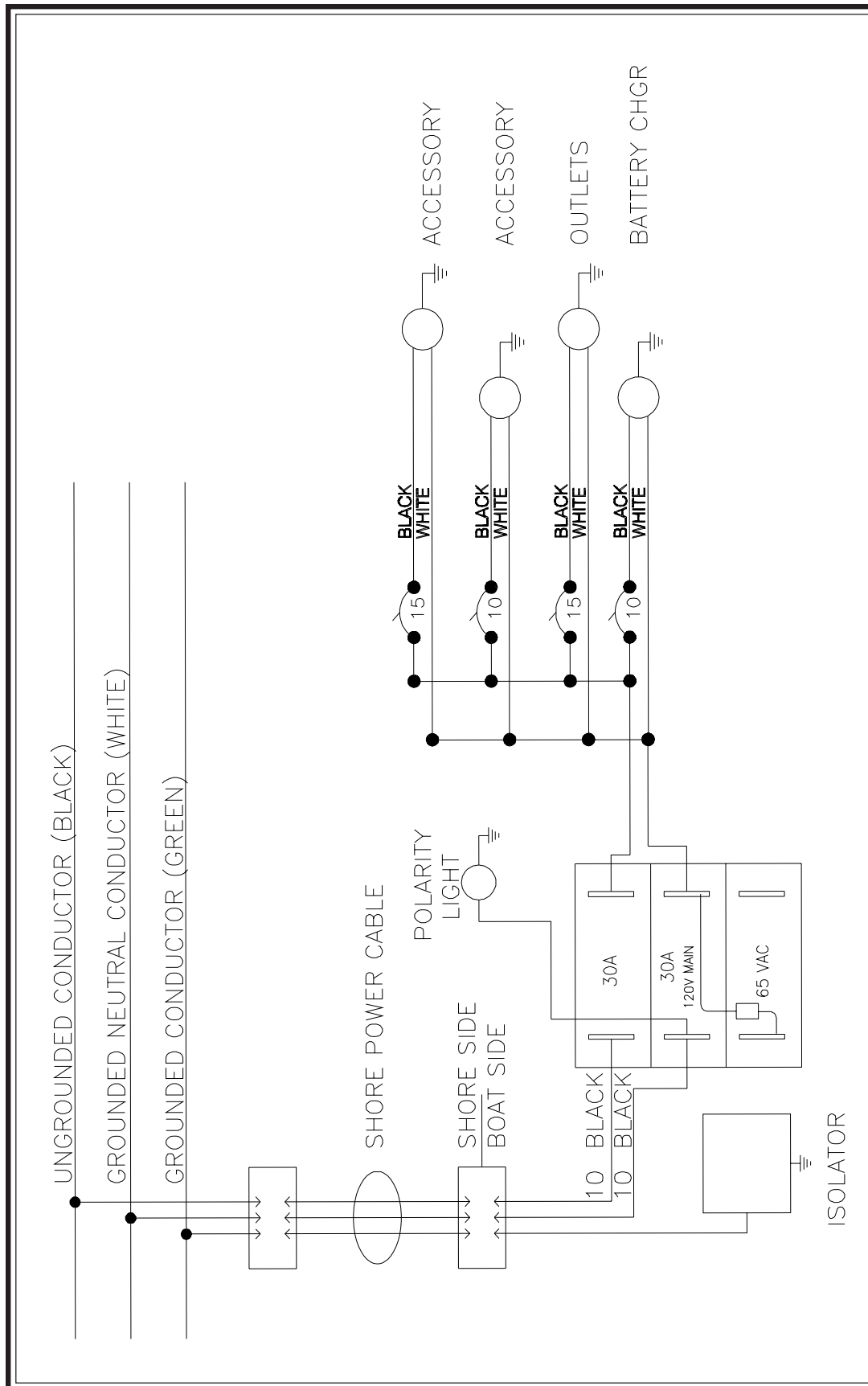
After Launching

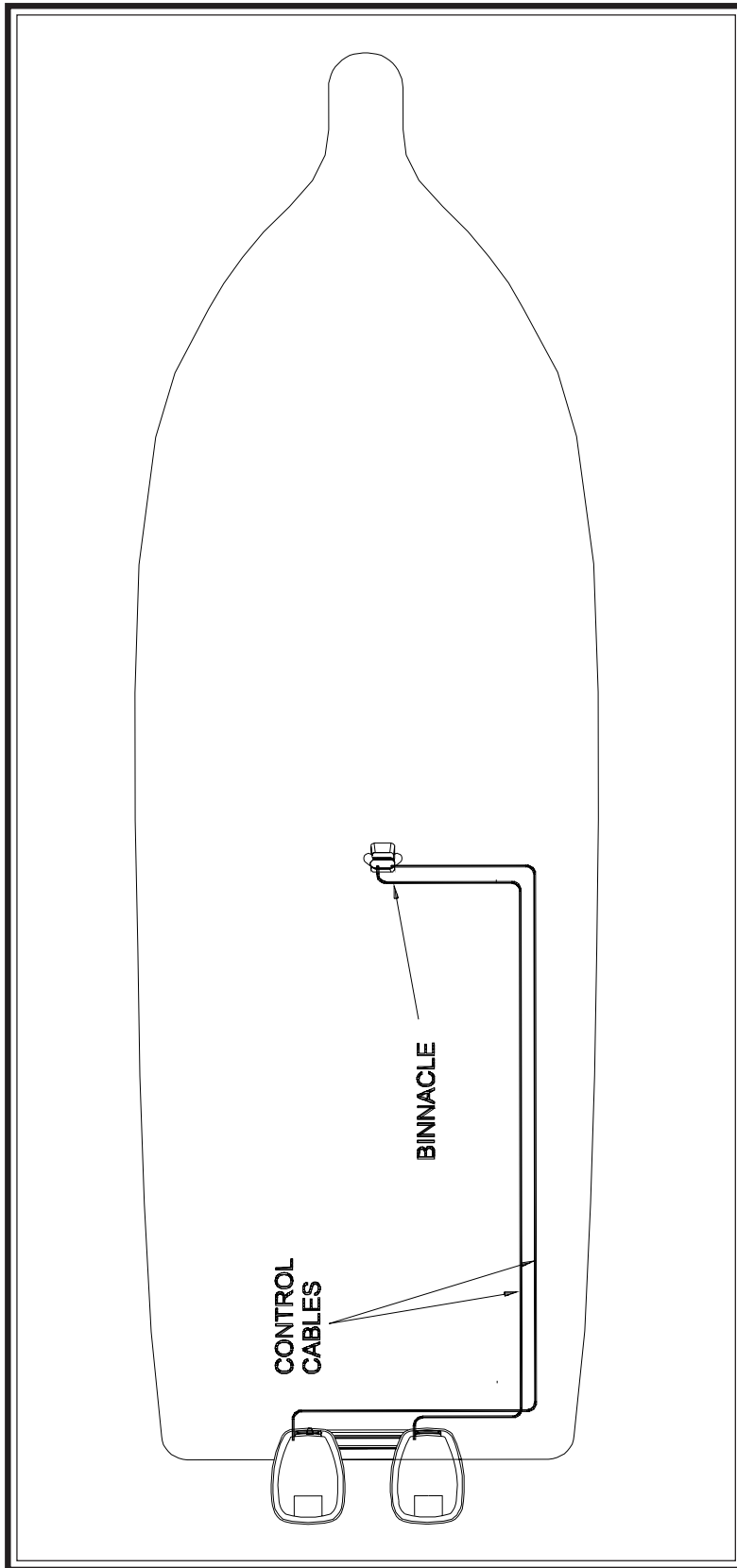
- Carefully check all water systems and the engine bolts for leaks. Operate each system one at a time checking for leaks and proper operation.
- Check the bilge pump manual and automatic switches.
- When the engines start, check the cooling system port below the engine cowling for a strong stream of water. This ensures 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.

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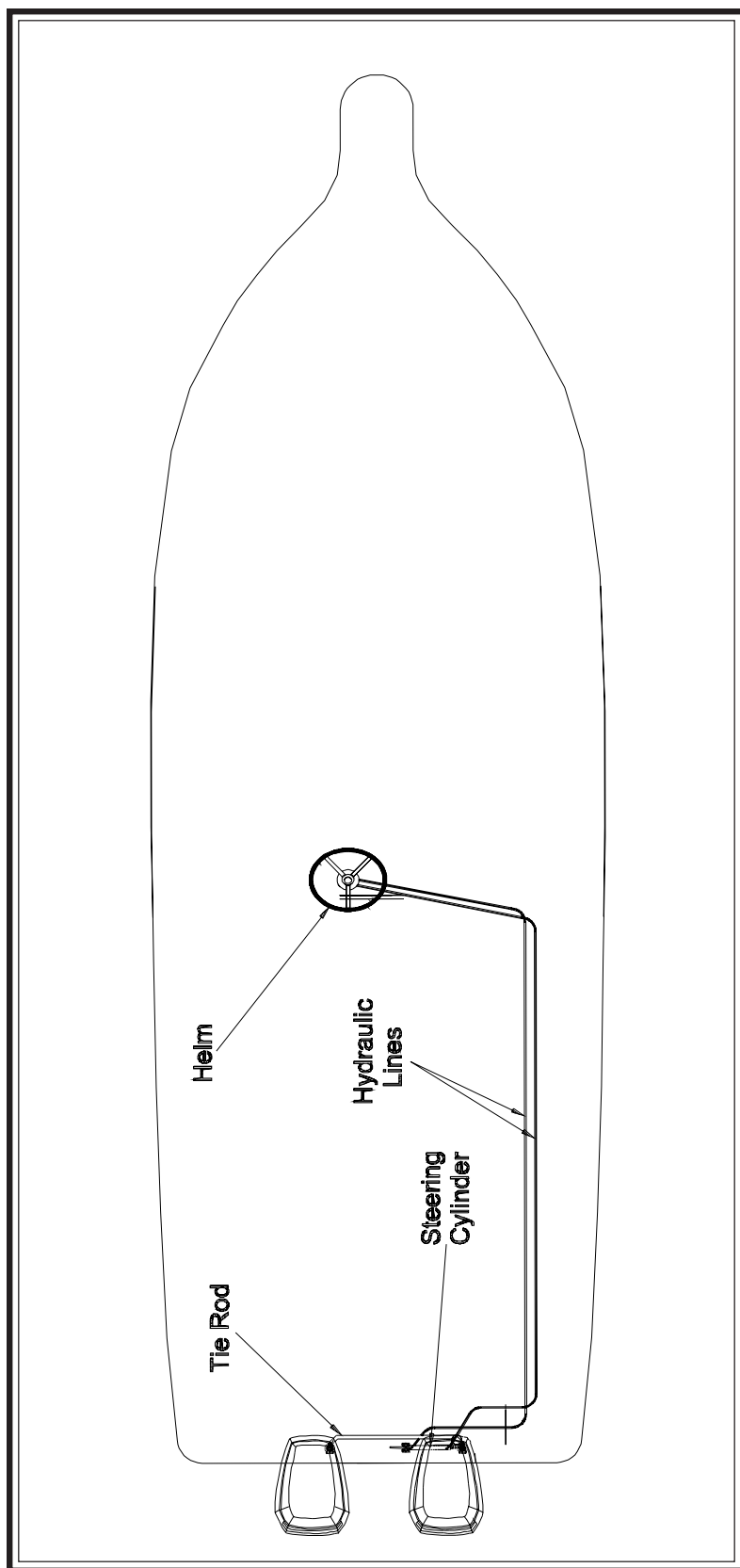
The diagram illustrates the electrical system for a boat, featuring a main battery bank and a separate windlass battery. The main battery bank consists of four batteries: Port, House, Starboard, and Windlass. The Port Engine and Starboard Engine are connected to the main battery bank via a 50-ampere switch. The Port Engine is also connected to a Port Ignition Switch. The Starboard Engine is connected to a Starboard Ignition Switch. The main battery bank is connected to a Battery Charger. The windlass battery is connected to a Windlass. The diagram shows the wiring for various accessories, including Horn, Aft Bilge Pump, Panel Light, Courtesy Lights, T-Top Light, Spreader Light, Acc. Light, Trim Tab, Washdown Pump, Baitwell Pump, Windlass, Stere, Electric Head, Cabin Lights, Water Pressure Pump, and Macerator. The wiring is color-coded and labeled with wire sizes and colors.

PURSUIT® 2670 CUDDY CONSOLE

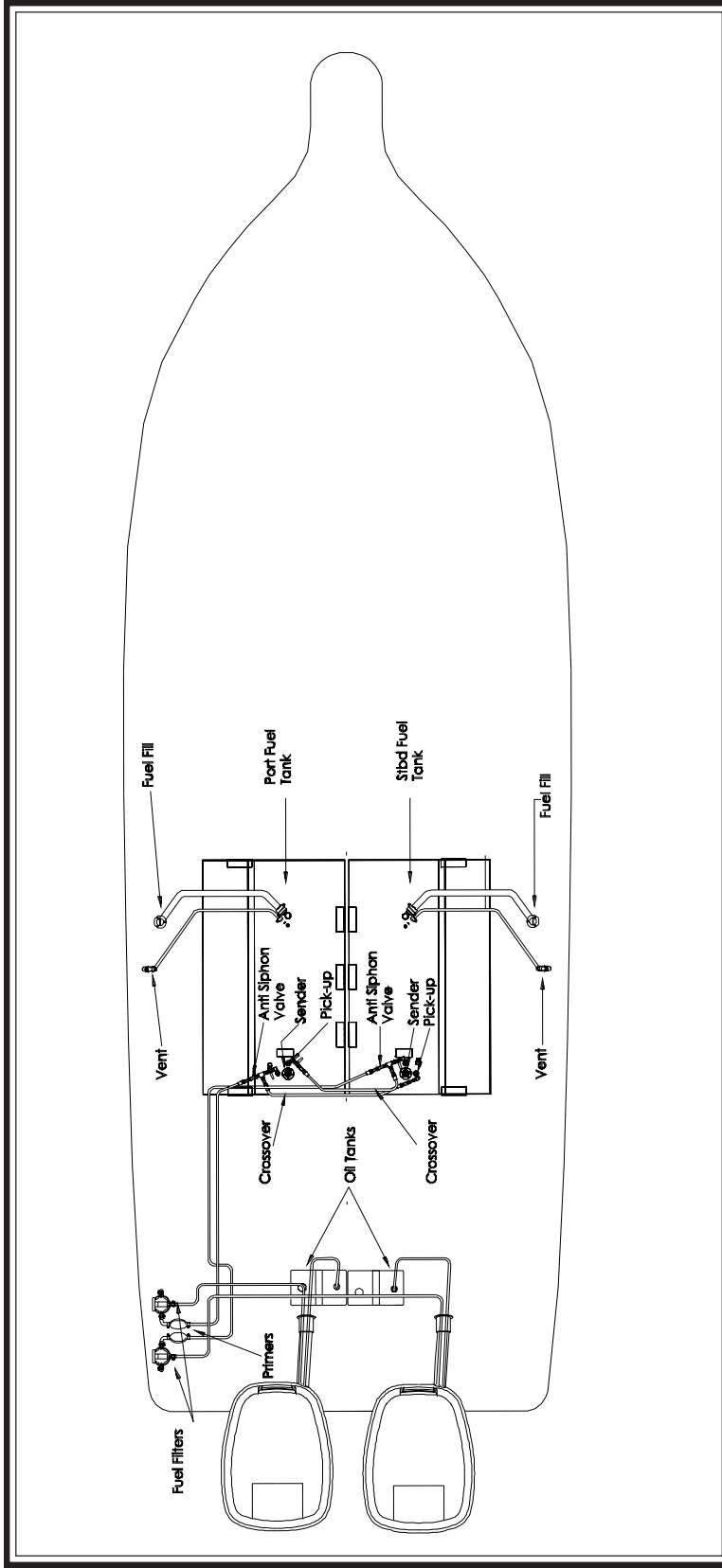
*AC Wiring Schematic*



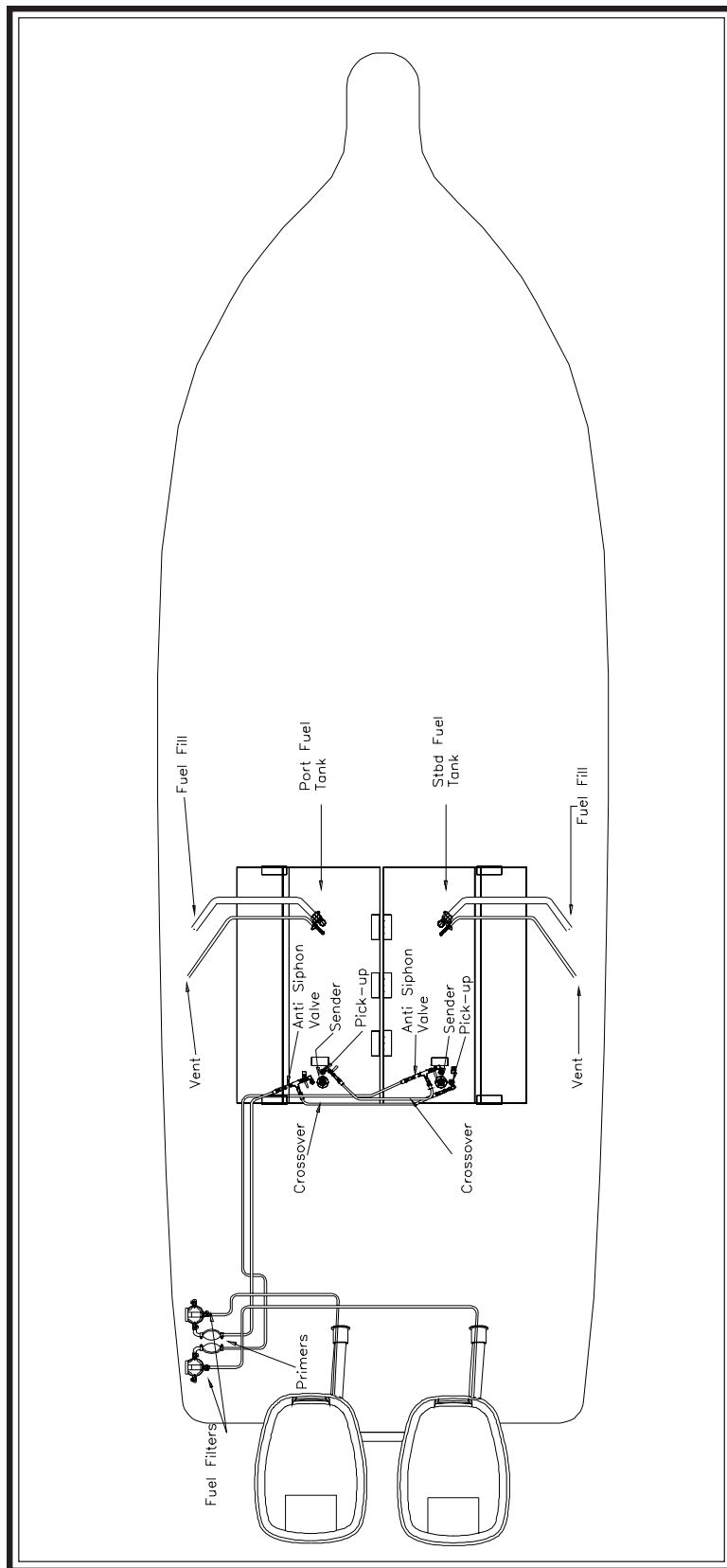
Engine Control Cable System



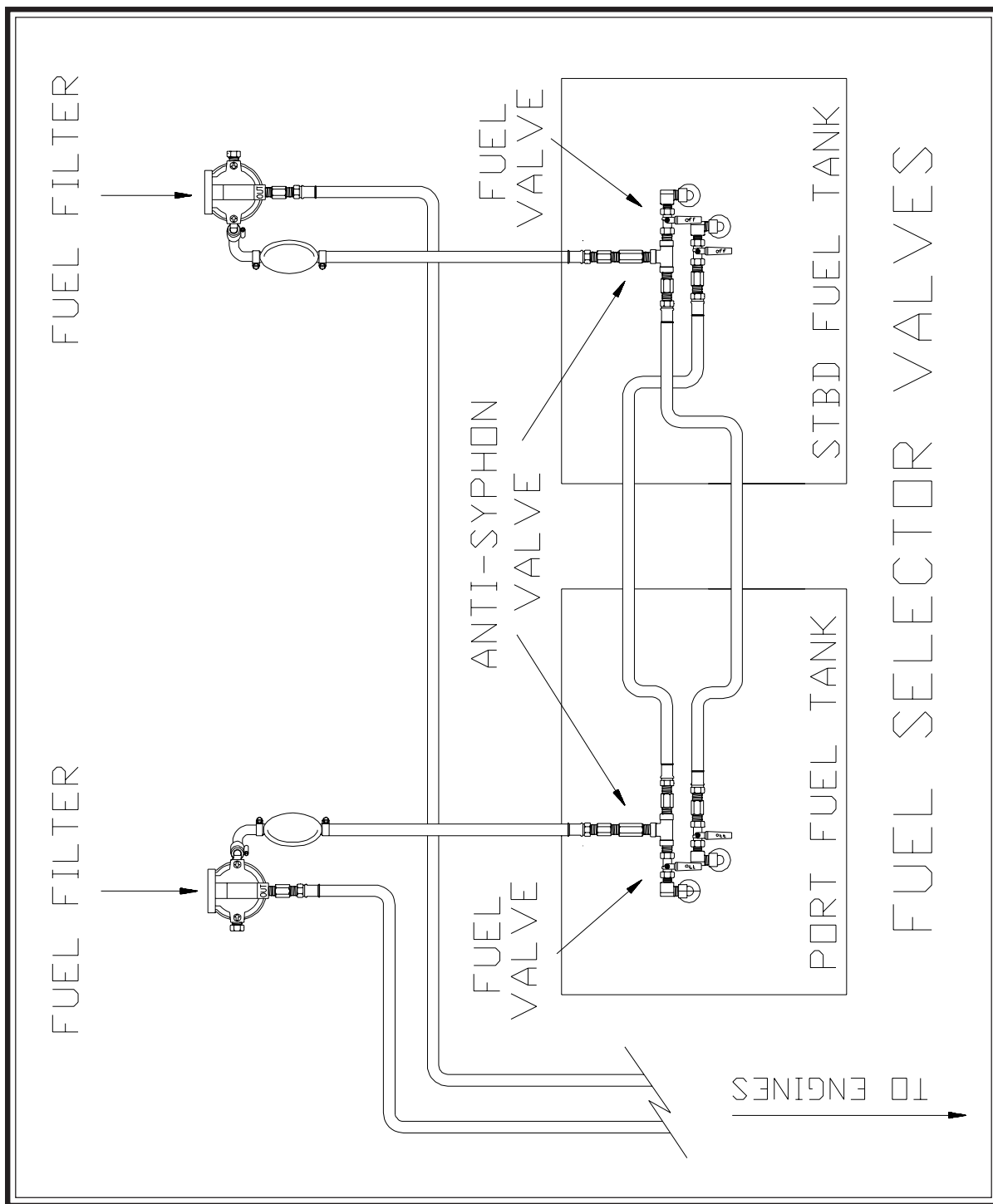
Hydraulic Steering System



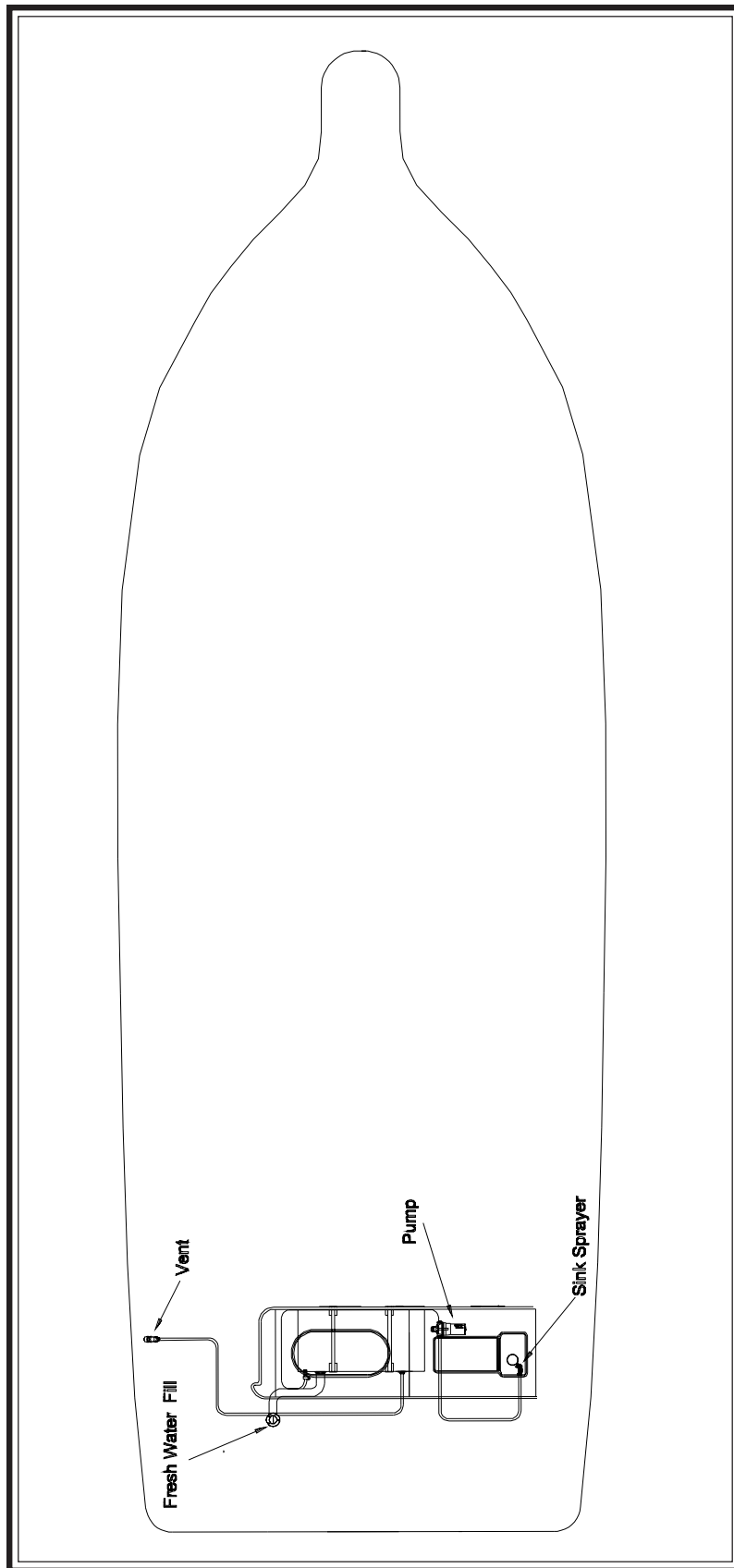
Fuel System 2-Stroke



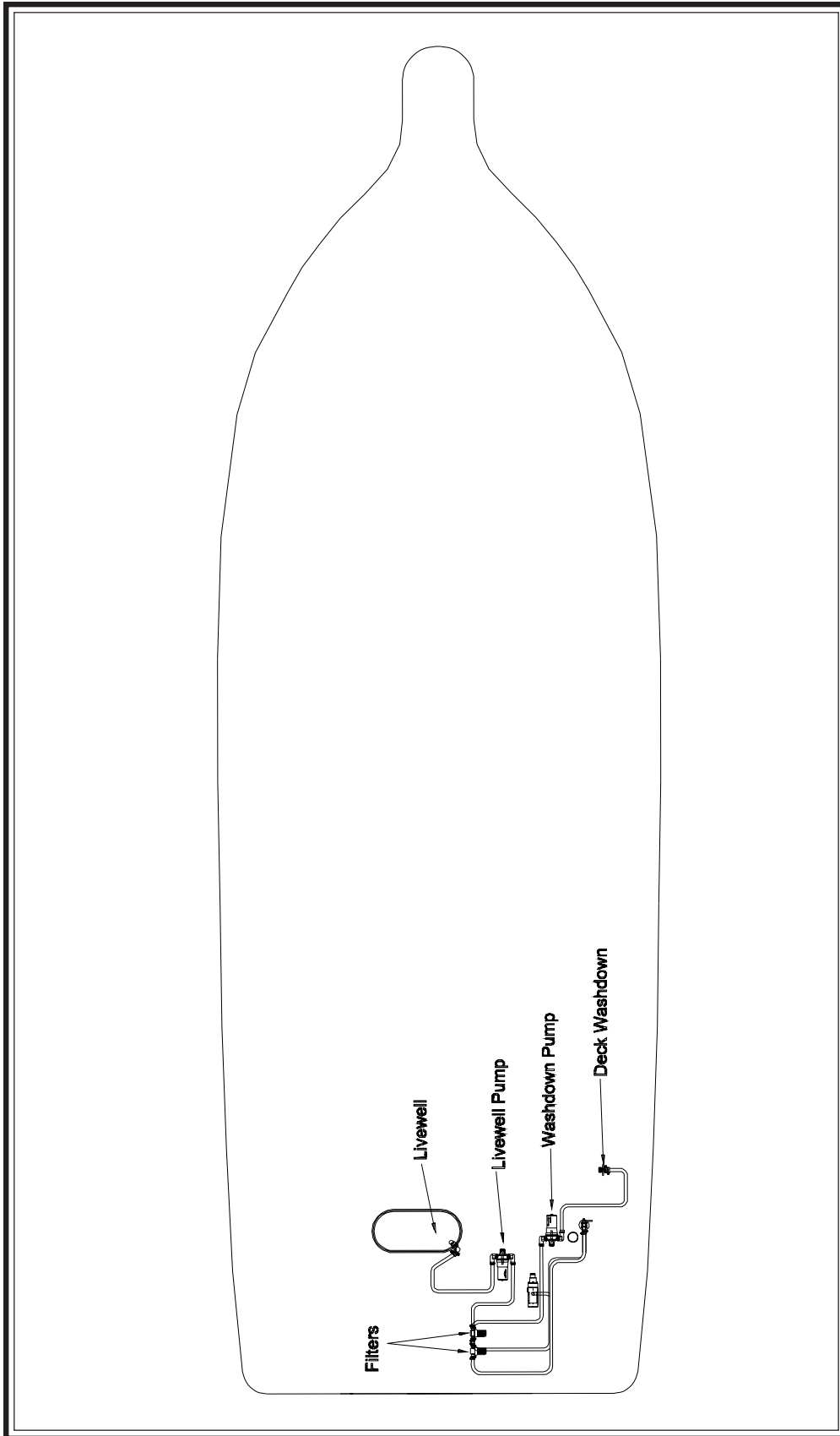
Fuel System 4-Stroke



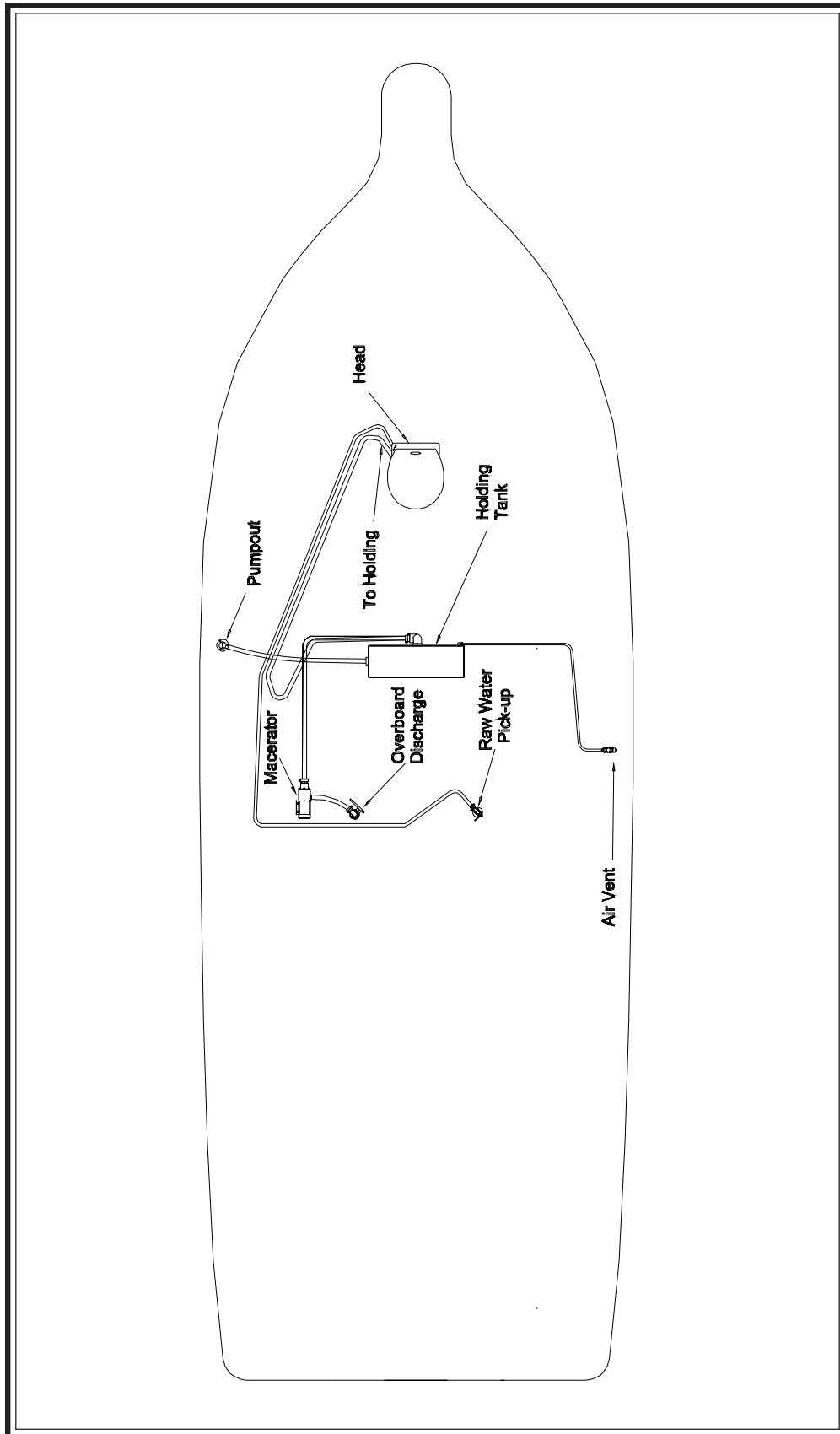
Fuel Selector Valves



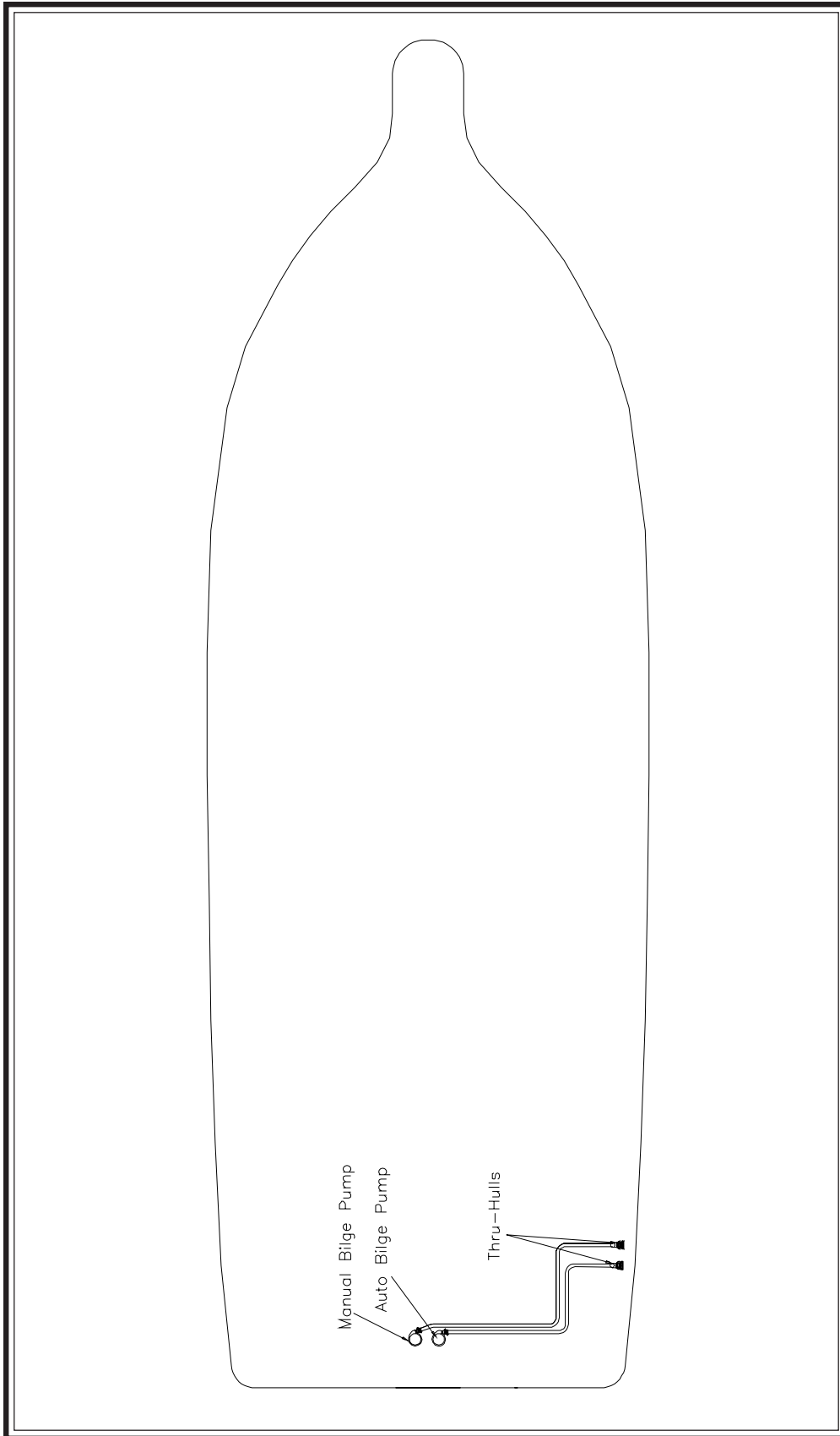
Freshwater System



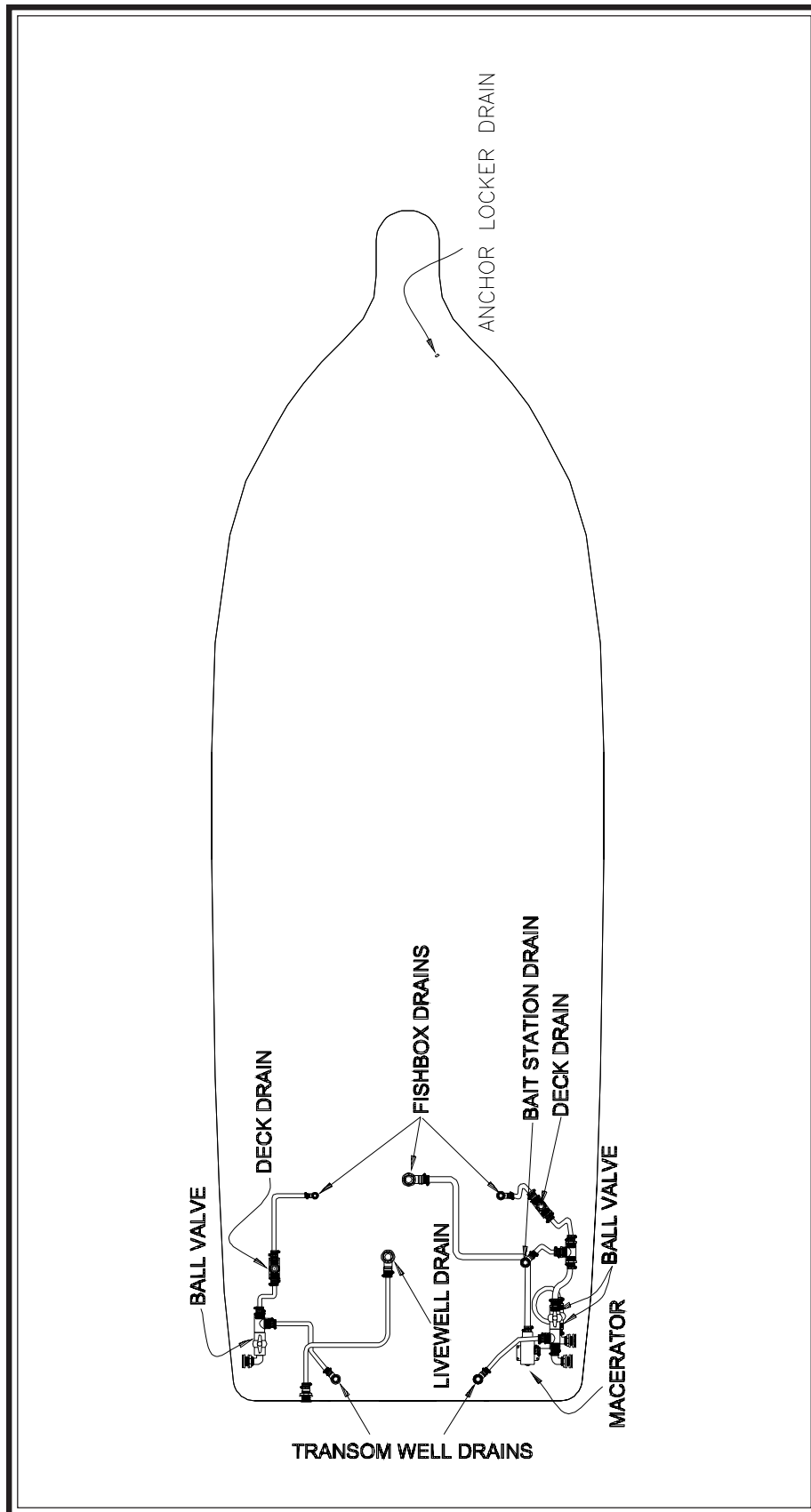
Raw Water System



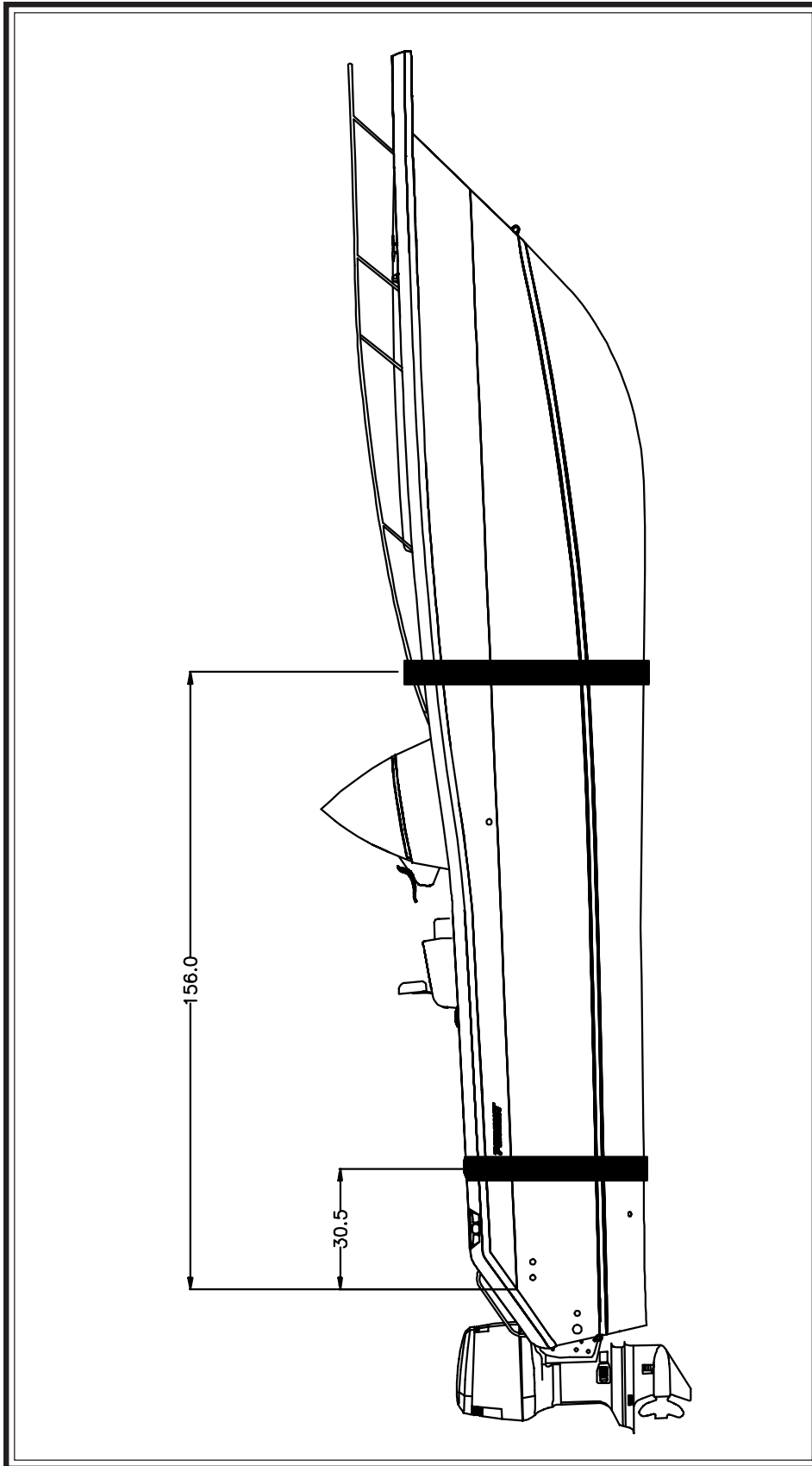
Head and Holding Tank System



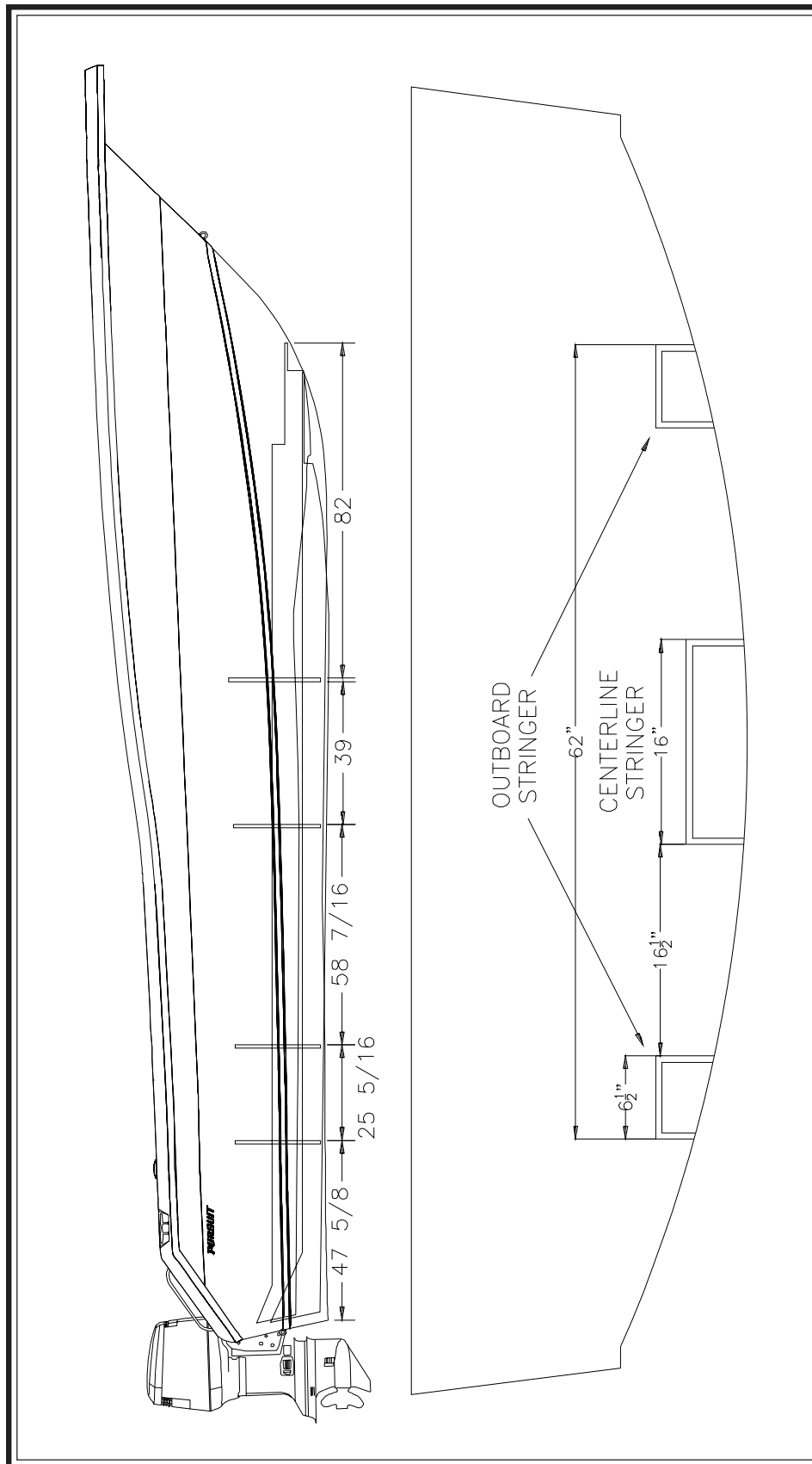
Hull Drainage System



Cockpit Drainage System



Sling Positions



Bunk Locations

Appendix A:

GLOSSARY OF TERMS

Aft: In, near, or toward the stern of a boat.

Aground: A boat stuck on the bottom.

Amidships: In or toward the part of a boat midway between the bow and stern.

Anchor: A specially shaped heavy metal device designed to dig efficiently into the bottom under a body of water and hold a boat in place.

Anchorage: An area specifically designated by governmental authorities in which boats may anchor.

Ashore: On shore.

Astern: Behind the boat, to move backwards.

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

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

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

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

Berth: A bunk or a bed on a boat.

Bilge: The bottom of the boat below the flooring.

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

Boarding: Entering or climbing into a boat.

Boarding Ladder: Set of steps temporarily fitted over the side of a boat to assist persons coming aboard.

Boat Hook: Short shaft of wood or metal with a hook fitting at one end shaped to aid in extending one's reach from the side of the boat.

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

Bow Line: A line that leads forward from the bow of the boat.

Bow Rail: Knee high rails of solid tubing to aid in preventing people from falling overboard.

Bridge: The area from which a boat is steered and controlled.

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

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

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

Cabin: Enclosed superstructure above the main deck level.

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

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

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

Closed Cooling System: A separate supply of fresh water that is used to cool the engine and circulates only within the engine.

Coaming: A vertical piece around the edges of cockpit, hatches, etc. to stop water on deck from running below.

Cockpit: An open space, usually in the aft deck, outside of the cabin.

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

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

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

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

D**eck:** The floor-like platform of a boat that covers the hull.

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

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

Dry Rot: A fungus attack on wood areas.

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

E**lectrical Ground:** A connection between an electrical connector and the earth.

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

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

Even Keel: When a boat floats properly as designed.

F**athom:** A measure of depth. One Fathom = 6 feet.

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

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

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

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

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

Foundering: When a boat fills with water and sinks.

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

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

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

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

Grounds: A boat touches the bottom.

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

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

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

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

Head: A toilet on a boat.

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

Helm: The steering and control area of a boat.

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

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

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

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

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

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

Leeward: The direction toward which the wind is blowing.

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

Limber Hole: A passage cut into the lower edges of floors and frames next to the keel to allow bilge water to flow to the lowest point of the hull where it can be pumped overboard.

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

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

L.O.A.: Boat length overall.

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

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

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

Midships: The center of the boat.

Marina: A protected facility primarily for recreational small craft.

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

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

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

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

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

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

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

Pier: A structure which projects out from the shoreline.

Pile or Piling: A long column driven into the bottom to which a boat can be tied.

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

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

P.F.D: Personal Flotation Device.

Port: The left side of the boat when facing the bow.

Porthole (port): The opening in the side of a boat to allow the admittance of light and air.

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

Propeller Shaft: Shaft which runs from the back of the engine gear box, aft, through the stuffing box, shaft log, struts, and onto which the propeller is attached.

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

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

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

Reverse Gear: Changes the direction of rotation of the propeller to provide thrust in the opposite direction for stopping the boat or giving it sternway.

Roll: A boat's sideways rotational motion in rough water.

Rope Locker: A locker, usually located in the bow of a boat, used for stowing the anchor line or chain.

Rubrail: Railing (often rubber or hard plastic) that runs along the boat's sheer to protect the hull when coming alongside docks, piers, or other boats.

Rudder: A moveable flat surface that is attached vertically at or near the stern for steering.

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

Scupper: An opening in the hull side or transom of the boat through which water on deck or in the cockpit is drained overboard.

Seacock: Safety valves installed just inside the thru-hull fittings and ahead of the piping or hose running from the fittings.

Shaft Log: Pipe through which the propeller shaft passes.

Sheer: The uppermost edge of the hull.

Sling: A strap which will hold the boat securely while being lifted, lowered, or carried.

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

Sole: The deck of a cockpit or interior cabin.

Spring Line: A line that leads from the bow aft or from the stern forward to prevent the boat from moving ahead or astern.

Starboard: The right side of a boat when facing the bow.

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

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

Stern: The rear end of a boat.

Stow: To pack away neatly.

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

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

Strut Bearing: See “cutlass bearing.”

Stuffing Box: Prevents water from entering at the point where the propeller shaft passes through the shaft log.

Superstructure: Something built above the main deck level.

Swamps: When a boat fills with water from over the side.

Swimming Ladder: Much the same as the boarding ladder except that it extends down into the water.

Taffrail: Rail around the rear of the cockpit.

Thru-hull: A fitting used to pass fluids (usually water) through the hull surface, either above or below the waterline.

Topsides: The side skin of a boat between the waterline or chine and deck.

Transom: A flat stern at right angles to the keel.

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

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

Trough: The area of water between the crests of waves and parallel to them.

Twin-Screw Craft: A boat with two propellers on two separate shafts.

Underway: When a boat moves through the water.

Wake: Disrupted water that a boat leaves astern as a result of its motion.

Wash: The flow of water that results from the action of the propeller or propellers.

Waterline: The plane of a boat where the surface of the water touches the hull when it is afloat on even keel.

Watertight Bulkhead: Bulkheads secured so tightly so as not to let water pass.

Wharf: A structure generally parallel to the shore.

Working Anchor: An anchor carried on a boat for most normal uses. Refers to the anchor used in typical anchoring situations.

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

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

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

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

Appendix B:

MAINTENANCE LOG

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MAINTENANCE LOG

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MAINTENANCE LOG

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MAINTENANCE LOG

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Appendix C:

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

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