



# CROWNLINE

## OWNER'S MANUAL

POWERED BY



The Only Logical Choice.  
For Dependable Performance.

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# CROWNLINE BOATS OWNER'S MANUAL

Model/Number \_\_\_\_\_ Unladen Weight  
Kilograms (Pounds) \_\_\_\_\_

Hull Identification  
Number \_\_\_\_\_ Maximum Load  
Weight - Kilograms  
(Pounds) \_\_\_\_\_

Engine Serial  
Number(s) \_\_\_\_\_ Number of People \_\_\_\_\_

Design Category  
(European Certification)

A-Ocean      B-Offshore  
C-Inshore    D-Sheltered  
Waters

Maximum Rated Engine Power  
Kilowatts (Horsepower) \_\_\_\_\_

This manual has been compiled to help you to operate your craft with safety and pleasure. It contains details of the craft, the equipment supplied or fitted, its systems and information on its operation and maintenance. Please read it carefully, and familiarize yourself with the craft before using it.

If this is your first craft, or you are changing to a type of craft you are not familiar with, for your own comfort and safety, please ensure that you obtain handling and operating experience before "assuming command" of the craft. Your dealer or national sailing federation or yacht club will be pleased to advise you of local sea schools, or competent instructors.

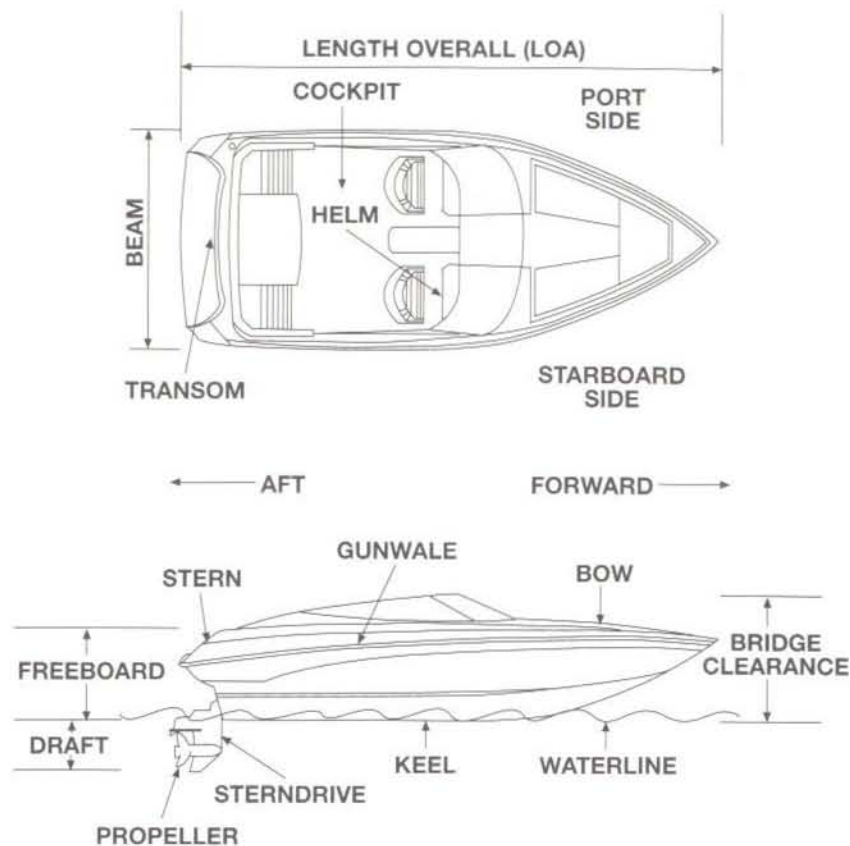
PLEASE KEEP THIS MANUAL IN A SECURE PLACE, AND HAND IT OVER TO THE NEW OWNER WHEN YOU SELL THE CRAFT.

For a complete list of standard and optional features and equipment, consult your local dealer. Due to a policy of continual product improvement, specifications are subject to change without notice. The weights and volumes shown are estimated and can vary from boat to boat because of equipment, etc.

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## TERMINOLOGY

# 1

## OVERVIEW

### WELCOME ABOARD!

Thank you for choosing CROWNLINe for your boating pleasure. We're sure that you will be completely satisfied with the unmatched performance, style and luxury of your new CROWNLINe.

Your new CROWNLINe has been designed, assembled and tested to give you the maximum in boating enjoyment and safety. CROWNLINe is proud to say that every boat we build is carefully constructed by skilled craftsman to meet or exceed all safety and quality standards established by the U.S. Coast Guard.

One last note: Read this manual and the *Engine Operation and Maintenance Manual*. And then keep them in a safe place onboard for easy reference. Preparation is the key to a safe and enjoyable boating experience. So read all the manuals, put your new CROWNLINe in the water, experience recreational boating, and have fun!

### YOUR CROWNLINe OWNER'S MANUAL

Your CROWNLINe Owner's Manual contains all necessary information for the operation and maintenance of all current CROWNLINe models. The major systems (MerCruiser engine, electronics, etc.) and components (refrigerator, air conditioner, stereo, etc.) also come with their own instruction manuals, and the information in these manuals should be considered a part of this manual. The suppliers of these products maintain their own manufacturer's warranty and service facilities.

**IMPORTANT:** Fill out and return each warranty card to inform the manufacturer that you are a registered owner of their product.

Record all information regarding these products on the CROWNLINe Information & Inventory sheet located in this section under Documentation. And keep this information in a safe place at home.

Your CROWNLINe Owner's Manual provides an overview of systems and components on your boat. Additional information can be found in the supplied manufacturer's literature, boating reference books (available at various book stores), or at the local library.

Not all equipment described in this manual is available on all models. No attempt has been made in this manual to define equipment as standard or optional. See your dealer for equipment availability.

**NOTE:** In keeping with CROWNLINe Boats, Inc. policy of continuing product improvement, equipment and specifications may be changed without notice. In the event of conflicting information between your CROWNLINe Owner's Manual and the supplied manufacturer's manuals, in all cases adhere to the manufacturer's recommendations for equipment installed on your boat. Equipment manufacturer's information concerning service, maintenance, repair, and operation shall supersede this manual. Consult your CROWNLINe dealer for confirmation and additional information.

The following outline provides you a glimpse of the information that can be easily found in your CROWNLINK Owner's Manual:

1. The **Overview** section introduces you to CROWNLINK Boats, Inc. and your Owner's Manual.
2. The **Boating Safety** section is especially important because it provides a good foundation for safe boating practices. Safety notices are also located throughout your Owner's Manual when necessary.
3. In the **Operation** section, the manual covers normal, every-day boating procedures.
4. **Systems & Components** section of the manual provides an overview of the various systems and components on your CROWNLINK. Remember, this section is not intended to replace the supplied manufacturers literature, but merely act as a general guide.
5. The **General Maintenance & Repair** section tells you how to properly maintain your new CROWNLINK. Included in each sub-section are recommendations for keeping your boat in sound operational condition, adjustments, and frequency of checks and inspections. Also included is a troubleshooting chart to help find the source of any problems.
6. The section covering **Extended Storage** explains procedures for keeping your CROWNLINK in good condition during seasonal or prolonged storage situations.
7. Specifications by model are provided in Section 7.
8. A list of boating terminology is provided in the **Glossary**. For more detailed information, you may wish to purchase a general reference book.

## RESPONSIBILITIES

The following sub-sections outline the responsibilities for both you and your CROWNLINK Dealer. This ensures that you will receive maximum performance and enjoyment from your new CROWNLINK.

### Dealer

Your CROWNLINK dealer will be responsible to you for:

1. Discussing the terms of all warranties, and stressing the importance of registering each warranty with its respective manufacturer.
2. Providing instructions on how to get warranty service.
3. Reviewing the pre-delivery service record with you, and then signing it to certify it is correct.
4. Ensuring you know the general operating procedures for your boat, and you are familiar with its specific systems and components.

### Owner

As the owner you are responsible for:

1. Scheduling an appointment with your dealer to review all warranties and then completing the CROWNLINK Boats, Inc. Limited Warranty registration card (Record the hull number for future reference).

2. Inspecting the physical condition of the boat at time of delivery, and making sure that all systems and components are operating properly.
3. Scheduling an appointment with your dealer to review the pre-delivery engine service record, then signing it to indicate the dealer has provided a complete explanation.
4. Using all equipment in accordance with the manufacturer's instructions.
5. Providing periodic maintenance as outlined in the CROWNLINK Owner's Manual and all manufacturer Service Guides.

**NOTE:** CROWNLINK recommends that you refer to your MerCruiser engine warranty for initial inspection and service requirements.

6. Scheduling your boat's 20 hour check-up.

**IMPORTANT:** At the 20 hour check-up, make sure the dealer checks the engine alignment in accordance with the MerCruiser Engine Operation and Maintenance Manual. If this is not done, drive train damage is possible, and not covered by your CROWNLINK Boats, Inc. Warranty.

## DOCUMENTATION

At the end of this sub-section are three forms to help keep your important documentation organized. Make photo-copies of them as necessary.

### CROWNLINK Information & Inventory Sheet

Complete this form when you take delivery of your boat. After filling it out, remove this form from your CROWNLINK Owner's Manual and store it in a safe place. Do Not keep this form onboard your boat. Also remember to update this form if you add, remove or change any equipment.

### Travel & Destination Log

This log is designed to provide a record of your departure and return times, destination, boat description, passenger list, and other important trip information. Be sure to include emergency numbers at the bottom of the form in case you don't return at the pre-arranged time. Leave this form with someone who will be aware of your return time. In the event you do not return on time have that person contact the police, Coast Guard or other appropriate authority.

**Remember:** Fill out this form each time you take your CROWNLINK out.

### Fuel Consumption Log

This log is a convenient way to record information on engine hours, fuel consumption, miles traveled, as well as RPM, average MPH, and GPH(gallons per hour). This information is useful for scheduling maintenance and early detection of possible engine trouble.

The three charts described above can be referenced on the following pages.

## WARRANTY

In the unlikely event a problem should arise with your CROWNLINK as a result of defective workmanship or materials, contact your CROWNLINK dealer as soon as possible. Please have your hull identification number, and necessary model numbers on hand for the item(s) needing service or repair. Your hull identification number is located below the rub rail on the starboard rear corner of your boat.



## CERTIFICATION AND SPECIFICATION

All CROWNLINE boats meet or exceed U.S. Coast Guard requirements.

The CE Mark means your CROWNLINE boat(s) meets or exceeds the European Directives for Recreational Vessels as published by the International Organization for Standardization (ISO).

All CROWNLINE Boats are National Marine Manufacturers Association (NMMA) certified. NMMA certified vessels are in compliance with applicable federal regulations and American Boat and Yacht Council (ABYC) standards and recommended practices.

CROWNLINE Boats are International Marine Certification Institute certified (IMCI) for the EU Directive for recreational craft.

International Marine Certificate Institute  
Treves Centre  
rue de Treves 45  
1040 Brussels, Belgium  
Tel. Int + (32) 2 236 7892  
Crownline Certificates - CRWN001 thru CRWN010

National Marine Manufacturers Association  
200 E. Randolph Dr.  
Suite 5100  
Chicago, Illinois U.S.A. 60601  
Tel. (312) 946-6200

## CROWNLINE INFORMATION & INVENTORY SHEET

### Purchase Dealership

Name \_\_\_\_\_ Sales Manager \_\_\_\_\_

Address \_\_\_\_\_ Phone \_\_\_\_\_

Fax \_\_\_\_\_ Fax \_\_\_\_\_

### Service Dealership

Name \_\_\_\_\_ Sales Manager \_\_\_\_\_

Address \_\_\_\_\_ Phone \_\_\_\_\_

Fax \_\_\_\_\_ Fax \_\_\_\_\_

#### GENERAL

Model Name \_\_\_\_\_

State of Registration \_\_\_\_\_

Hull Identification Number \_\_\_\_\_

Boat Name \_\_\_\_\_

Hull Color(s) \_\_\_\_\_

Length \_\_\_\_\_ Beam \_\_\_\_\_ Weight \_\_\_\_\_

Draft (Drive Down) \_\_\_\_\_

Draft (Drive Up) \_\_\_\_\_

Freeboard (Fore) \_\_\_\_\_

Freeboard (Aft) \_\_\_\_\_

#### ENGINE

Manufacturer \_\_\_\_\_

Model Name/Number \_\_\_\_\_

Oil Type/SAE \_\_\_\_\_ Quarts \_\_\_\_\_ Filter \_\_\_\_\_  
Type \_\_\_\_\_

Serial Number \_\_\_\_\_

Transom Serial Number \_\_\_\_\_

#### DRIVE UNIT

Serial Number \_\_\_\_\_

#### FUEL SYSTEM

Tank Capacity \_\_\_\_\_

Filter Type \_\_\_\_\_

#### FRESH WATER

Tank Capacity \_\_\_\_\_

#### PROPELLER

Pitch \_\_\_\_\_

Model Number \_\_\_\_\_

#### BATTERY

Manufacturer \_\_\_\_\_

Model Number \_\_\_\_\_

#### RADIO

Manufacturer \_\_\_\_\_

Type \_\_\_\_\_

Model Number \_\_\_\_\_

Serial Number \_\_\_\_\_

#### KEY NUMBERS

Cabin \_\_\_\_\_

Glove Box \_\_\_\_\_

Ignition \_\_\_\_\_

#### AIR CONDITIONER

Manufacturer \_\_\_\_\_

Kilowatts \_\_\_\_\_

Model Name/Number \_\_\_\_\_

Serial Number \_\_\_\_\_



## 2 BOATING SAFETY

### SAFETY AWARENESS

Your CROWNLINER Owner's Manual uses five levels of advisory and hazard statements to alert you to special information, operating procedures or safety precautions. All statements begin with a signal word to identify the importance of the statement. Statement levels follow this order (increasing importance):

#### Advisory

Advisory statements signal conditions that effect equipment operation, maintenance and servicing practices and occur in two levels:

##### Level 1 - NOTE

Signals a general advisory statement that clarifies or highlights a particular section of text.

##### Level 2 - IMPORTANT

Used to signal the possibility of damage to equipment or associated components.

#### Hazard

The use of hazard statements is determined by the likely consequence of the warning with regard to severity (minor injury, severe injury, death), and the probability of severity (COULD result in, WILL result in). Not following the recommendations contained in any of these statements may result in personal injury.

##### Level 3 - Caution



**CAUTION:** Hazards or unsafe practices that COULD result in minor personal injury.

##### Level 4 - Warning



**WARNING:** Hazards or unsafe practices that COULD result in severe personal injury or death.

##### Level 5 - Danger



**DANGER:** Immediate hazards that WILL result in severe personal injury or death.



## SAFETY ONBOARD

### Safe Boating Instruction

The local U.S. Coast Guard Auxiliary and the U.S. Power Squadrons offer comprehensive safe boating classes several times a year. You can contact the Boat/U.S. Foundation at 1-800-336-BOAT (2628), or in Virginia 1-800-245-BOAT (2628) for a course schedule. You can also contact the local U.S. Coast Guard Auxiliary or Power Squadron Flotilla for the time and place of their next scheduled class.

### Rules of the Road

Your CROWNLINe boat is subject to marine traffic laws known as *Rules of the Road*. There are two sets of rules: the United States Inland Navigational Rules and the International Rules. The United States Inland Rules are applicable to all vessels inside the boundary lines separating inland and international waters. These rules can be obtained from your local U.S. Coast Guard Unit or the United States Coast Guard Headquarters (1300 E. Street NW, Washington, D.C. 20226) in the publication titled, **Navigational Rules, International-Inland**.

The Coast Guard also publishes several other helpful pamphlets, including the **Boating Safety Training Manual**, **Federal Requirements For Recreational Boats**, and **Aids to Navigation** (U.S. Coast Guard pamphlet #123), which explains the significance of various lights and buoys.

**Note:** Because of proposed changes in buoys and markers, CROWNLINe advises you to contact the U.S. Coast Guard for the latest information.

### Drugs and Alcohol

**Do Not** use drugs or alcohol while boating. The operation of motorized vessels while under the influence carries a significant penalty and is strictly enforced by the Coast Guard. The use of Drugs or Alcohol will decrease your reaction time, impair your judgment, and keep you from safely operating your boat.

## WATER SPORTS

Advancements in technology have created new and improved products for enjoyment on the water. Water skiing, kneeboarding and riding on popular inflatable towed devices requires an increased safety awareness.

### ⚠ WARNING

**WARNING:** CROWNLINe boats are not designed for the towing of Para-sails, Kites, Gliders, or any other device that is designed to become airborne when towed behind a boat.

### Safety Hints

1. Always wear a U.S. Coast Guard approved personal flotation device.
2. Have a rear-facing observer aboard to inform boat operator of what is taking place behind the boat.
3. Never participate in towed water sports near beaches or in restricted areas.
4. Stay out of channels and other heavily traveled waterways.

## Water Skiing

Water skiing presents a special set of precautions to observe in recreational boating. The following precautions will reduce the hazards while water skiing:

1. Water ski only in safe areas, away from other boats and swimmers, out of channels and in water free of underwater obstructions.
2. Only individuals that are capable swimmers should water ski.
3. Be sure that the skier is wearing a personal flotation device. A properly designed ski vest is intended to keep a stunned or unconscious person afloat.
4. Always carry a second person aboard to observe the skier so the boat operator can give full attention to the operation of the boat and the waters ahead.
5. Approach a skier in the water from the lee side (down wind), and be certain to stop your motor before coming in close proximity to the skier.
6. Give immediate attention to a fallen skier. He or she is vulnerable in the water alone, and is difficult to be seen by other boaters.

The following illustration (Figure 2.1) identifies a set of hand signals recommended by the American Water Ski Association (AWSA). Skier, observer and boat operator should all know and understand these seven (7) simple signals from the skier.



FIGURE 2.1

For more information about water skiing, Please contact the American Water Ski Association, 799 Overlook Drive, Winter Haven, Florida 33884 (1-800-533-2972).

### Safety Recommendations

As the owner of your new CROWNLINe boat, you are responsible for the safety of both yourself and your passengers. It is your responsibility to know and follow all safety recommendations.

1. Your boat and equipment should be kept in safe operating condition. Make a practice of regularly inspecting the hull, engine, safety equipment and all boating gear.

**NOTE:** Inspections before going out and on return are a good idea.



2. Maximum care should be used when refueling your boat.
3. Know the fuel tank capacity and average fuel consumption at frequently used RPMs. Ensure sufficient fuel is onboard for anticipated cruising requirements. And keep an adequate reserve of fuel in case your plans change due to weather or other circumstances.
4. Make sure required lifesaving and fire extinguishing equipment is onboard, clearly marked, accessible and in working condition. Instruct all passengers on the location and proper operation of this equipment.
5. Be aware of the weather. Check the latest weather reports for possible changing conditions prior to departure. Strong winds and thunderstorms can be especially dangerous.
6. Keep up-to-date charts onboard.
7. Always leave a travel plan with someone onshore before you go out (use a copy of the Travel & Destination Log located in Section 1).
8. On the water, common sense and courtesy should be used at all times.
9. In case of emergency, at least one other person should know the basic operation of your boat.
10. Passengers should ride only in designated seating areas.
11. While the boat is moving, all passengers should remain seated, and all doors and walk-through windshields should be secured in their closed positions.
12. Do not use the swim platform or boarding ladder while the engine is running.
13. Know and obey the Rules of the Road.
14. Do not overload or improperly load your boat. The capacity plate should be used as a guide only. Common sense dictates that the capacity of your boat will be reduced by large waves or bad weather conditions. Be aware of local weather reports and water conditions.
15. If you have a ship-to-shore radio telephone, always respond to distress calls.

**NOTE:** The spoken word **Mayday** is the international signal of distress. Mayday should never be used unless there is present danger (an emergency) and you are in need of immediate assistance.

## WEATHER

While local weather forecasts are generally accurate, it is always possible for the weather to change quickly. There is no substitute for personal observation and a good understanding of weather conditions. Weather and wave conditions can affect fuel consumption and travel plans—always prepare for the worst.

**NOTE:** Many marinas fly weather pennants. You should learn these since they can provide valuable information on changing weather conditions.

## Storms

Thunderstorms can spring up at any time. Weather forecasts may often indicate only the possibility of thunderstorm development.

1. Learn basic cloud formations and watch the horizon for developing thunderstorms.
2. Keep a radio tuned to the local weather channel.
3. In the event of a storm, return to port if possible.
4. Close portals and hatches and secure them. Stow all loose gear below deck and tie-down any gear on deck.
5. Reduce speed and turn into the waves as the water gets rougher. Make sure everyone is wearing a personal flotation device.

**IMPORTANT:** Running a boat parallel to large waves greatly increases the chances of capsizing.

6. Put a sea anchor out. If you don't have one, use a canvas bucket or any object that will offer resistance.
7. Radar reflectors (if installed on your boat) should be 18 inches diagonally and placed 12 feet above waterline.

## Fog

The two types of fog you most likely will encounter is warm-surface or cold-surface fog. You can determine the chances of fog formation by periodically measuring air temperature and dew point temperature. Anticipate the presence of fog if a slight variation in temperature develops between air and dew point readings.

1. As fog sets in take bearings, mark your position on the chart while continuing to log your course and speed.
2. Make sure that all boat occupants have their personal flotation devices on properly.
3. If equipped with a depth sounder compare its readings with soundings on your chart.
4. Have someone go forward to act as a lookout.
5. Reduce your speed. From time to time stop the engine and listen for other fog signals.
6. Sound the horn or fog bell intermittently to warn others.
7. Anchor if you have any doubt about going on. Be sure to listen for other fog signals and continue to sound your fog horn or bell.

## Navigational Aids Chart

A Navigational Aids Chart is provided in your CROWLINE Owner's Manual. The Navigational Aids Chart contains information on the following areas:

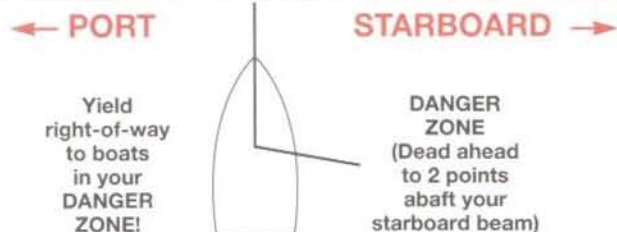
1. Whistle Signals
2. Storm Warnings
3. Bridge Signals
4. Buoy Description and Information

**NOTE:** Because this information is subject to change, CROWLINE Boats, Inc. recommends that you contact the Coast Guard for the latest information.

# NAVIGATIONAL AIDS CHART

## REMEMBER THESE RULES

1. OVERTAKING - PASSING: Boat being passed has the right-of way. **KEEP CLEAR.**
2. MEETING HEAD ON: Keep to the right.
3. CROSSING: Boat on right has the right-of-way. Slow down and permit boat to pass.



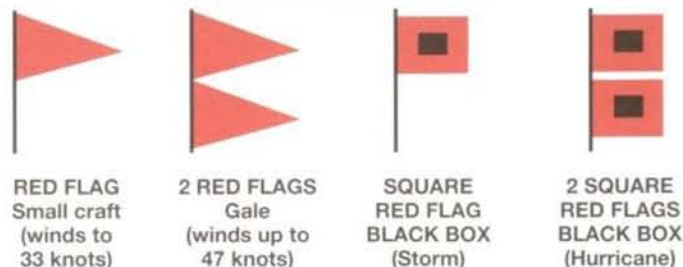
## WHISTLE SIGNALS

- ONE LONG BLAST: Warning signal (Coming out of slip)
- ONE SHORT BLAST: Pass on my port side
- TWO SHORT BLASTS: Pass on my starboard side
- THREE SHORT BLASTS: Engine(s) in reverse
- FOUR OR MORE BLASTS: Danger signal

## BRIDGE SIGNALS

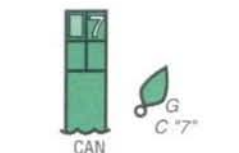
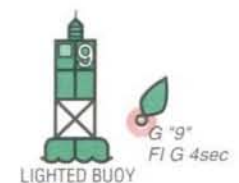
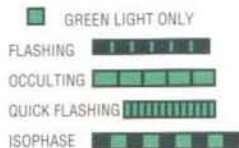
| SOUND             |       | VISUAL       | DAY (Flag) | NIGHT (Lights) |
|-------------------|-------|--------------|------------|----------------|
| VESSEL: Open      | —●    | VESSEL: Open | □          | ○              |
| BRIDGE: OK        | —●    | BRIDGE: OK   | Same       | or Same        |
| No                | ●●●●● |              |            |                |
| VESSEL: Replies:  | ●●●●● |              |            |                |
| RADIO: VHF CH. 13 |       | No           | ◀■▶        | ◀●▶            |

## STORM WARNINGS



## LATERAL AIDS AS SEEN ENTERING FROM SEAWARD

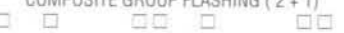
### PORT SIDE ODD NUMBERED AIDS



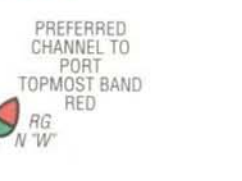
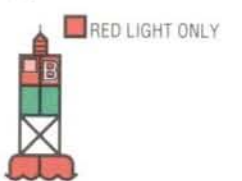
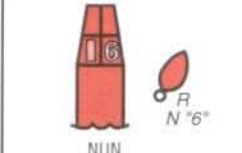
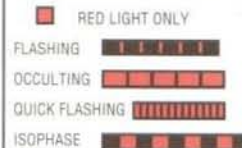
### SAFE WATER MID-CHANNELS OR FAIRWAYS NO NUMBERS-MAY BE LETTERED



### PREFERRED CHANNEL NO NUMBERS-MAY BE LETTERED



### STARBOARD SIDE EVEN NUMBERED AIDS





## EMERGENCY CONDITIONS

Because an emergency requires immediate attention, it is important to stay calm and use good judgment. Regularly review all safety procedures and thoroughly check all safety equipment before going out on the water. Many serious situations can be lessened or avoided with careful planning, observation and common sense.

### Fire

A boat fire is very serious, and you must react quickly to get it under control. The most important thing to remember in controlling a fire is to immediately stop your boat to decrease the risk of the fire spreading.

**IMPORTANT:** Everyone aboard should know the location and proper operation of the fire extinguishers.

1. Make sure everyone has their personal flotation devices on properly.
2. Attempt to put the fire out with the fire extinguisher, aiming at the base of the fire and using a sweeping motion.
3. If the fire gets out of control, use a distress signal and call for help on the radio. Everyone should then jump overboard and swim a safe distance away from the burning boat.

**NOTE:** If you do abandon your boat, stay together and try to stay as near as possible to your boat. It will be much easier for searchers to find you as a group.

### Collision

If a serious collision occurs, check everyone aboard for injury and then inspect for damage.

1. If your hull has a hole caused by another boat, be ready to plug it once the boats are separated.
2. A spare personal flotation device or bunk cushion makes an excellent plug for larger holes.
3. While plugging the hole, reposition the weight on the boat opposite the hole. This will bring the hole nearer to the surface, or even raise it out of the water.
4. If the boat is in danger of sinking, make sure everyone has their personal flotation device on properly.
5. If your boat has a radio, call the U.S. Coast Guard or other rescue authorities (VHF channel 16 or 22 CB radio).

### Running Aground

If your boat runs aground, check everyone for injury and damage to the boat. Be sure to check the propeller. To free the boat, try to shift weight of passengers and/or gear to heel boat while reversing engine.

## DANGER

**DANGER:** Do Not use deck hardware for towing. CROWLINE Boats, Inc. recommends using a commercial towing service if your boat becomes grounded.

## SAFETY EQUIPMENT

Federal law requires you to provide and maintain safety equipment onboard your CROWLINE boat. Please refer to Federal, State, and Local Regulations for complete and up-to-date lists of required equipment.

### Personal Flotation Devices (PFDs)

United States Coast Guard approved personal flotation devices of Type I, II, or III can be used onboard your CROWLINE boat. The PFDs must be of a suitable size for each person aboard and shall be in serviceable condition and easily accessible.

#### Wearable PFDs

**Type I** - This PFD has the greatest buoyancy. It is designed to turn an unconscious person in the water from face down to a vertical or slightly backward position. Type I is most effective for all waters, and especially further out where rescue may be delayed.

**Type II** - Turns the wearer into the same position as a Type I, but the turning action is not as pronounced as the Type I because it is less buoyant. The Type II is generally more comfortable than a Type I.

**Type III** - Allows the wearer to place themselves in a vertical or slightly backward position. The Type III has the same buoyancy as a Type II. It has little or no turning ability and may not be adequate in rough waters.

#### Throwable PFD

The Type IV (throwable PFD) - Is designed to be thrown to a person in the water and held until rescue. It is not designed to be worn. The most common Type IV PFDs are buoyant cushions or ring buoys. The Type IV shall be immediately accessible and in good condition.

### Fire Extinguishers

All fire extinguishers should be mounted in a clearly marked and accessible location away from the engine compartment. Everyone should know the location and proper operation of the fire extinguishers. Check with your CROWLINE dealer for the location of your fire extinguisher.

If your fire extinguisher has a charge indicator gauge, cold or hot weather may have an effect on the gauge reading. Consult the instruction manual supplied with the fire extinguisher to determine the accuracy of the gauge.

### Visual Distress Signals

Pyrotechnic or non-pyrotechnic Visual Distress Signal equipment is required. Regulations require this equipment on all recreational boats used in coastal waters, including the Great Lakes, territorial seas and those waters directly connected to the Great Lakes and the territorial seas, up to a point where the waters are less than two miles wide. This also applies to boats owned in the United States when operating on the high seas.

Pyrotechnic and non-pyrotechnic equipment must be U.S. Coast Guard approved, in good operating condition and in a readily accessible location. Equipment with a maximum serviceable life must not have expired.

## Pyrotechnic Equipment

U.S. Coast Guard approved pyrotechnic visual distress signals and associated equipment include:

- Red flares, hand held or aerial
- Orange smoke, hand held or floating
- Launchers for aerial red meteors or parachute flares

## Non-pyrotechnic Equipment

- Orange distress flag
- Electric distress light

No single signaling device is ideal under all conditions for all purposes. Consideration should be given to carrying various types of equipment. Careful selection and proper storage of visual distress equipment is important when boating with young children.

## Additional Equipment

CROWLINE Boats, Inc. recommends the following additional equipment to help make your boating experience safer and more enjoyable.

- Engine & Accessory Manuals
- Engine lubricating oil
- Extra keys
- Extra V-belts
- Spare fuel filter
- Spare oil filter
- Spare set of spark plugs and ignition parts
- Empty plastic fuel can (7 gallon capacity or less)
- Anchor and line
- Boat hook
- Bucket & sponge
- Docking and towing lines
- Fenders
- Paddle
- Compass & navigational charts
- Flashlight & extra batteries
- Manually operated bilge pump
- Replacement light bulbs
- Ship-to-shore radio
- Spare propeller with fastening hardware
- First aid kit
- Tool kit

## TRAILERING

Improper trailering can damage your boat. Selecting the correct trailer and using it properly ensures adequate support for the hull, safe and easy towing, and smooth unloading and loading in any weather.

The trailer for your CROWLINE boat should be designed to carry the full weight of your boat and engine. Never overload your trailer by storing excess baggage, camping equipment, etc. in the boat. Be sure to check the certification label on the frame of the trailer for the Gross Vehicle Weight Rating (GVWR). The total weight of your boat, engine, fuel, gear and trailer should not exceed the GVWR. Your CROWLINE dealer can help you select the trailer that will best fit your boat.

On older trailers, proper adjustment of the side support pads is critical each time the boat is loaded. Newer trailers feature side supports that are self-adjusting. Periodically inspect your trailer to make sure the side supports are in proper working condition.

**IMPORTANT:** The side supports should only be tight enough to keep the boat from leaning side to side. Any unnecessary pressure can damage the hull.

Make sure that the weight-distribution hitch on your vehicle is capable of handling the GVWR. The weight on the trailer should be evenly distributed and can be checked by determining the tongue weight. Tongue weight is measured as a percentage of the total weight of the loaded trailer on its tongue. Ideal tongue weight is not less than 5% and not more than 10% of the GVWR. For example, if the weight of the loaded trailer is 3000 pounds, the weight on the tongue should be more than 150 pounds but less than 300 pounds. Excessive tongue weight will cause the front end of the towing vehicle to sway. Insufficient tongue weight will cause the trailer to sway or fishtail.

### WARNING

**WARNING:** Sway and fishtailing are especially dangerous at higher speeds where they can become uncontrollable.

Most trailers with a GVWR of 1500 pounds or greater are required to have brakes, although this requirement may vary from state to state. Check with your CROWLINE dealer for additional information.

## LAUNCHING

1. Before backing your boat onto the ramp:
  - A. Remove all tiedowns.
  - B. Store all loose gear properly.
  - C. Inventory your safety equipment.
  - D. Lock winch and trailer unit.
  - E. Ensure transom drain plug is in.



- F. Tilt drive unit up to clear the ramp.
  - G. Disconnect car to trailer wiring.
2. Have someone on the ramp give you directions. Back slowly down the ramp.

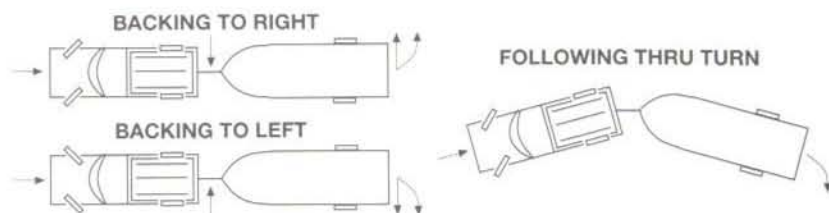


FIGURE 3.1 — TRAILERING

**NOTE:** If you do not have experience in backing a trailer, then **Practice**. Take your trailer to an open area and get accustomed to using it before you get into a confined launch site. Figure 3.1 shows proper towing vehicle wheel alignment when backing up with trailer.

3. When the boat's transom is in several inches of water:
  - A. Stop towing vehicle, shift transmission to park, turn OFF engine and set the parking brake.
  - B. Disconnect launching cable.
  - C. Attach bow line to the boat.

**NOTE:** Be sure to hold onto the bow line so your boat does not drift away.

- D. If transporting your CROWNLINE on a "bunk" type trailer, back trailer into water until propeller is under water. Tilt drive unit down, start engine, place gear shift in reverse and slowly drive boat off trailer into the water. If using a "roller" type trailer, back trailer into water until stern is touching water. Manually push boat down rollers and off trailer into the water.
  - E. Tie boat to the pier.
4. Pull away and safely park your vehicle and trailer.

## LOADING

The maximum load your CROWNLINE boat can safely handle is found on the capacity plate near the helm, if applicable. When loading your CROWNLINE boat remember to stay within the stated capacity and distribute the load evenly, keeping it low to the deck. Always secure loose items so they don't shift or slide while you are on the water. When loading your boat always step onto the boat, never jump. Have someone on the dock pass any gear aboard.

## CAUTION

**CAUTION:** Overloading or improper weight distribution onboard can make your boat difficult to handle. Bad weather or rough seas could significantly reduce the stated capacity. Overloading is a violation of U.S. Coast Guard regulations.

**NOTE:** All boats over 20 feet (6.1 meters) are not subject to U.S. Coast Guard safe loading or labeling requirements. However, it is the boat operator's responsibility to execute prudence, good judgement, and common sense in maintaining safe load limitations at all times.

Passengers should board the boat one at a time and find a seat. Passengers should remain seated during loading of the boat to maintain an even trim.

## WARNING

**WARNING:** Passengers must not ride on the bow, cabin deck, gunwale, engine hatch or swim platform while underway.

## FUELING

Inspect for leakage, weakening, hardening, swelling or corrosion of fuel components, including: fuel tank, fuel line, fittings, fuel filter, and carburetor. Any problems should be corrected immediately.

## DANGER

**DANGER:** Never let the odor of gasoline go unchecked. Fuel leakage can cause fire and explosion.

## Preliminary Procedures

**IMPORTANT:** Do Not use fuels that have added alcohol or alcohol derivatives. Alcohol causes marine fuel system hoses and components to deteriorate.

1. Safely moor your boat to the dock.
2. Turn OFF all electrical equipment, engine, generator, air conditioner, appliances, lights, bilge pump and blower, etc.
3. Extinguish all flames or smoking materials.
4. Close all hatches, windows, doors, and compartments.

## DANGER

**DANGER:** Fuel vapors are explosive and can become trapped within the lower portions of the boat. All hatches, windows, doors, and compartments must be closed when fueling your boat.

5. Ensure a fire extinguisher is close by.

## Fuel Tank Capacity

Refer to the CROWNLINE specification sheet or sales brochure, or check with your CROWNLINE dealer for fuel tank capacity of your particular CROWNLINE model. Use this information, along with current fuel tank level, to avoid overfilling the tank.

## Fueling Procedures

1. Always fuel in good lighting. Gasoline spills may not be noticed in poor lighting or in darkness.



2. A through-hull fitting on your CROWLINE boat is for fuel tank filling. Remove fuel fill plate typically located on port side of transom. Insert the fuel supply nozzle while keeping it in contact with the through-hull fitting. This will prevent possible static discharge.

**IMPORTANT:** When fueling be sure that the water fill plate (located forward of fuel fill plate, on some models) is not mistaken for the fuel fill plate.

3. After pumping approximately 10 gallons of fuel into the fuel tank, inspect the engine and fuel tank area for any signs of fuel leakage. Continue fueling if you do not detect leakage or other problems.

## **⚠ DANGER**

**DANGER:** Do Not overflow the fuel tank or allow fuel spills into the hull or bilges. Visually monitor fuel vent located just forward of the fuel fill plate. Do not fill tank so full that fuel spills out the fuel vent.

4. Allow space at the top of the tank for thermal expansion.
5. If fuel appears to be entering fuel tank very slowly, check for fuel vent blockage or kink in the fuel line.

## **After Fueling Procedure**

1. When you have finished fueling, replace the fuel fill plate and wipe up any spills in the fuel fill area. Properly dispose of any cleaning materials.
2. Open engine compartment and all hatches, windows and doors closed during fueling. Inspect these areas for fuel fumes or fuel line leakage. Any sign of fuel leakage, must be investigated and corrected before starting the engine.
3. Run the bilge blower for at least four minutes before starting the engine. Continue to run the bilge blower until the boat is underway and has reached cruising speed.

## **INSTRUMENTS**

Ask your CROWLINE dealer about the normal ranges and readings of the gauges for the power package installed on your boat. When boating, always keep an eye on the gauges and promptly investigate any abnormal readings.

### **Fuel Gauge**

The fuel gauge shows the level of fuel present in the fuel tank. The ignition switch must be ON when checking fuel level. To get the most accurate reading, keep the boat level. At normal speeds the fuel gauge will usually read higher due to the angle of the bow.

Because fuel gauge readings are approximate, you should generally use the *One-Third Rule*. One-third of your total fuel should be used to travel to your destination and one-third to return. The remaining one-third is reserved for emergencies.

### **Oil Pressure Gauge**

The oil pressure gauge will often show engine problems. It provides an indication of the pressure in the engine lubrication system. A pre-set valve in the oil pump

controls the maximum oil pressure. A drop in oil pressure is a possible indication of oil pump or leakage problems.

## **⚠ CAUTION**

**CAUTION:** If a complete loss of oil pressure occurs, STOP the engine immediately. Serious damage will occur if the engine continues to run after loss of oil pressure.

### **Tachometer**

The tachometer gauge indicates 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 ignition key in the OFF position.

### **Temperature Gauge**

The temperature gauge monitors the cooling system of the engine. A sudden increase in the temperature could be indication of a blocked cooling passage or a water pump malfunction.

This gauge should always be checked immediately after starting the engine. Marine engines draw external water, circulate it through the heat exchanger on the engine and pump it overboard through the exhaust system. If the temperature gauge is high, STOP the engine immediately. Refer to your Engine Operation and Maintenance Manual for instructions and corrective action.

### **Voltmeter**

The voltmeter monitors battery condition and thus alternator performance. Under normal engine running conditions (1000 RPMs or higher) the voltage will range between 12.0 to 15.5 volts when the alternator is charging. The batteries are fully charged if the voltmeter reading is high when the engine is not running and the ignition key or switch is ON.

Significantly higher or lower readings show a battery problem, alternator malfunction or heavy drain on the battery. An oscillating reading shows a loose wiring connection or loose belts. Displayed low voltage readings after stopping engine shows a bad battery or large battery load.

### **Power Trim Gauge**

This gauge provides a visual indication of the inward-outward position of the out-drive.

### **Engine Hour Meter**

The meter operates automatically as a timing device and records engine running time. The operation is very similar to the odometer in your personal vehicle. By observing the actual operating time of the engine, you will be alerted to scheduled service and maintenance intervals. The engine hour meter is located at the helm dash, in the engine compartment, or in a cockpit storage compartment.

**NOTE:** Do Not leave the ignition key ON with the engine OFF. This automatically activates the meter and will increase the engine operating time.



## Ignition Switch (Key)

Operation of the ignition switch (key) will START and STOP the engine.

## Engine Safety Switch

The spring loaded engine safety switch will automatically shut down the engine during emergency situations if activated, to prevent uncontrolled or unattended operation. Certain emergency conditions (i.e. turbulent water, wakes, accidental shove, etc.) may impair a persons ability to operate the boat safely.

The switch, located on the helm, dash, or the shift control, must be pulled out from its normal position, and a plastic clip (with attached lanyard) must be placed between the knob of the switch and its base. This will activate the protective shut-down circuitry. Next, securely attach the other end of the lanyard to the boat operator. If the operator moves or falls so that he is an unsafe distance from the steering wheel, this action will cause tension on the lanyard thus pulling the plastic housing. When the plastic housing is removed the engine safety switch is released and automatic engine shut down occurs.

## Bilge Blower Switch

This switch activates the engine compartment ventilation system (bilge blowers). When the LED is illuminated, the system is ON. The LED is extinguished when OFF. The boat operator should check in the engine compartment to make sure the blower is working properly.

## Navigational/Anchor Light Switch

This three-position switch controls the ON or OFF operation mode of the navigational and anchor lights. The FORWARD position operates the navigational lights. The AFT position operates the Anchor Light. Middle position is the OFF position.

## Washdown Pump Switch

This switch controls the ON or OFF operation mode of the washdown shower pump. To prevent burning out the pump, ensure that both the seacock and the shower wand or spigot are open before turning ON system.

## Courtesy Light Switch

This switch controls the ON or OFF operation mode of the courtesy lights.

## Spotlight Switch

This switch controls the ON or OFF operation mode of the spotlight. It also activates the remote control for side to side and up and down positioning. For further information regarding spotlight use and operation, refer to the spotlight manufactures literature.

## Operation Indicator Lights (250 CR)

Located on the helm dash to the right of the steering wheel is a set of LED indicator lights. The LEDs are arranged around a boat diagram. Each LED indicates the status of specific equipment and components installed on your 250 CR. When the LED is illuminated, the item is ON or activated. The LED is extinguished when OFF or deactivated. The following items are represented on the boat diagram on the helm dash:

1. NAV Lights
2. NAV-Anchor
3. Washdown Pump
4. Navigation Light
5. Bilge Blowers (2 LEDs)
6. Bilge Pump
7. CTSY Lights (Courtesy)

## Compass

Various factors affect the operation of the compass, such as local magnetic variation and deviation (induced needle deflection caused by metal components and the operation of electrical equipment on board your boat). Each must be compensated to adjust for the specific characteristics of each boat. It is vitally important, therefore, that you have your compass professionally compensated before using it for marine navigation. Consult your CROWNLIN dealer regarding compass compensation.

**NOTE:** The compass should be re-compensated when having additional electrical equipment installed on your boat.

## Steering

The steering system is a single rack and pinion system. To provide maximum steering force while still retaining sensitivity and positive steering feel, the system incorporates a 20 to 1 ratio. Detailed information on the power steering assembly can be found in the engine operation and maintenance manuals.

Steering a boat has a different feel than driving a car. Always use caution when turning. The stern will respond by pitching in the opposite direction of the bow. Always use extreme caution when you're leaving the dock or trying to avoid an object in the water. Give yourself plenty of room to make a turn. You also should slow the speed of your boat while turning. All passengers should remain seated when turning.

**NOTE:** All CROWNLIN boats (except models with 3.0LX engines) are equipped with power steering as a standard feature, which provides easier and more responsive steering characteristics.

## Throttle & Gear Shift

The throttle control regulates the engine RPMs. Moving the throttle lever forward of NEUTRAL increases forward engine speed and moving the throttle back increases reverse engine speed.

**NOTE:** When maneuvering forward at low speeds, shifting the engine into neutral and then reverse can assist in slowing the boat. Allow engine to slow to idle speed before shifting into reverse.



## ⚠ CAUTION

**CAUTION:** When shifting between forward and reverse, always pause in NEUTRAL for a few seconds before reversing the rotation of the propellers. This will prevent unnecessary wear to the drive system.

## ⚠ WARNING

**WARNING:** High speed acceleration in reverse creates a wake that could wash over the transom and enter the boat and/or engine.

### START-UP

**NOTE:** If your boat's engine is equipped with electronic fuel injection, the starting procedure may be slightly different than the instructions below.

The Engine Operation and Maintenance Manual supplied with your CROWLINE boat provides pre-start and starting instructions. The following information is a guideline and not intended to explain in detail all starting procedures and instructions.

### Preliminary Checks

1. Secure boat to dock or mooring slip before attempting to START engine. Boat should be kept secure until engine is warm and ready for departure.
2. Check oil and coolant fluid levels.
3. Check fuel supply to ensure you have enough fuel for your expected travel plan.
4. Inspect for leaks of fuel, oil, coolant, exhaust, and power steering fluid.
5. Make sure throttle is in the NEUTRAL position.

### Starting

1. Move dual battery switch to number 1, 2, or ALL setting, if so equipped.
2. Run the bilge blower for four minutes.
3. When cold starting your boat, advance throttle several times and leave it in SLOW/START position (not applicable for E.F.I. engines). This will actuate carburetor accelerator pump and supply fuel to the engine. Turn ignition key to START position.

## ⚠ CAUTION

**CAUTION:** Do Not continually operate starter for more than 15 seconds. Allow starter to cool at least three minutes between START attempts.

4. If engine fails to START, wait one minute. Move throttle once to the maximum position then back to NEUTRAL position, and try starting engine again. (Not applicable for E.F.I. engines).
5. When engine is cold, run approximately one to two minutes at fast idle (1200 to 1500 RPM).

6. Once engine has warmed up, check temperature gauge to ensure engine temperature is normal. If temperature reading is abnormally high, STOP engine immediately, and inspect engine to determine cause.
7. With engine running, voltmeter should show a reading between 12 to 15 volts.
8. Check steering operation. Turn steering wheel to FULL port and to FULL starboard while observing outdrive movement.
9. Inspect for leaks of fuel, oil, coolant, exhaust, and power steering fluid.
10. Ensure boat is still securely moored to dock and engine is idling between 600 to 800 RPMs. Move throttle FORWARD and AFT, then back to NEUTRAL to check for proper shift operation.

### CANVAS

Your CROWLINE boat canvas is constructed of vinyl coated polyester materials. If your boat is a Bowrider model, the standard canvas set installed is a convertible top (optional bow cover, side curtains (2), and aft curtain are available). If you own a Cuddy or Cruiser model, the standard canvas consists of a bimini top with front window (optional side curtains (2) and aft curtain are available).

**NOTE:** Once installed, a bimini top is much higher than a convertible top. The convertible top snaps directly to the windshield. The bimini top provides standing room and bow to stern air flow. When the window piece is installed from front of bimini to top of windshield, the canvas set is closed off in front while maintaining full visibility.

The Bowrider and Cuddy models canvas is rolled up inside a boot and stored in a concealed compartment on top of the stern, located behind the engine box. The Cruiser canvas is rolled up and stored inside a protective weather covered boot.

### Canvas Installation Instructions

**IMPORTANT:** For all canvas installations, ALWAYS zipper windows and curtains to main section of canvas BEFORE attempting to snap canvas in place. This will make for an easier installation and prevent possible damage to the zipper and canvas. Refer to Figures 3.2 and 3.3.

#### Bowrider (Convertible Top)

1. Open storage compartment and remove canvas set.
2. Unzip boot cover and remove bow extensions.
3. Insert bow ends into fittings, located on the windshield frame, then lock in place by installing connecting pins.
4. Unfold convertible top, then attach front snaps to windshield.
5. Attach aft straps of convertible top to deck hooks.

**NOTE:** Canvas should be tight and may require extra force when stretching to proper snap location.

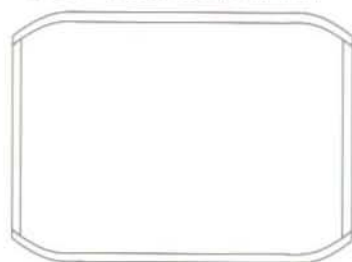
For optional bow cover snap in place, for side and aft curtains, zip then snap in place.

#### Cuddy (Bimini Top)

1. Open storage compartment and remove canvas set.
2. Unzip boot cover, remove bow extensions and secure into bow ends.



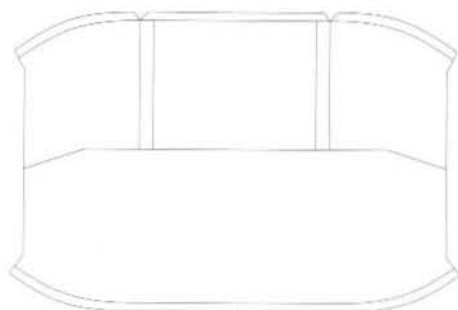
210 CCR &  
250 CR - Bimini Top (Standard)



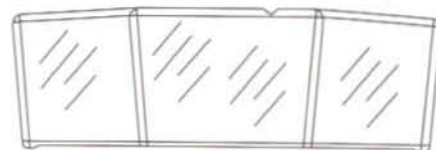
BR - Bow Cover (Optional)



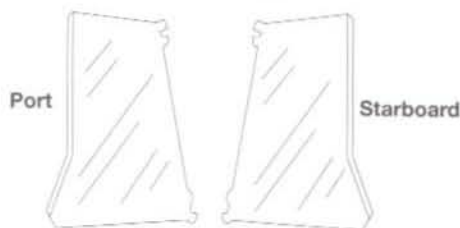
BR Convertible Top (Standard)



210 CCR &  
250 CR - Window Connector (Standard)

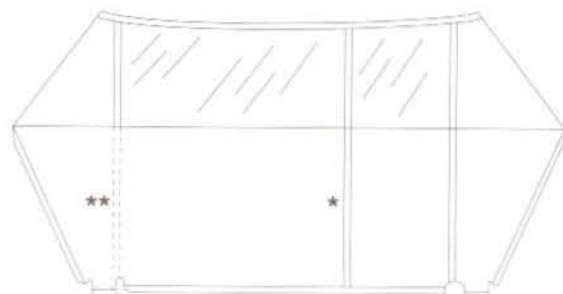


210 CCR &  
250 CR - Side Curtains (Optional)



**NOTE #1:** Side and aft curtains for Bowrider models are optional, and are similar in physical appearance as those shown in this illustration.

250 CR - Aft Curtain (Optional)



**NOTE #2:** The 210 CCR optional aft curtain is similar in physical appearance to 250 CR aft curtain, except the zipper line (\*) is not included, and zipper line (\*\*) would be extended as shown.

**FIGURE 3.2**  
**TYPICAL CANVAS - TOP VIEW**

3. Insert bow ends into fittings, located on the windshield frame, then lock in place by installing connecting pins.
4. Unfold bimini top, then attach straps at rear of bimini top to deck hooks.
5. Attach front straps of bimini top to windshield hooks.

**NOTE:** Canvas should be tight and may require extra force when stretching to proper snap location. Avoid grasping the canvas near zippers.

6. Zip front window connector onto front of bimini top.
7. Snap front of bimini top to windshield.
8. Adjust bimini top so that it is squared properly over bow set. There should be an equal amount of pull on each strap.
9. Seal velcro at corners to complete installation.

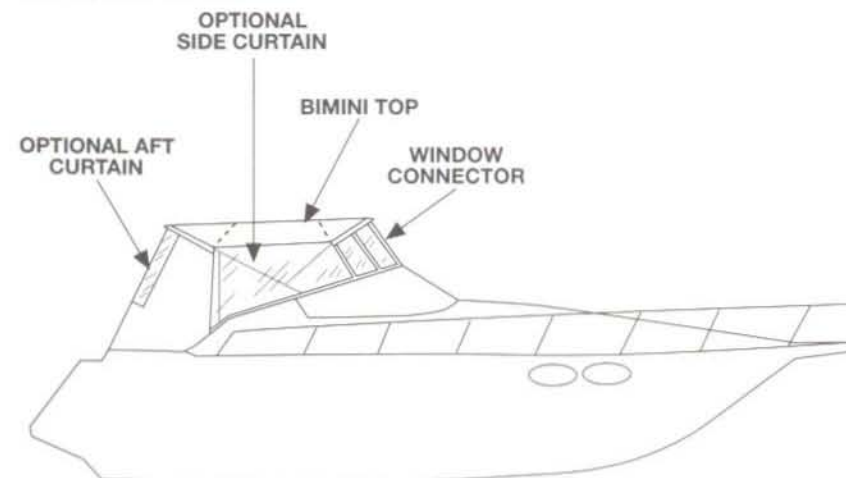
For optional side and aft curtains, zip and snap in place, then seal velcro at corners.

#### Cruiser (Bimini Top)

**NOTE:** Canvas bow set has been pre-installed by CROWNLIN. Your CROWNLINE dealer should re-install bow set for you which will eliminate any additional installation requirements.

1. Unzip boot, then unfold canvas.
2. Attach two (2) aft straps to deck hooks.
3. Attach two (2) forward straps to windshield hooks.
4. Zip front window connector onto front of bimini top.
5. Snap front of bimini top to windshield.
6. Adjust bimini top so that it is squared properly over bow set. There should be an equal amount of pull on each strap.

For side and aft curtains (optional on some models), zip and snap in place, then seal velcro at corners.



**FIGURE 3.3**  
**TYPICAL CANVAS - SIDE VIEW**

Your CROWNLINE boat is fundamentally an open vehicle. Therefore, in spite of well-designed and well-fitting canvas enclosures, your boat is NOT waterproof in the same sense that your automobile is waterproof. In spite of the best efforts to design these enclosures to conform with the boat, a certain amount of leakage may transpire. The construction of the canvas tops and curtains involves sewing as the primary choices of fastening. The needle results in holes at the seam lines which can admit water. Needle holes elongate with time and usage. After cleaning with soap and water, allow seams to thoroughly dry. A vinyl daub sealant can be applied on the seams to somewhat close the needle holes. This sealant must be applied with the canvas up and stretched tight. Your canvas system is not warranted by CROWNLINE Boats, Inc. to provide a water-tight enclosure. The canvas top supplied with your CROWNLINE is not a storage cover. Canvas tops which have been used as a storage cover will not be covered by the manufacturer's warranty.

## CARBON MONOXIDE

Engine and generator exhaust systems produce carbon monoxide (CO), a poisonous gas which is odorless, colorless, and heavier than air. Indications of excessive exposure to CO concentrations are nausea, dizziness and drowsiness. Direct prolonged exposure can result in CO poisoning that may be harmful or fatal.

### ⚠ WARNING

**WARNING:** The following conditions have the potential to increase CO accumulation in and about the boat and require immediate attention:

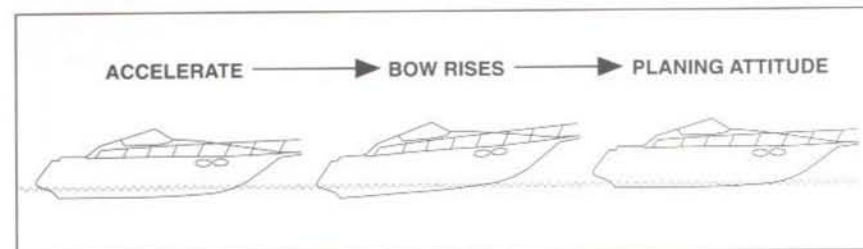
1. Operation at slow speeds or stopped in the water.
2. Operation with a high bow angle.
3. Utilization of canvas top, side curtains and back curtains.
4. A tail wind.
5. Operation of engines or generators in confined areas or at dock side.
6. Any blockage of hull exhaust outlets.

## ACCELERATION

### ⚠ CAUTION

**CAUTION:** Acceleration at FULL throttle is not recommended before the engine break-in period has been completed. This break-in period coincides with the 20 hour engine check-up. Therefore, FULL throttle acceleration should not take place until after this check-up.

Your boat increases the angle of trim and rides bow-high when you throttle UP and accelerate. Continued acceleration will reduce the trim. The maximum trim angle is commonly known as the hump. Accelerate through the hump as quickly as possible due to limitations in visibility, handling, and performance. This should only take a few seconds. Then throttle DOWN to cruising speed as this will provide for better fuel efficiency. Reference Figure 3.4.



**FIGURE 3.4  
BOAT ATTITUDE**

## TRIMMING

### Power Trim Drive Unit

**NOTE:** Refer to your Engine Operation and Maintenance Manual or drive unit instruction manual regarding power trim controls and drive unit installed on your boat.

To adjust to the ideal boat angle for given load and water conditions, the drive unit must be trimmed. The best all-around performance obtained is when the drive unit is adjusted to allow the boat to run at an angle between 3 to 5 degrees to the water.

## MOORING LINES

When attaching mooring lines to deck cleats on your boat, make a loop in one end of the mooring line. Then, pass it through the hole in the base of the deck cleat. Next, pass the loop back over the deck cleat. The mooring line can now safely be used to secure your boat. Mooring lines may remain attached to the cleats on your boat while underway. Lines must be coiled and placed where they cannot get tangled in deck gear or the propellers.

When you tie up, run the mooring line from your boat around the dock cleat and then back to your boat. This enables you to untie the mooring line without leaving your boat. Just heave off one end of the mooring line and bring the entire length of mooring line back into the boat.

## BOAT REGISTRATION

Federal and state laws require that every boat equipped with propulsion machinery of any type must be registered in the main state of usage. Registration numbers and validation stickers must be displayed on the boat according to regulations. The registration certificate must be carried onboard when the boat is in use.



## WASTE DISPOSAL

### Discharge of Oil

#### **WARNING**

**WARNING:** The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into or upon the navigable waters of the United States or the waters of the contiguous zone if such discharge causes a film or sheen upon or a discoloration of the surface of the water or causes a sludge or emulsion beneath the surface of the water. Violators are subject to a penalty of \$5,000.

### Disposal of Plastics & Other Garbage

Plastic refuse dumped in the water can kill fish and marine wildlife, and can foul vessel propellers and cooling water intakes. Because of this, U.S. Coast Guard regulations completely prohibit the dumping of plastic refuse or other garbage mixed with plastic into the water anywhere, and restrict the dumping of other forms of garbage within specified distances from shore.

### USCG Dumping Placard:

#### ILLEGAL TO DUMP

##### INSIDE 3 MILES (and in U.S. Lakes, Rivers, Bays and Sounds)

- PLASTIC
- DUNNAGE, LINING AND PACKING
- MATERIALS THAT FLOAT
- ANY GARBAGE EXCEPT DISHWATER/
- GRAYWATER/FRESH FISH PARTS

##### 3 TO 12 MILES

- PLASTIC
- DUNNAGE, LINING AND PACKING
- MATERIALS THAT FLOAT
- ANY GARBAGE NOT GROUND TO
- LESS THAN ONE SQUARE INCH

##### 12 TO 25 MILES

- PLASTIC
- DUNNAGE, LINING AND PACKING
- MATERIALS THAT FLOAT

##### OUTSIDE 25 MILES

- PLASTIC

## ADDITIONAL UNDERWAY INFORMATION

1. Be sure to run the bilge blower whenever the boat is operated under cruising speed.
2. Keep all bilge blower and engine compartment vents free of obstructions to allow proper ventilation.
3. Always be aware of local laws on noise limits. Noise means engine noise, radio noise or even yelling by people on your boat. Good seamanship demands that you operate your boat quietly so as not to infringe on the rights of others. Don't use thru-transom exhaust unless you are well off-shore.
4. You are responsible for any damage or injury caused by your boat's wake. Observe no wake speed zone warnings. Operate your boat with regard for the safety of other boats and people in your boating area.
5. Keep your engine well tuned to decrease exhaust hydrocarbon emissions that pollute the air and water.



## ELECTRICAL SYSTEMS

### 12 Volt DC System

The 12 Volt DC system is battery powered. The battery is charged through the engine-driven alternator and an AC converter. A voltmeter, located on the helm dash, shows the charge level of the battery. DC circuit breakers, also located on the helm dash, operate onboard 12 volt equipment.

The negative terminal of the battery is connected to the engine grounding stud. This is the approved negative ground set-up for marine DC electrical systems. Any additional equipment must be adapted to this negative ground system. Additional equipment must be supplied and fused, if necessary, from DC circuit breakers located on the helm dash. Consult your CROWLINE dealer about additional DC power requirements.

**IMPORTANT:** Power feeds for accessory equipment must not be taken from the voltmeter terminals.

### 110 Volt AC System

(Optional Shore Power system including battery charger on some models)

The AC electrical system operates from a dock-side shore power (30 amp 110 volt, 60 cycle). The dock-side system uses three wire, color-coded circuitry. The black or hot wire is the ungrounded current carrying conductor. The white or neutral wire is the grounded current carrying conductor. The bare copper or green wire, referred to as the "equipment ground," is a grounded conductor, and under normal conditions is not a current carrying wire. The neutral wires are connected together at a buss bar. The equipment grounds are similarly connected together at another buss bar. Each hot wire is connected to, and protected by, a circuit breaker in the main distribution panel (located in the galley).

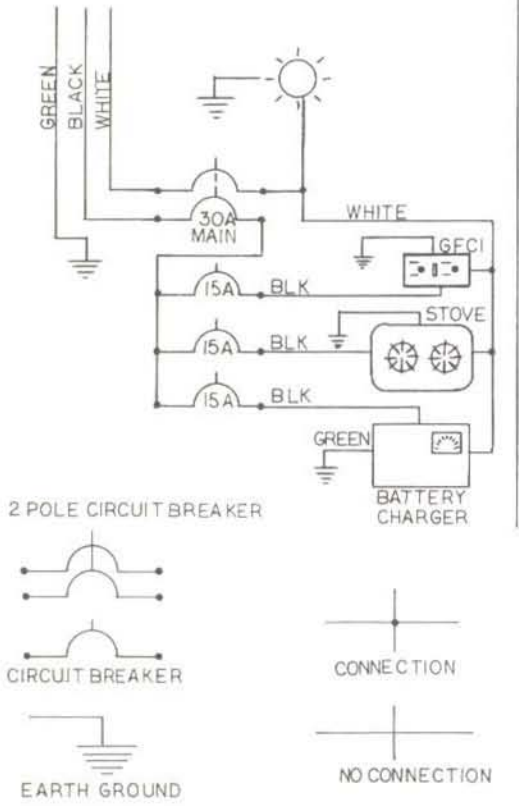
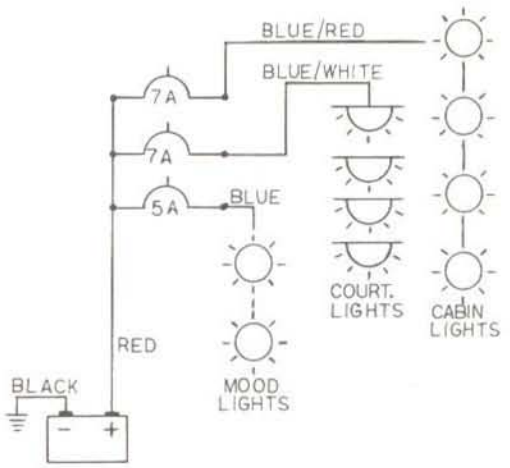
The main distribution panel houses the system circuit breakers. The dock-side system has a MAIN circuit breaker which protects the overall distribution network. The MAIN breaker protects both the hot and neutral input leads. The MAIN breaker will also trip if reverse polarity should occur. This breaker is very sensitive. The resulting power surge which occurs when connecting the shore power cord may cause the MAIN breaker to trip.

To avoid this power spike, turn OFF all MAIN breakers before plugging IN the shore power cord. Securely connect the power inlet of the boat and the shore power receptacle. If the connection is broken and later re-secured, the MAIN breaker will trip. Connections must be secure for uninterrupted dock-side service.

Appropriately labeled breakers control actuation of the optional electric stove and optional electric hot water heater. The electric stove also has heat controls governing the burner elements

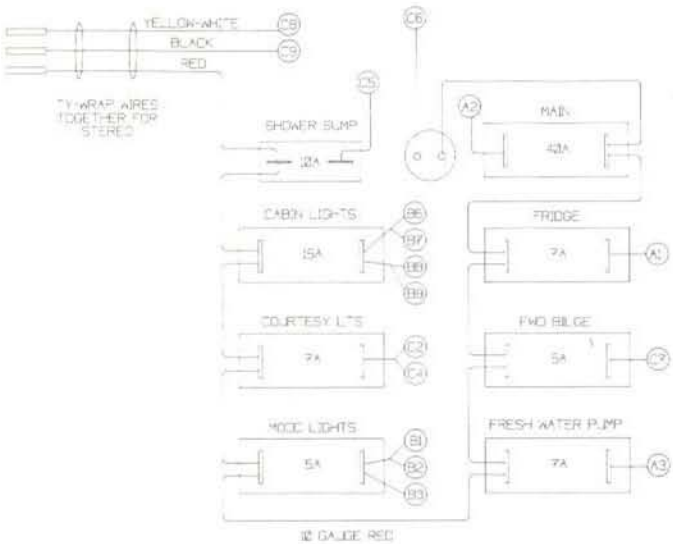
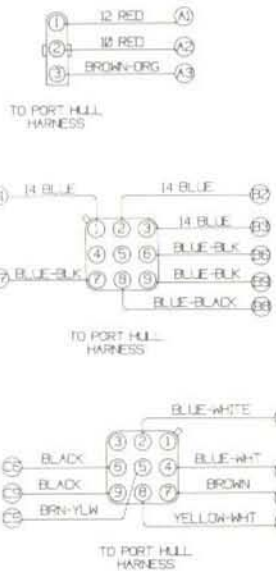
All AC receptacles can be used for 120 volt household appliances.

**NOTE:** Due to the detailed nature of electrical schematic drawings your dealer can provide additional information.



**FIGURE 4.1**  
**CCR DC AND AC ELECTRICAL SCHEMATIC**

4-2



**FIGURE 4.2**  
**250 DC CABIN PANEL SCHEMATIC**

4-3



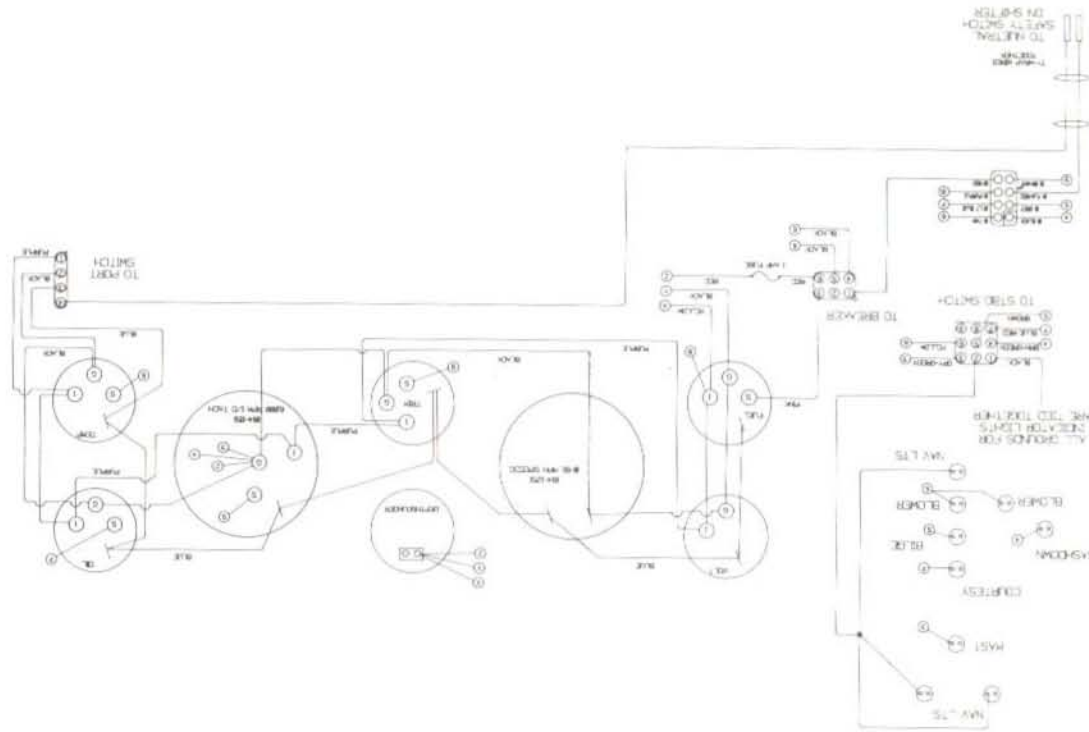


FIGURE 4.3  
250 CR DC ELECTRICAL SCHEMATIC SINGLE ENGINE

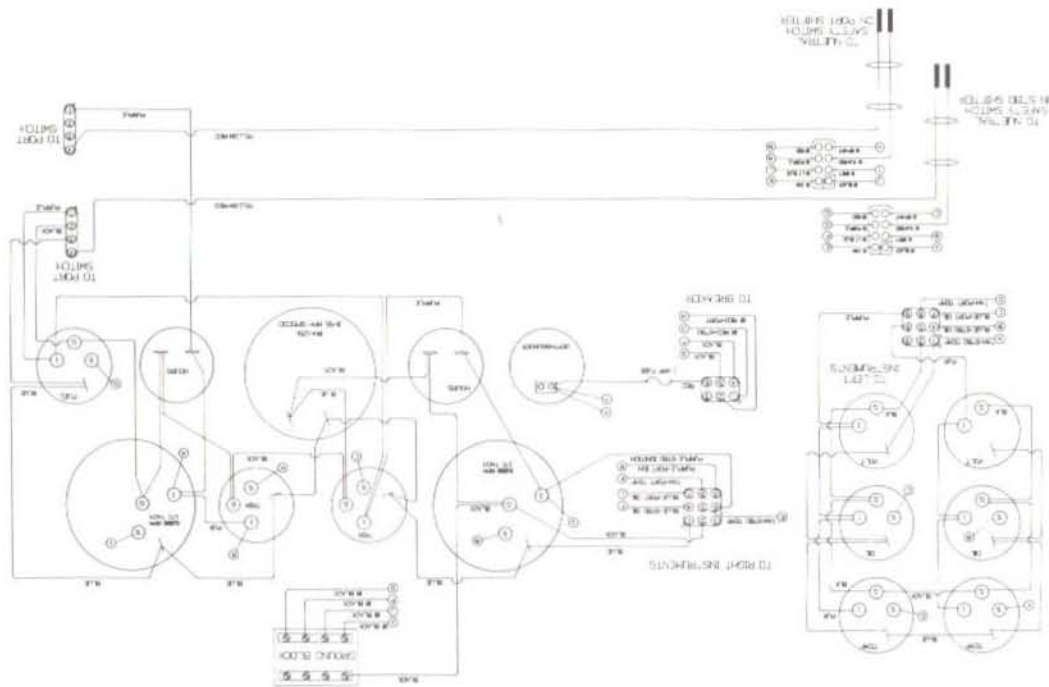
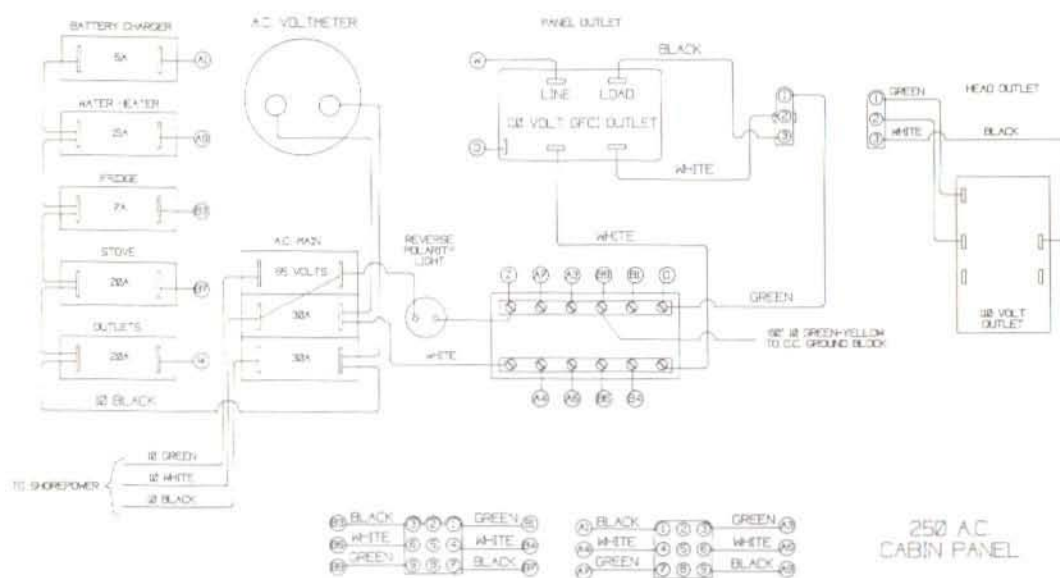


FIGURE 4.4  
250 CR DC ELECTRICAL SCHEMATIC TWIN ENGINE

4-6



4-7

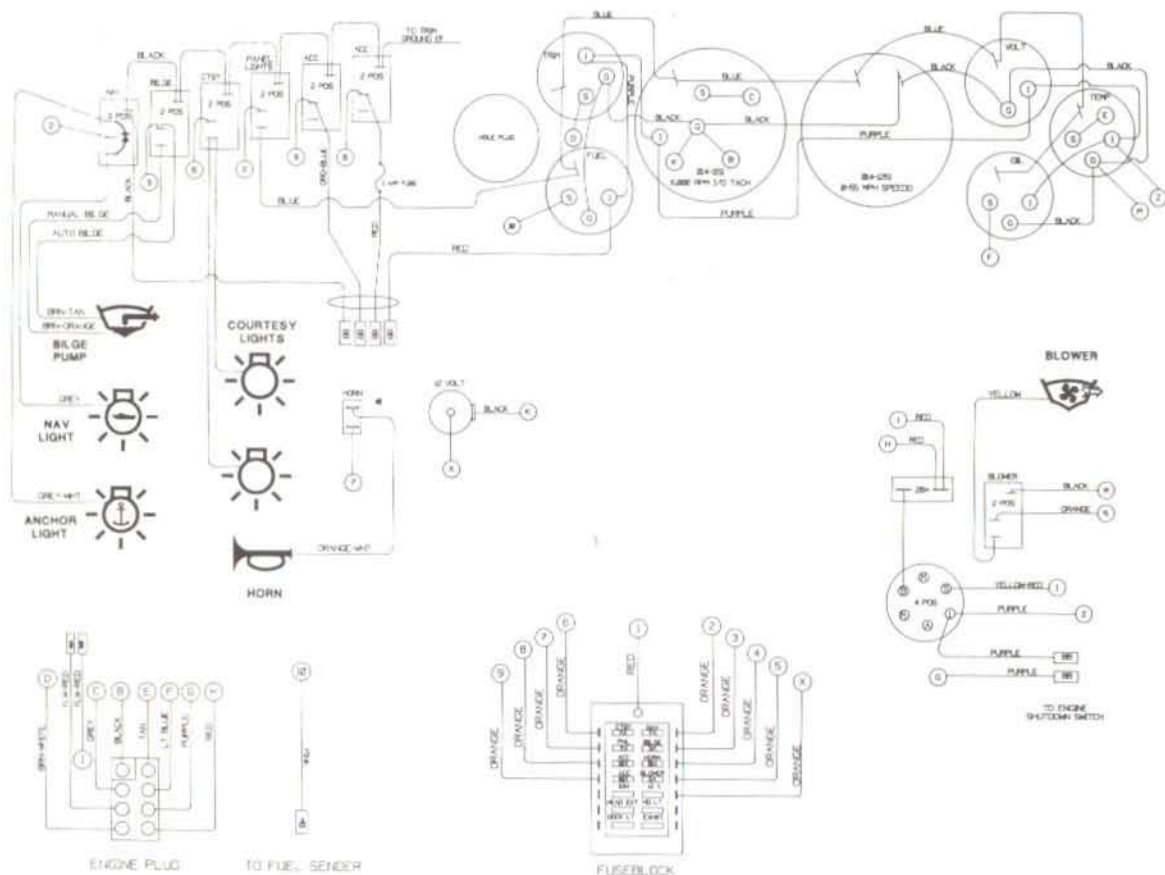




FIGURE 4.7  
330 CR SWITCH PANEL

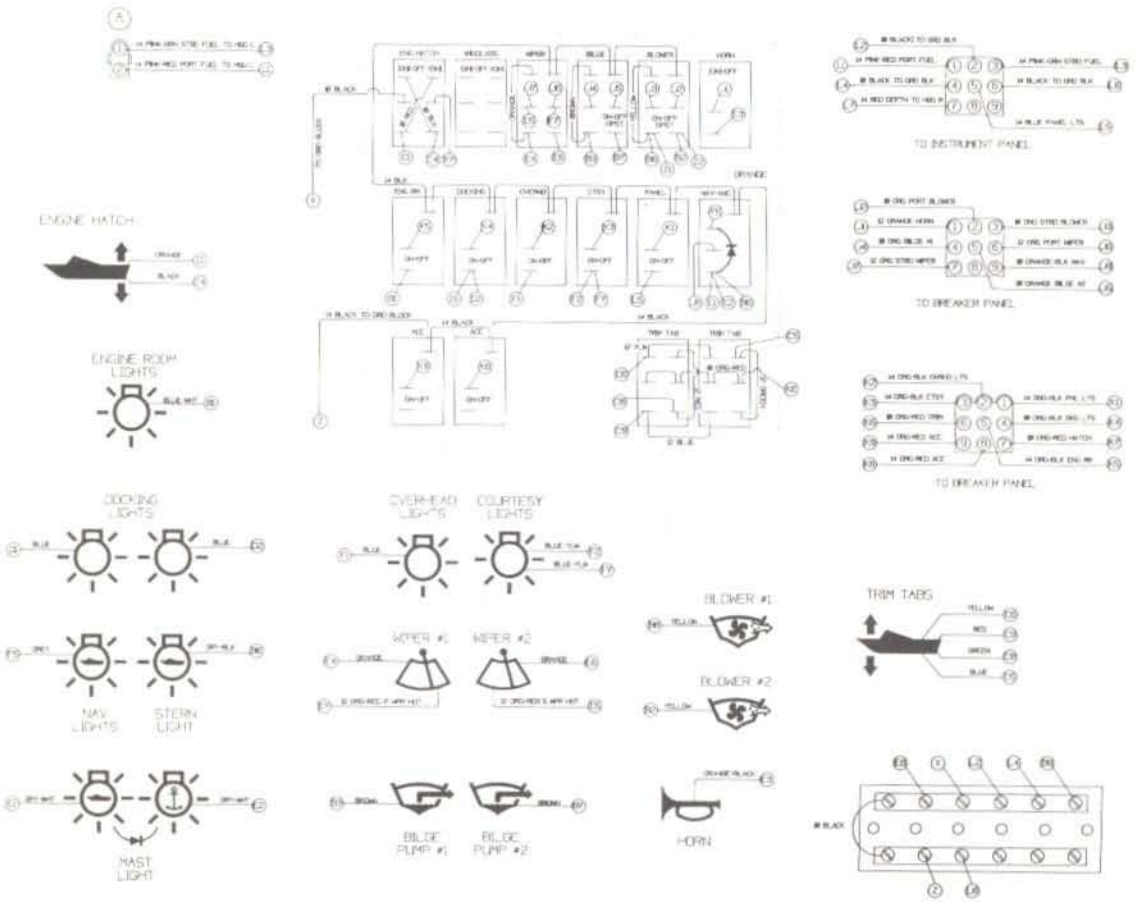
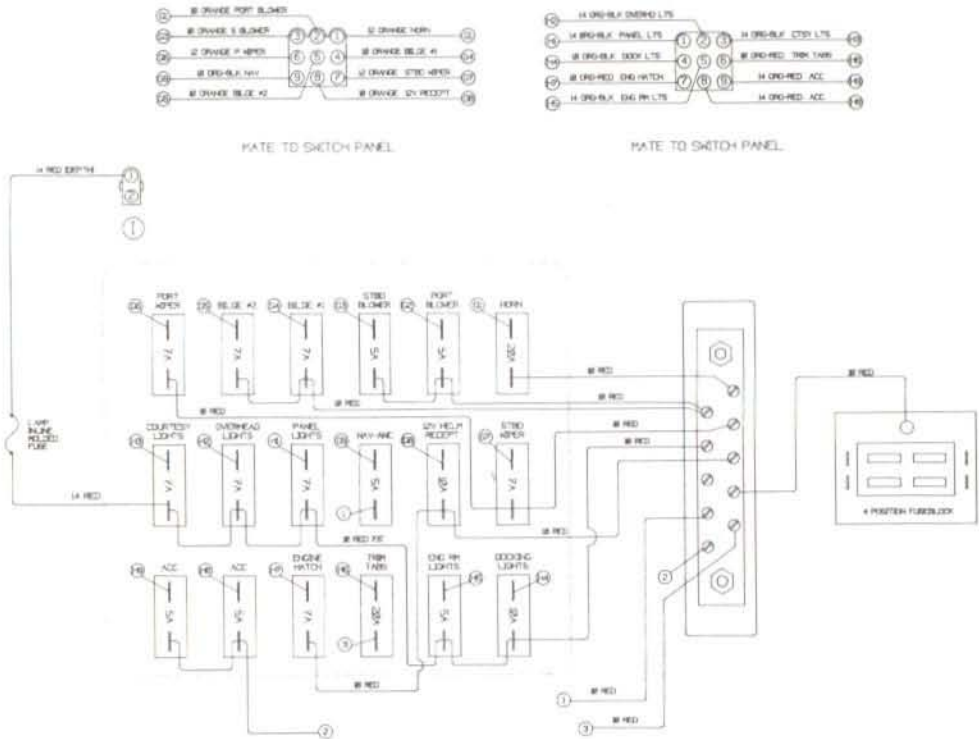


FIGURE 4.8  
330 CR HELM BREAKER



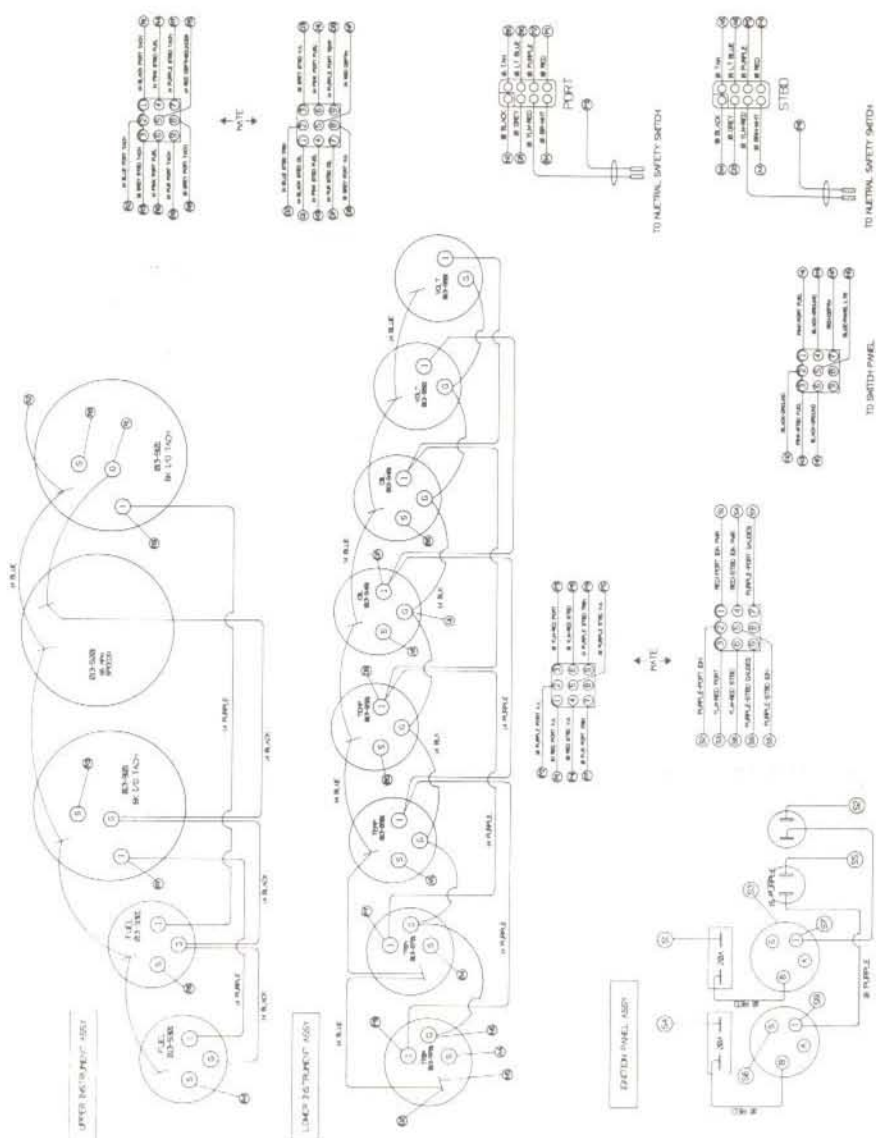


FIGURE 4.9  
330 CR GAUGE TRAYS AND IGNITION

## CAUTION

**CAUTION:** Do Not overload the receptacle circuits. Most receptacle circuits are capable of handling 15 amps (amperes).

The following list of equipment specifies the required electrical current to operate each item:

| Item             | Electrical Load             |
|------------------|-----------------------------|
| Battery Charger  | Up to 800 watts (7.3 amps)  |
| Coffee Maker     | 550 to 700 watts (6.3 amps) |
| Electric Blanket | 50 to 200 watts (2 amps)    |
| Electric Drill   | See drill motor load plate  |
| Frying Pan       | 1350 watts (12.3 amps)      |
| Lights           | Wattage as marked on bulb   |
| Space Heater     | 1500 watts (13.7 amps)      |
| Television       | 1500 watts (10.5 amps)      |
| Vacuum Cleaner   | See vacuum motor load plate |

The power requirement is usually specified on the electrical equipment. The above listed items is only an approximation of the electric current usage normally experienced. Monitor the ammeter when using electrical equipment, amperage draw must not exceed 30 amps.

## Electrolysis

When connected to shore power your boat is earth grounded (i.e., there is a complete electrical circuit from the shore power, through the grounded metal parts of your boat, to the water). While this circuit is designed to provide protection against hazardous shocks, it also creates an electrolytic current which causes the decomposition of all submerged metal.

## Sacrificial Zinc Anodes

**IMPORTANT:** It is the boat owner's responsibility to periodically inspect and replace the sacrificial zinc anodes. Damage resulting from electrolytic corrosion is not covered by your CROWLINE warranty.

1. Sacrificial zinc anodes, installed by the dealer or the engine manufacturer, protect the hardware that is exposed to the water. Electrolysis attacks the softest metals first. Because zinc is a relatively soft metal, it will decompose before harder metals. Check these zincs periodically, and have them replaced as required. See your CROWLINE dealer for parts and service.
2. A ground circuit isolator will prevent the flow of relatively low electrolytic currents, but provide a path for catastrophic short-circuit currents which are sufficient to actuate circuit breakers.



## FUEL SYSTEM

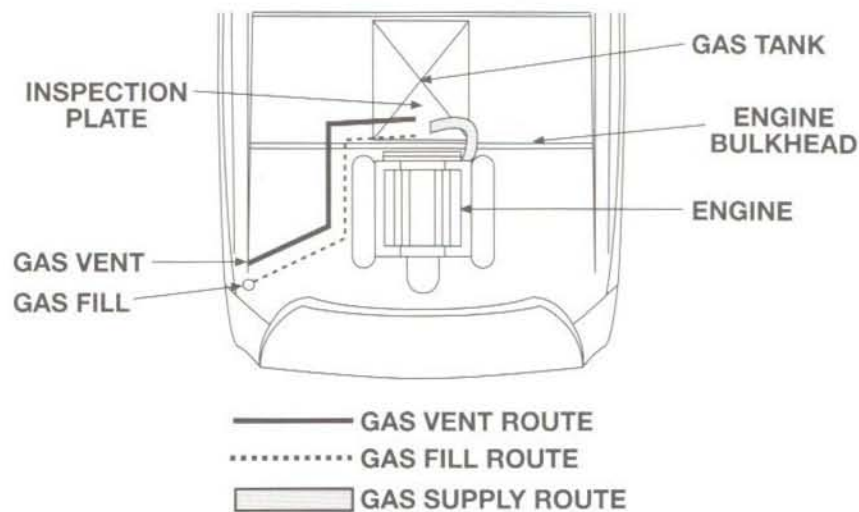


FIGURE 4.10  
TYPICAL STERNDRIVE GAS SYSTEM

The internal fuel system onboard your CROWLINE boat is designed to meet or exceed federal requirements, at the time of manufacture, of the U.S. Coast Guard and the American Boat and Yacht Council.

The fuel system has been factory inspected and pressure tested in accordance with regulations in effect at time of manufacture. Additionally, each fuel tank must pass rigid tests and inspections performed by the fuel tank manufacturer.

Prior to taking delivery of your CROWLINE boat, it is important that a full inspection be made of the entire fuel system by your CROWLINE dealer.

### Fuel Fill Plate

The fuel fill plate on all CROWLINE models is located typically on the port side transom, and is labeled GAS or DIESEL. Be sure to utilize the proper grade fuel.

#### ⚠ WARNING

**WARNING:** Use of gasoline that contains alcohol is dangerous.

### Fuel Vent

The fuel tank is vented overboard. While the tank is being filled, the air displaced by the fuel escapes through the fuel vent. Do not allow fuel to be ejected from the fuel vent during fueling process.

Periodically, remove the inside screen from the fuel vent and clean both vent and screen of any dirt, foreign material, etc. Be sure the screen is replaced securely after cleaning. The screen prevents insects and other foreign material from contaminating the fuel and fuel system.

### Anti-Syphon Valve

The fuel withdrawal line is equipped with an anti-syphon valve where the line attaches to the fuel tank. The valve prevents gasoline from siphoning out of the fuel tank in the event of a fuel line rupture.

### Fuel Filter

Fuel filters supplied by engine manufacturers are installed on or near the engine. The filters should be replaced frequently to maintain an adequate supply of clean, dry fuel to the engine.

## FIRE PREVENTION SYSTEMS (OPTIONAL)

### Halon System

The Halon system, located in the engine compartment, is wired to a 5 amp circuit breaker (located on the helm dash) that must be ON before starting the engine. In the event of a fire, Halon gas is released through a heat sensitive automatic nozzle. The Halon gas will completely fill the engine compartment and extinguish the fire.

#### ⚠ WARNING

**WARNING:** When actuation occurs, immediately turn engine OFF, shut down electrical systems and extinguish all smoking materials. Do Not open the engine compartment. Fresh air could cause flashback. Wait at least fifteen minutes for hot metals or fuels to cool down.

Cautiously inspect for the cause of fire and damage to the engine compartment. Have portable extinguishers readily available. **Do Not** breathe fire caused fumes or vapors.

Halon systems should be checked at least annually and more frequently if recommended by the manufacturer. CROWLINE Boats, Inc. recommends an inspection at the beginning of your boating season, and again at mid-season.

**NOTE:** See the Halon system manufacturer's manual for more detailed operation, maintenance instructions, and safety precautions.

### Hand Portable Fire Extinguisher

The hand portable fire extinguisher is located under the helm and is a Type B-I (5 BC rating). The U.S. Coast Guard requires all Class 1 boats (16 feet to less than 26 feet), that **Do Not** have a fixed fire (Halon) extinguishing system installed in the engine compartment, to keep a Type B-1 onboard at all times. All Class 2 (26 to 39.4 feet) powerboats are required to carry two (2) approved B-I Extinguishers or one (1) approved B-II type hand portable fire extinguisher unless equipped with a fixed fire extinguishing system in the engine compartment. When equipped with a fixed fire extinguishing system, only one (1) B-I type hand portable fire extinguisher is required.

Type B-I fire extinguishers should be checked at least every three (3) months. CROWLINE Boats, Inc. recommends monthly inspections.

**NOTE:** See the Type B-I fire extinguisher manufacturer's manual for more detailed operation, maintenance instructions, and safety precautions.

## FRESH WATER SYSTEM (CRUISERS)

Hot and standard cold fresh water is available to the sink and shower in the head compartment, optional transom shower in cockpit, and sink in the galley.

The fresh water system provides water for drinking and bathing. The water tank is vented through a fitting on the side deck to allow air to enter and escape as water levels change. The fresh water tank is filled through the fill plate located on the deck. See illustrations for vent and fill locations.

**IMPORTANT:** Fill tank only with fresh water. Using and refilling the tank often will help keep it a source of fresh and clean drinking water.

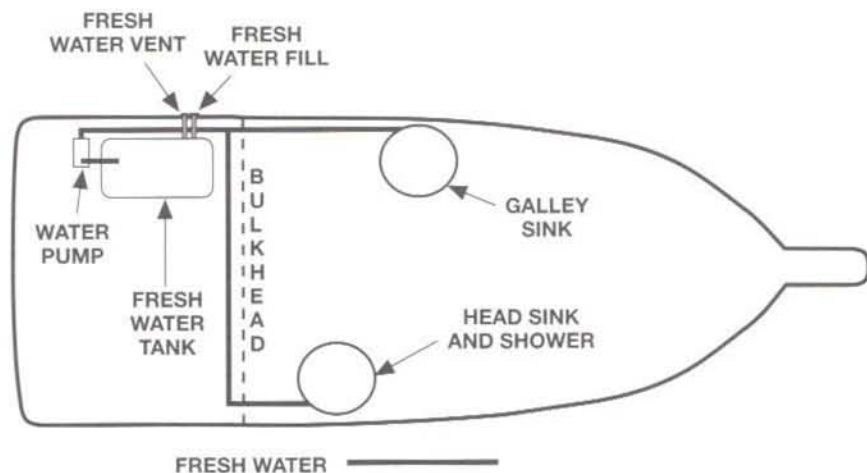


FIGURE 4.11  
250 CR STANDARD FRESH WATER SYSTEM

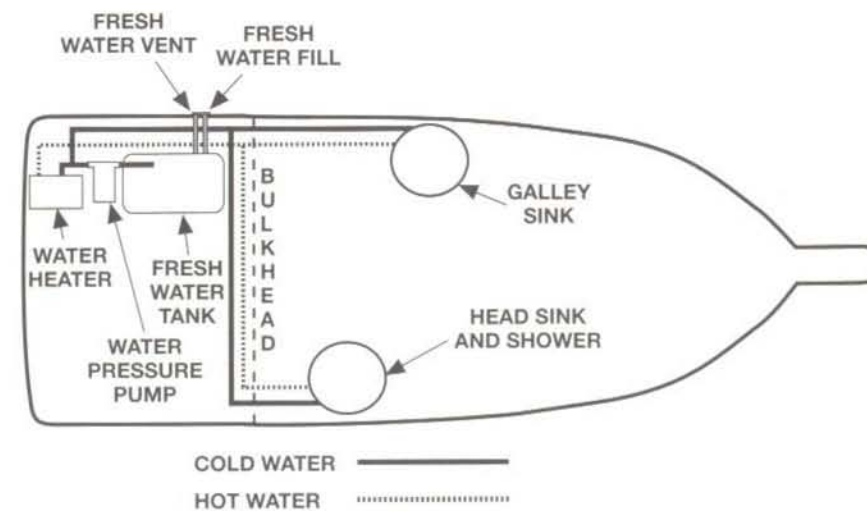


FIGURE 4.12  
250 CR HOT WATER OPTION

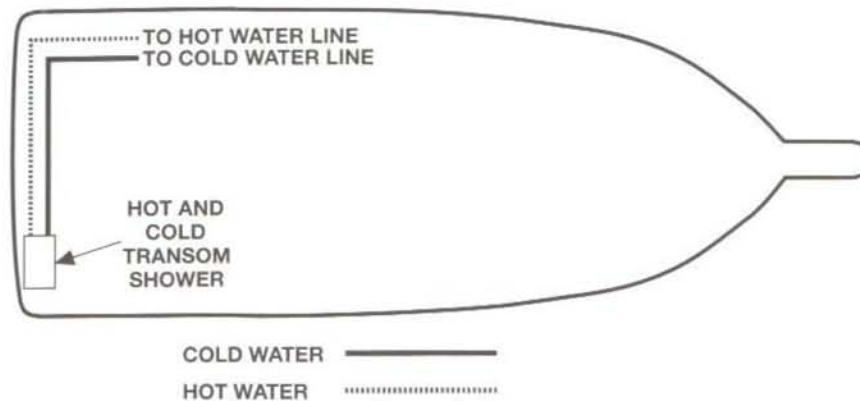


FIGURE 4.13  
250 CR HOT WATER OPTION WITH TRANSOM

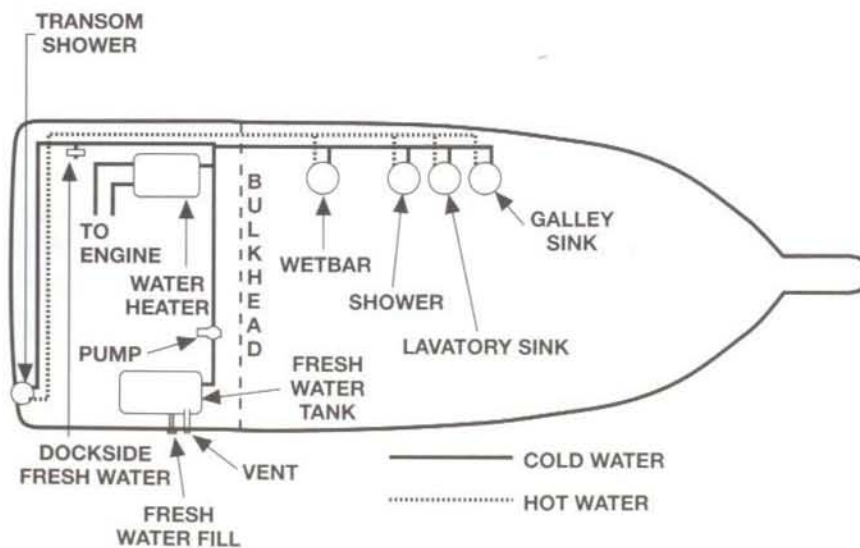


FIGURE 4.14  
330 CR FRESH WATER SYSTEM



## SANITIZING

The fresh water system should be sanitized before initial use, after winter storage, or when system has not been used for an extended period of time.

### ⚠ CAUTION

**CAUTION:** Notify all persons aboard that the fresh water system is being sanitized. **Do Not** allow anyone to drink from the fresh water system during the sanitizing process.

**NOTE:** Fresh water tank must be empty before beginning sanitizing process.

1. Mix 2-1/2 cups (20 oz.) of household bleach to 10 gallons (38 liters) of fresh water.
2. Place solution into empty tank and fill to capacity with fresh water.
3. Turn fresh water pump ON. Open all faucets, beginning with faucet located farthest from pump, to bleed air from entire fresh water system.
4. Treated water solution should remain in tank for 3 to 4 hours.
5. Drain treated water solution from tank and lines.
6. Flush entire system with fresh water.

**IMPORTANT:** Thoroughly flush entire system with fresh water after each sanitizing process. If excessive chlorine taste is still present after sanitizing perform the following:

- A. Pour a solution of 1 quart (approx. 1 liter) of vinegar and 5 gallons (19 liters) of fresh water into tank.
- B. Allow solution to stand in tank for several days.

### ⚠ CAUTION

**CAUTION:** Notify all persons aboard that the fresh water system is being treated. **Do Not** allow anyone to drink from the fresh water system during the treatment.

- C. Drain entire system and flush with fresh water.

**IMPORTANT:** Thoroughly flush entire system with fresh water after treatment.

- D. Fill tank with fresh water and bleed all lines.

## Initial Start-Up

1. Partially fill fresh water tank with three gallons of fresh water.
2. Turn Fresh Water breaker ON. Breaker is located on main distribution panel in galley area.
3. Open galley cold water faucet to allow air to escape. Close faucet when steady flow is reached.
4. Open galley hot water faucet to fill optional water heater and allow air to escape from line. Close faucet when steady flow of water is reached.
5. Bleed air from remaining faucets.
6. Fill fresh water tank to capacity.

Standard fresh water for the Cuddy models is supplied by a removable water bag which is connected to the galley sink. The water bag is stored in an accessible compartment located under the flooring amidship. The Bowrider models do not have a means of storing fresh water onboard.

## CITY WATER HOOK-UP

### ⚠ CAUTION

**CAUTION:** Monitor water system during initial usage of *city water* hook-up. In this process, the boat is connected to an unlimited supply of water. Never leave boat unattended while using *city water* hook-up. Any major leak or break in the system will allocate abnormal bilge water accumulation which in turn could cause sinking or swamping of batteries and engine. Damage from swamping and/or submergence are not covered by the CROWLINE Boats, Inc. warranty.

To conserve your fresh water tank supply, the fresh water system can be connected to *city water* at the receptacle on port side of transom in the cockpit. Due to the water entering the boat under pressure, it bypasses the tank, filter, pump, and the pressure accumulator of the fresh water system on your boat.

Using *city water* hook-up does not replenish water supply in the tank. The tank can only be filled at the fresh water fill plate. When using a dock-side hook-up, you must bleed all lines just as you would for the fresh water tank system. Refer to initial start-up procedures for fresh water system.

## COMPONENTS

Refer to Figures 4.15 and 4.16 on pages 4-18 and 4-19, for equipment location.

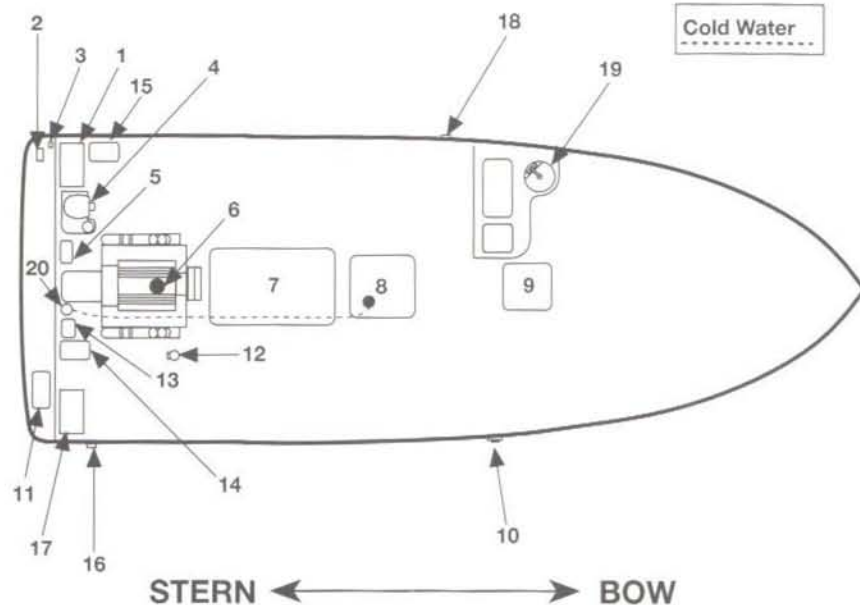
### Battery (Not furnished by Crownline Boats, Inc.)

Marine batteries are completely sealed using an absorbent electrolyte principle to provide high reserve capacity, plus cold cranking performance.

If more than one (1) battery is installed, all batteries are electrically isolated from each other. When the engine is running, each battery is charged automatically and independent of the other in the all position on the battery switch. This provides complete freedom of battery selection for power use.

### ⚠ WARNING

**WARNING:** Battery electrolyte can cause severe eye damage and burns to the skin. Wear goggles, rubber gloves and a protective apron when working with battery. If spillage occurs, immediately wash area with a solution of baking soda and water.

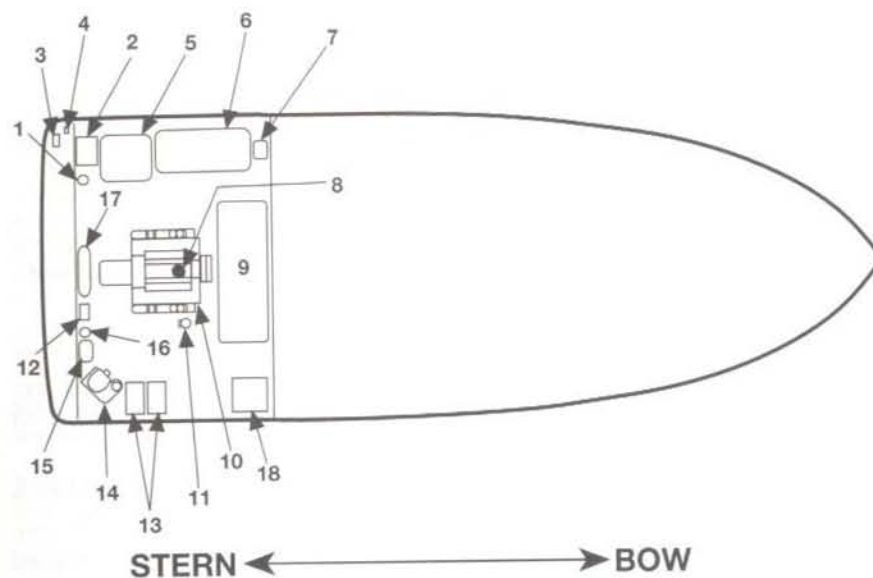


Placement of some components may differ from drawing due to optional installed equipment.

1. Battery (Diesel Option - box and wiring only w/optional dual battery switch)
2. Gas Fill
3. Gas Vent
4. Lower Unit Pump & Reservoir
5. Bilge Blower
6. Bilge Pump (Under Engine)
7. Fuel Tank
8. Optional Water Tank for Transom Shower
9. Water Bag
10. Head Pumpout (Optional)
11. Transom Shower (Optional)
12. Transom Shower Seacock (Optional)
13. Transom Shower Water Pump-Raw water (Optional)
14. Trim Tab Pump (Optional)
15. Battery Charger (Included with optional shore power)
16. Water Fill for Transom Washdown (Optional)
17. Battery (Standard - box and wiring only)
18. Shore Power (Optional)
19. Galley Sink
20. Transom Shower Water Pump-Fresh water (Optional)

Batteries are not supplied by Crownline. See your dealer.

FIGURE 4.15  
TYPICAL CCR ENGINE, FUEL, AND WATER DIAGRAM



Placement of some components may differ from drawing due to optional installed equipment.

1. Bilge Blower
2. Battery Charger (Included with optional shore power)
3. Gas Fill
4. Gas Vent
5. Water Heater (Optional)
6. Water Tank
7. Water Pump
8. Bilge Pump (Under Engine)
9. Fuel Tank
10. Engine
11. Head Seacock (And optional raw water washdown)
12. Dual Battery Switch (Optional) in cockpit
13. Batteries (Location only- boxes, straps and wiring)
14. Lower Unit Pump & Reservoir
15. Trim Tabs Pump (Optional)
16. Bilge Blower
17. Halon Fire Extinguisher (Optional)
18. Waste Tank

Batteries are not supplied by Crownline. See your dealer.

FIGURE 4.16  
250 CR ENGINE COMPARTMENT



## Dual Battery Switch

The dual battery switch, located in the starboard storage compartment on most Cruiser and Cuddy models, enables DC power to be used from one or both batteries. Power to the engine and all 12 volt electrical equipment, except the **automatic bilge pump**, is controlled by the dual battery switch. The dual battery switch settings available are OFF, 1, 2, and ALL.

The dual battery switch is located under the cockpit wet bar or stern bench on some models.

**IMPORTANT:** Dual battery switch should be in the OFF setting when not in use and especially while the boat is unattended. While in the OFF setting, only the **automatic bilge pump** is supplied with DC power. All helm dash instrumentation is OFF.

The description and purpose for each of the settings is described here:

**OFF** - All 12 volt power to boat is shut OFF, except for the automatic bilge pump. Always turn dual battery switch to OFF setting when boat is unattended for extended periods.

1. Will use battery #1 to power engine and all 12 volt equipment. Battery #2 is isolated and remains in reserve. Battery #1 is charged by the alternator.
2. Will use battery #2. Except for automatic bilge pump, battery #1 is isolated and remains in reserve. Battery #2 is charged by the alternator.

**ALL** - Batteries are connected in parallel. Both batteries are used by the engine and all 12 volt equipment.

### CAUTION

**CAUTION:** Do Not turn dual battery switch to OFF setting while engine is running; alternator and wiring damage could occur.

CROWLINE Boats, Inc. recommends the use of only one (1) battery at a time. This is accomplished by using the number 1 or 2 setting. Avoid using the ALL setting. Use the ALL setting only when a single battery is not capable of starting the engine.

**NOTE:** Rotating battery usage increases battery longevity.

## AC/DC Converter & Battery Charger

The AC/DC converting and charging system is fully automatic and permanently wired into the 12 volt DC system. It operates with standard AC power sources from 105 to 125 volts.

## Shore Power

Shore power is connected through a port forward receptacle. A 25 foot (7.6 meters), ten gauge, three wire, shore power cord is provided with dock-side wiring. The shore power cord has 30 amp twistlock type connectors, which are approved by the American Boat and Yacht Council. Always connect the cord to the power inlet receptacle of the boat before making connection to the shore power source.

### CAUTION

**CAUTION:** Do Not use a two-wire adapter to connect to a three-wire system. This type adapter does not provide adequate grounding.

Some marinas are not equipped with approved twistlock type receptacles. An adapter is available from your CROWLINE dealer which converts the twistlock shore plug to a three-wire grounded household type plug. Use only an approved adapter when this type connection is required.

**NOTE:** See the shore power instruction manual for detailed operation, maintenance, and safety precaution information.

## DC Lighting

See your CROWLINE dealer for information regarding bulb replacement.

## Ground-Fault Circuit Interrupt

The ground-fault circuit interrupt (GFCI) Provides added electric shock protection. All 110 volt outlet circuits are protected by the GFCI. The GFCI outlet is located in the galley and comes with a built-in test and reset switch.

When a circuit breaker is tripped by the GFCI, push the RESET button. The GFCI outlet should be checked periodically by pushing the TEST button. Pushing the TEST button will cut power to the 110 volt outlets. If the GFCI should trip, this will shut off power to all other electrical outlets on the same circuit. Be sure to check the GFCI reset button if electrical appliances do not function.

## Bilge Pump

The automatic bilge pump with manual override, removes water from the bilge area. If the pump motor runs but no water is discharged, it may be clogged. If there is no visible debris clogging the pump and water is still not being removed, inspect the discharge hose for kinks or obstruction. If the automatic bilge pump does not run, check the inline fuse located near the battery(s).

## ENGINE EXHAUST

The engine exhaust system removes harmful gas created by the engine during combustion. Inspect the system for leaks before each use of the boat. Make sure all hose clamps and connections are tight and there are no cracks in any exhaust system component that would allow carbon monoxide gases to escape.

Some models are equipped with an optional two position exhaust valve which is controlled by a switch at the helm. The exhaust valve controls the output of engine exhaust either to through hull side pipes or through the propeller hub.

You should use this valve to direct the engine exhaust through the propeller hub to control engine noise when near shore or other boaters. Only use the hull side exhaust in situations where the noise will not infringe on the enjoyment of others.

When using the through hull option, be sure to shut off the engine when anyone is boarding the boat from the water.

### CAUTION

**CAUTION:** To prevent injury, avoid contact with the through hull exhaust tips or cooling water, as they can be very hot and could cause burns.



## ⚠ WARNING

**WARNING:** The Federal Water Pollution Act prohibits the discharge of oil or oily waste into or upon the navigable waters and contiguous zone of the United States if such discharge causes a film or sheen upon, or 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 \$5000.

## Bilge Blower

The bilge blower forces fumes out of the engine compartment area and circulates fresh air in through the deck vents. The bilge blower must be running 4 minutes before, and during engine start-up, and while boat is operating below cruising speed.

## ⚠ WARNING

**WARNING:** Never assume all explosive fumes have been removed from the engine compartment. If you detect any fuel odors, shut down the engine and electrical circuits, and immediately determine where the odor is materializing.

## Trim Tabs

The electric/hydraulic trim tabs can be adjusted at the helm. Trim tabs act in the same way as the power trim on the drive unit. Trim tabs force the stern up as they move through the water. This allows compensation for uneven loads by trimming up one side or the other. They also assist in providing maximum control of the hull in all water and load conditions. If used properly, trim tabs can greatly improve performance and fuel efficiency. The proper use of trim tabs requires a basic understanding of trim tab operation and some practice in calm water.

Your trim tab control has two, two position, momentary switches and are labeled *Bow Down* and *Bow Up*:

- Depress front starboard button to move trim plane on port side downward. This moves starboard bow downward when boat is planing.
- Depress front port button to move trim plane on starboard side downward. This moves port bow downward when boat is planing.
- Depress back starboard button to move trim plane on port side upward. This moves starboard bow upward when boat is planing.
- Depress back port button to move trim plane on starboard side upward. This moves port bow upward when boat is planing.

**NOTE:** See the trim tab instruction manual for detailed operation, maintenance, and safety precaution information.

Figure 4.17 shows an example of bow and stern movement as a result of extended tabs.

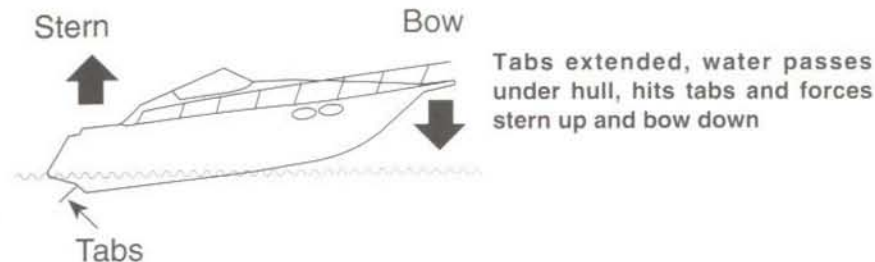


FIGURE 4.17 BOAT ATTITUDE

## ⚠ CAUTION

**CAUTION:** When cruising at high speeds **DO NOT** extend trim tabs to their lowest position, as this can result in instability. To avoid possible damage to trim tabs while moving in reverse, **NEVER** place trim tabs in their lowest position.

Basic safety precautions for the trim tabs are:

1. Disconnect power to unit while servicing to prevent electrical shorts.
2. Do not use trim tabs as a loading platform.
3. Stay clear of trim tabs and hinges during operation.

To extend the cylinder life expectancy, keep cylinders retracted (UP) while at dock side. Press both bow up trim tab controls until tabs reach their UP position.

## Water Pump & Filter

The water pump draws water from the fresh water tank. The water is then pressurized and circulated to the faucet(s), water heater, etc. The water pump filter prevents foreign matter from entering pump reservoir and should be periodically inspected and cleaned. Before servicing the system, turn the water system breaker OFF and release pressure on the system by opening all faucets. To clean the filter, remove screen and rinse with clean water. Replace filter and make sure the O-ring is seated properly when installing cover.

**NOTE:** See the water pump instruction manual for detailed operation, maintenance, troubleshooting, and winterizing information.

## Water Heater

The water heater circuit breaker (15 amp) is located on the main AC distribution panel in the galley area. Located on the water heater is a check valve to prevent hot water from back washing into the cold water line, and a pressure relief valve to prevent damage to the heater from over pressure. The water heater thermostat is preset and is not adjustable.

**IMPORTANT:** The heating element inside the water heater will be damaged if 110 volt power is supplied to the water heater and there is an insufficient amount of water in the tank.



**NOTE:** Refer to the water heater instruction manual for detailed operation, maintenance, winterizing, and safety precautions.

## Transom Shower (250CR)

Several transom shower options are available. For operating instructions see your dealer.

### Raw Water Washdown

- Raw water is fed from same seacock that supplies the head and then fed to the transom shower pump.

### Raw/Fresh Water Washdown

- Raw water is fed from same seacock that supplies the head and then fed to the transom shower pump.
- Fresh hot and cold water is supplied from the fresh water systems water tank, assuming optional hot water heater is also installed. If not, fresh water feed would be cold water only.

## MARINE SANITATION DEVICE (MSD)

### Cruiser Model

While the ceramic Marine Sanitation Device (MSD), or head, installed on your CROWLINE boat is similar to your home toilet, flushing is achieved with raw water through a manual pump, and the tandem system provides wet or dry flushing while waste water is flushed out into the holding tank.

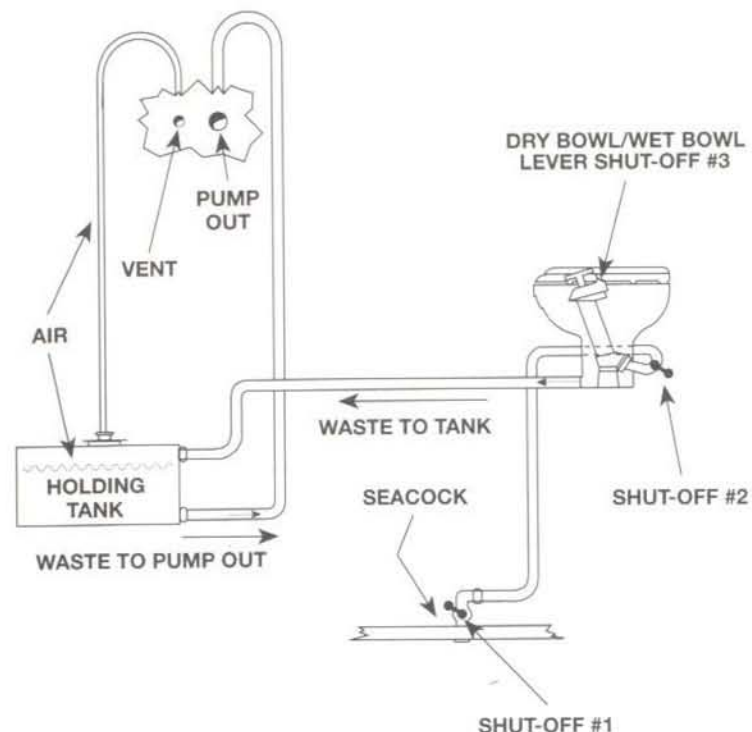
**IMPORTANT:** If flushing selector switch on head is set for WET flush, seacock in engine compartment must be OPEN. If the boat is moving water can be forced into the seacock and flood the toilet. To avoid flooding of toilet while underway, place lever #2 in the OFF position and lever #3 in the Dry Bowl position. Refer to Typical Waste System, Figure 4.18.

### Cuddy Model

The standard head on the Cuddy model is a portable toilet and provides simple operation and convenient disposal of waste. A dockside pumpout system for the portable toilet's built-in holding tank is optional.

As with any quality product, proper use and operation eliminates unnecessary maintenance. Before using your portable toilet read the manufacturers manual for detailed operation and maintenance instructions.

**IMPORTANT:** Overboard discharge of untreated sewage within three miles of land is prohibited by law. Check with local authorities for proper discharge procedures in your area. If your boat is going to be used on inland waters, have your dealer seal the overboard discharge portion of your waste system.



**IMPORTANT:** When underway, place Shut Off lever (#2) in OFF position and Dry Bowl/Wet Bowl lever (#3) in DRY BOWL position, to prevent water from backing up into the system, thus overflowing the head. Lever #2 is located at base of toilet, lever #3 is located on top of manual flush pump.

**FIGURE 4.18**  
**TYPICAL CRUISER WASTE SYSTEM**

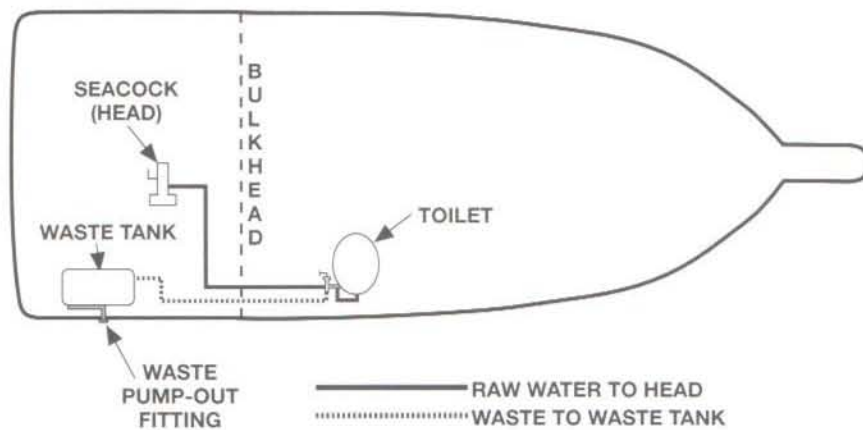


FIGURE 4.19  
250 CR WASTE SYSTEM

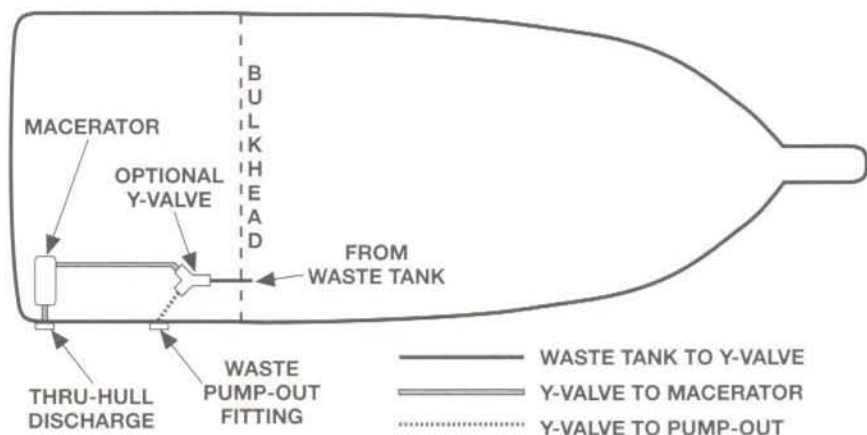


FIGURE 4.20  
250 CR OPTIONAL WASTE SYSTEM

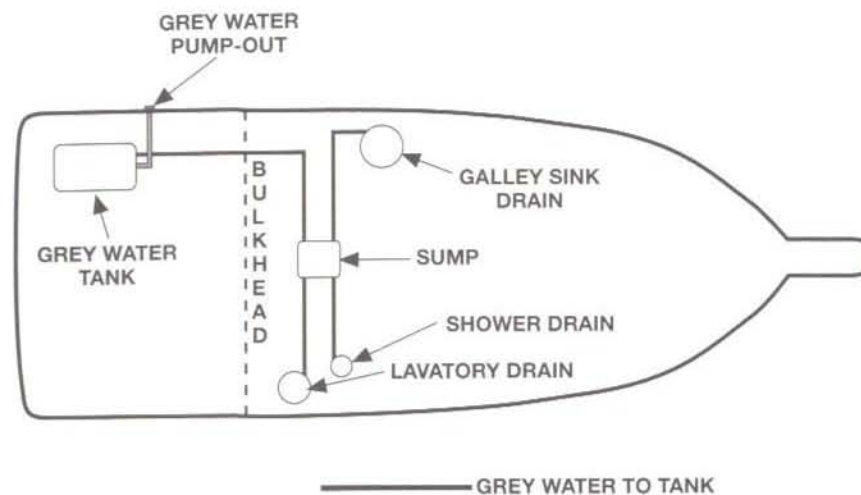


FIGURE 4.21  
250 CR OPTIONAL GREY WATER SYSTEM

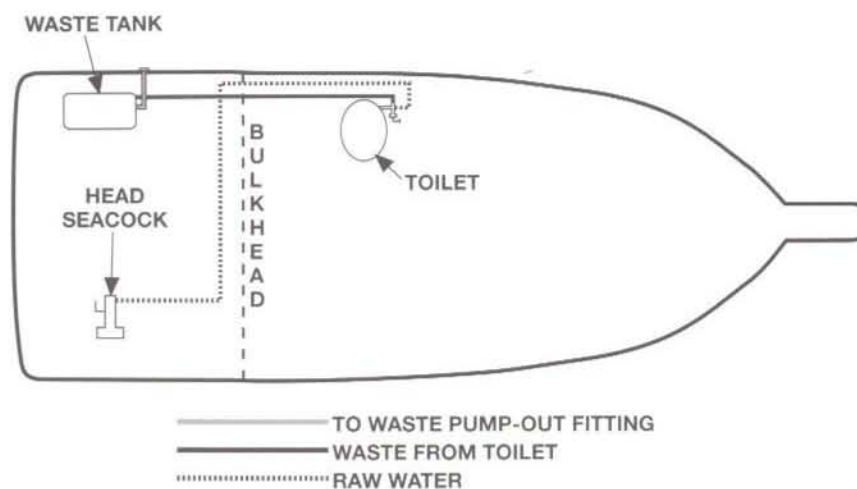


FIGURE 4.22  
330 CR STANDARD WASTE SYSTEM



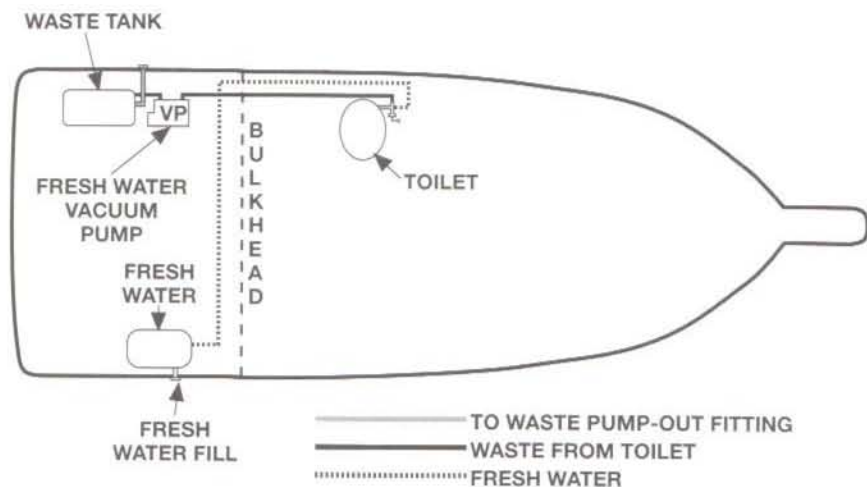


FIGURE 4.23  
330 CR OPTIONAL WASTE SYSTEM

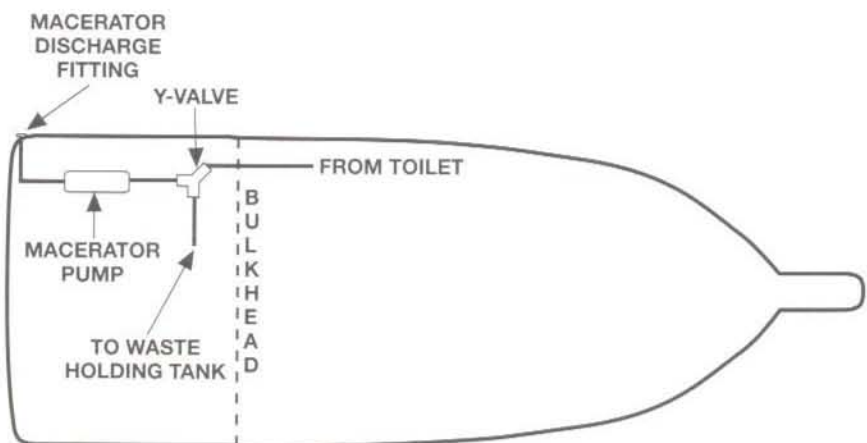


FIGURE 4.24  
330 CR MACERATOR OPTION

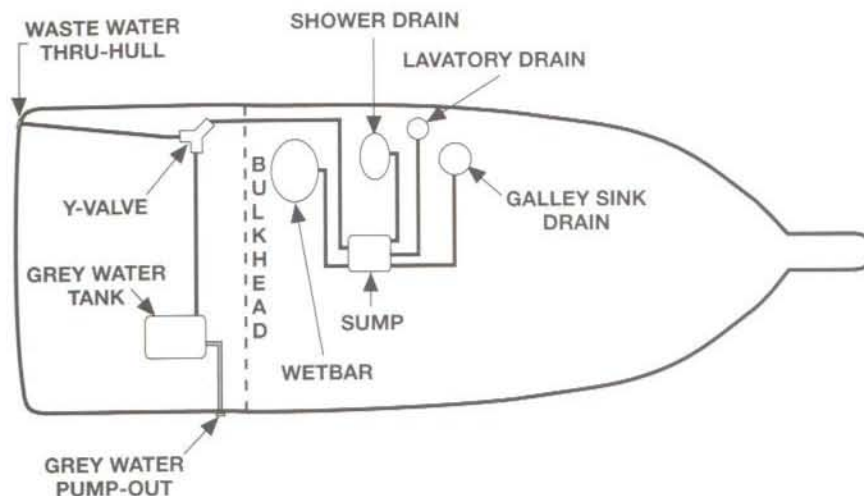


FIGURE 4.25  
330 CR GREY WATER OPTION

## RUNNING/NAVIGATION LIGHTS

Night boating requires running lights. Your CROWNLINE boat has one white (mast), one red (port), and one green (starboard) light. Check for proper operation before heading out. You should also learn to identify the running light combinations for other vessels. CROWNLINE Boats, Inc. recommends your participation in a safe boating course.

The running/navigation lights are controlled at the helm by a two position rocker switch. This allows for selection of the mast (white) light "ON" when anchored or moored, or to have the mast (white), port (red) and starboard (green) lights all "ON" underway.

## STEREO

The stereo is a highly sensitive AM/FM stereo receiver with a cassette tape player. Also included standard are two (2) marine stereo speakers in bowrider models and four (4) marine stereo speakers (two are located in the cabin and two located in the cockpit) in cabin models.

**NOTE:** See stereo manufacturer's owner manual for detailed operation, safety precautions, and complete list of features.

## REFRIGERATOR/FREEZER

The refrigerator/freezer operates on either 110 volt AC or 12 volt DC power. A built-in relay automatically switches to the correct power. When using 12 volt DC power keep the temperature control dial setting at the #3 position (#5 if storing frozen foods) when outside temperatures are between 70 to 90 degrees F. For long periods without shore power, run the engine occasionally to ensure your battery maintains an adequate charge.

## STOVE (CABIN MODELS ONLY)

Your boat is or can be equipped with either an alcohol or alcohol/electric stove. The alcohol/electric stove uses either alcohol or 110V 30 amp electrical power.

**NOTE:** The stove manufacturer's manual and safety instructions explain special precautions, maintenance, and proper operating procedures.

### **WARNING**

**WARNING:** Use marine stove alcohol only. Always provide adequate ventilation when using alcohol flame.

CROWNLINE Boats, Inc. reserves the right to change, alter, and modify it's finished boats, parts, specifications, and prices at any time without notice. CROWNLINE Boats, Inc. offers engine options other than MerCruiser. Read the engine owner's manual supplied with your boat.

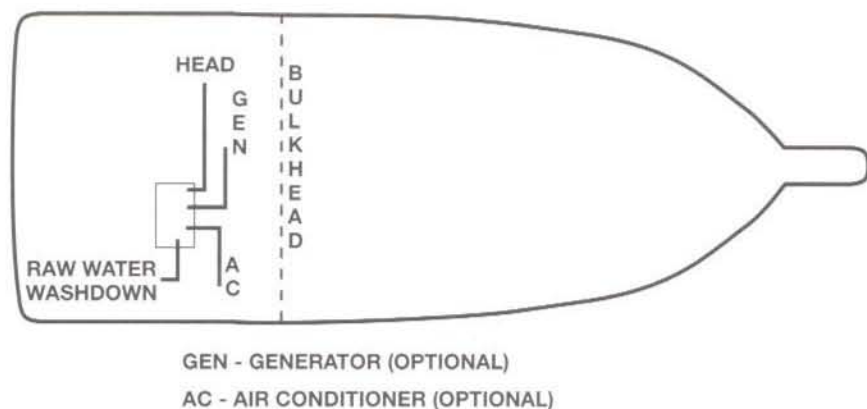


FIGURE 4.26  
330 CR SEACOCK LOCATIONS

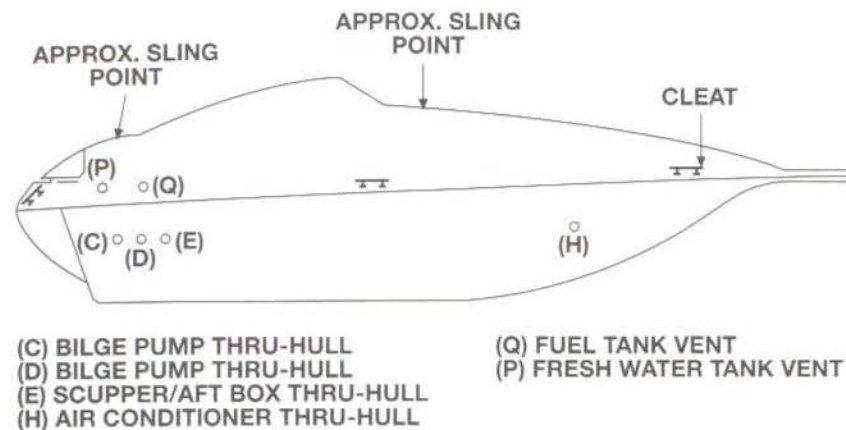


FIGURE 4.27  
330 CR STARBOARD LOCATIONS

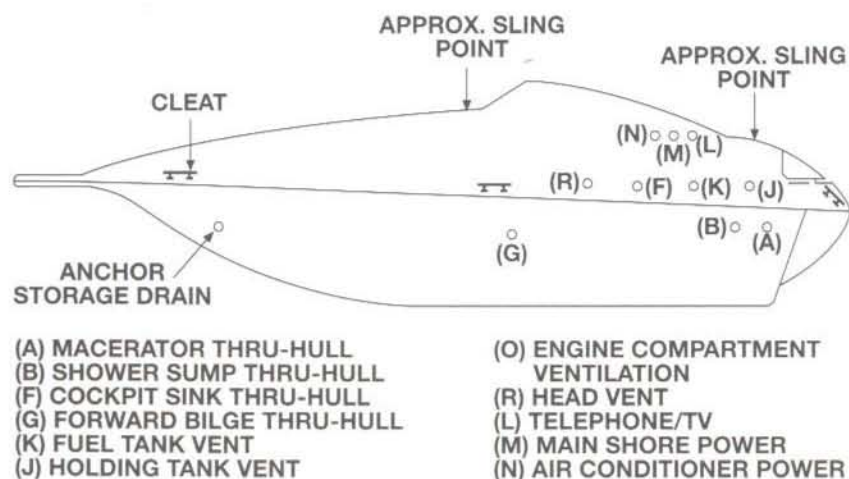


FIGURE 4.28  
330 CR PORT LOCATIONS



This section contains general maintenance and repair information as well as a troubleshooting chart. For more detailed information concerning the engine, refer to your Engine Operation and Maintenance Manual.

If you do not fully understand the information contained within this section, or in any of the related product information materials, contact your CROWNLINE dealer. Your dealer is qualified to make repairs or modifications to your boat in such a manner as to not compromise safety, design integrity, or warranty coverage.

**NOTE:** Do not attempt any repairs on your boat unless qualified to do so. Only use approved marine replacement parts available from your CROWNLINE dealer.

**NOTE:** Before attempting to use a particular cleaning solution or method, test the material to be cleaned in a hidden or inconspicuous area for possible adverse reactions. Use cleaning agents sparingly. Never discharge cleaning solutions into the waterways. Do not use products containing phosphates, chlorine, solvents, or non-biodegradable or petroleum based products.

### FIBERGLASS & GELCOAT

The hull and deck are made of fiberglass covered with gelcoat, a scratch resistant, color-pigmented, polyester resin. During normal use, some damage to the gelcoat should be expected. Proper maintenance of the gelcoat will keep the underlying fiberglass in good condition.

**IMPORTANT:** Foot traffic on soiled fiberglass surfaces will severely scratch and mar finish. Ensure fiberglass is kept as clean as possible.

### Gelcoat Maintenance

**NOTE:** Make sure household detergent does not contain ammonia or chlorine. Ammonia or abrasive type cleaners will dull and discolor the surface of the gelcoat and are not recommended for routine maintenance.

The gelcoat should be regularly cleaned with mild household detergent and water. Waxing the gelcoat surface regularly will preserve its luster. CROWNLINE Boats, Inc. recommends a fiberglass wax that is capable of filling gelcoat pores. Fiberglass wax also contains various chemicals that screen out harmful ultraviolet rays that may cause the gelcoat color to fade.

### WARNING

**WARNING:** To prevent personal injury. Never wax nonskid deck surfaces. Wet or dry waxed gelcoat is very slippery and will cause unsafe footing.

### Minor Stains

1. Wash with a soft cloth and household detergent to remove surface stains. Rinse thoroughly with clear water.
2. If deep stains do occur, use a special fiberglass cleaner and stain remover.

### Minor Scratches

Minor scratches can be repaired with car wax. Treatment will repair or lessen scratches.

1. Apply wax to a damp, soft cloth.
2. Rub the gelcoat surface with the damp, soft cloth in a circular motion.

**NOTE:** Apply wax in accordance with manufacturer's label instructions.

### Chips, Hairline Cracks, and Small Patches

**NOTE:** Cracking, crazing, discoloration, blistering, chalking or fading of exterior gelcoat surfaces are not covered under the warranty. See your dealer for more information.

Purchase matching gelcoat color from your CROWNLIN dealer. To match the color exactly, specify boat model name, color, and year manufactured.

**NOTE:** Air temperature must be greater than 65 degrees F to apply gelcoat.

1. Area to be repaired must be clean, dry and free from oil or wax.
2. Sand damaged area with #50 sandpaper, or use a power drill with a burr bit. Round out and feather edges. Remove all flaky edges.

**NOTE:** If surface damaged covers a large area, use of a power sander may be required.

3. Cleanse the area with rubbing alcohol or acetone after you have completed sanding.

### ⚠ WARNING

**WARNING:** Acetone is toxic and highly flammable and should be used only in well ventilated areas. Follow the manufacturer's label instructions. Also, never store rags that are diluted with acetone or any other solvent onboard your boat. Immediately remove and discard to prevent fire hazard.

4. Place one teaspoon of gelcoat on a piece of wood or cardboard.
5. Add two or three drops of hardener. Mix for 10 to 15 seconds using a spatula or knife.
6. Apply gelcoat to damaged area. Fill in slightly higher than surrounding surface.
7. Cover with wax paper or clear plastic and smooth to the desired contour.
8. Let dry completely. This usually takes an hour or two.
9. Remove wax paper or plastic. Next, water sand with #600 wet or dry sandpaper.
10. Buff repaired area with buffing compound. Follow with wax and polish.

### ⚠ WARNING

**WARNING:** If using a power buffer, be very careful not to pause in one area too long. This may cut into the boat's underlying surface.

### Hull Maintenance

**NOTE:** If your boat will be in water continuously for two or more weeks, CROWNLIN Boats, Inc. recommends sealing the hull bottom with a high quality barrier coating. Unsealed gelcoat may form water blisters. Repair of water blister damage is not covered under the CROWNLIN Boats, Inc. Warranty. If required, contact your CROWNLIN dealer for further information.

### ⚠ CAUTION

**CAUTION:** Wire brushes, scouring pads, or other abrasive type materials/solutions should never be used on the bottom of your boat. They create small scratch marks that will collect dirt, silt, sand, marine growth and other foreign materials.

Keep the hull bottom of your boat clean and make frequent inspections for any signs of excessive wear or damage. Repairs to the hull bottom should be made immediately. Accumulation of dirt and marine growth may cause drag which limits the performance and fuel efficiency of your boat.

### Bottom Paint (Anti-fouling)

Anti-fouling bottom paint is designed to dissolve slowly to prevent marine growth. Therefore, the hull bottom should be repainted at the end of the boating season. Factors to take into consideration when selecting a protective bottom paint are: water temperature, pollution, salinity, current, and organic material in the water.

**IMPORTANT:** Consult with your CROWNLIN dealer for recommended bottom paints and local laws that govern your area. Many states regulate the chemical content of bottom paints to meet environmental standards and regulations.

1. Scrub hull bottom with a bristled brush and solution of soap and water.

**NOTE:** Repainting hull bottom is not required after each scrubbing, unless bare areas are visible in the bottom paint.

2. Sand entire bottom surface of boat.
3. Fair (smooth-out) all rough areas as required.
4. Clean bottom surface to remove all dust and foreign materials.
5. Ensure bottom surface is completely dry.
6. Apply new coat of bottom paint.

**NOTE:** Follow the paint manufacturer's recommendations regarding drying times for bottom paint.



## CABIN AND TOPSIDE

### Deck Hardware & Fittings

#### Inspection

Make sure hardware and fittings are secure. All screws, bolts, clamps, cleats, etc., should be tight.

#### Cleaning

The hardware is either stainless steel or chrome plated brass. Clean and polish with a non-abrasive cleaner. Then apply a coat of wax.

#### Windshield & Portals

### **CAUTION**

**CAUTION:** Never use acetone, benzene, carbon tetrachloride, lacquer thinner, or similar type solvents. They penetrate the glass/ Plexi-glass surfaces and cause hazing that will obstruct visibility.

#### Glass Cleaning

The helm windshield is constructed of 100% tinted safety glass.

1. Clean all glass with glass cleaner or water and rinse with clear water.
2. Remove grease and oil with kerosene or Hexane.

#### Plexiglass Cleaning

1. Wash all Plexiglass, clear vinyl or other synthetic materials with a mild detergent and water solution and rinse with clear water.
2. Remove grease and oil with kerosene or Hexane.

## Carpeting

#### Exterior

Scrub indoor/outdoor carpeting with a brush using mild detergent and warm water, then thoroughly rinse with clear water. Allow carpet to dry completely before use. Apply a light coating of Scotch Guard® to protect against accidental spills.

#### Interior

Vacuuming and occasional carpet shampoo are recommended for extended life and appearance. Apply a light coating of Scotch Guard® to protect against accidental spills.

#### Exterior Seat Coverings & Vinyl

The seat coverings and trim are made of temperature resistant expandable vinyl.

1. Always try to clean up spills quickly to prevent staining.
2. Clean dirt and smudges with mild soap and warm water. If necessary scrub with a soft bristle brush to remove dirt from textured vinyl. Dry with a soft, lint-free cloth or towel.
3. Use a stronger detergent (always follow label instructions) for tougher stains.

4. Never use steel wool or abrasive, powdered cleaners. They will mar the surface.
5. Removable outside seat cushions should be placed inside when not in use.
6. Consult the vinyl care guide supplied with your boat for additional information.

## Canvas

Convertible and bimini-tops are designed and intended to provide coverage of the helm seating areas from the sun. These tops are not a weather cover and will be damaged by accumulation of rain water. While these tops are intended to provide ample weather protection for the helm, the tops are not completely weather-tight like a winter storage cover. In addition, canvas tops necessarily contain openings to accommodate support stanchions. To prevent getting exterior or helm seat cushions wet, it is recommended that all removable exterior cushions be removed and properly stored when helm cover is installed. The canvas top supplied with your CROWNLINE is not a storage cover. Canvas tops which have been used as a storage cover will not be covered by the manufacturer's warranty.

#### Cleaning

**IMPORTANT:** Do Not use hot water, dry in an automatic dryer, dry clean or steam press.

1. Wet down all canvas and use a soft bristle brush to scrub with a mild detergent and water solution.
2. Use a mild solution of ammonia/water and scrub for heavy soil or mildew build-up. Be sure to rinse thoroughly.
3. Brush or sweep underside of the top. Spray with Lysol™ or other disinfectant to prevent mildew.

#### Care

1. Keep the top up in rain or when boat is not in use.
2. Lubricate zippers with paraffin and snaps with petroleum jelly.
3. If a leak occurs along a canvas seam, rub with paraffin or apply a light coating of Scotch Guard®.
4. Air dry all canvas material before storing. Never store canvas damp or wet, and provide proper ventilation to prevent mildew.
5. Avoid mooring under trees.
6. Do not tow your boat with the top up.

## Cabin Cushions, Interior Curtains & Fabrics

Treat the fabric upholstery the same as home fabric upholstery. To keep clean and odor free, vacuum and shampoo. Spray with Lysol™ or other disinfectant to prevent mildew.

## GENERAL MAINTENANCE

CROWNLINE Boats, Inc. recommends maintenance and repairs be performed at an authorized CROWNLINE dealer. The following information is of a general nature.

**NOTE:** Refer to your Engine Operation and Maintenance Manual and all other installed equipment manuals for detailed information.

## Engine

Refer to your Engine Operation and Maintenance Manual for recommended service, scheduled maintenance, repair and fluid check intervals.

## Discharge of Oil

The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into or upon the navigable waters of the United States or the waters of the contiguous zone if such discharge causes a film or sheen upon or a discoloration of the surface of the water or causes a sludge or emulsion beneath the surface of the water. Violators are subject to a penalty of \$5,000.

## Fuel System

**IMPORTANT:** Check for fuel leaks frequently. Be sure to repair any problems immediately. Any replacement of parts or repairs to the fuel system should be performed by a trained marine mechanic. See your CROWNLIN dealer for parts and repair.

1. Starting at the fuel tank, inspect the complete fuel system for leaks.
2. Inspect fuel lines and hoses for wear, kinks, cracks, or deterioration.
3. Inspect fuel line fittings, carburetor, and fuel pump for proper mounting bracket tightness.
4. Inspect for wear or damage to the fuel ventilation ducts and clamps.
5. Inspect fuel tank vent screens (located outside of deck) for obstruction.

**IMPORTANT:** Keep fuel tanks filled during the boating season to prevent moisture condensation.

### Fuel Pump Inspection

The MerCruiser engine is equipped with a sight tube which gives visible evidence of a ruptured fuel pump diaphragm. If fuel is visible in tube, fuel pump should be replaced by an authorized marine mechanic.

## Drive Unit

Refer to your Engine Operation and Maintenance Manual for recommended service, scheduled maintenance, repair and fluid check intervals.

## Propeller

The propeller shipped with your boat is the size CROWNLIN Boats, Inc. recommends for the best overall performance. However, factors such as altitude, temperature, load, and bottom growth may affect performance. Also, periodic inspection of the propeller for excessive wear or damage is recommended. Consult your CROWNLIN dealer for specific details.

## Power Steering System

If your boat is equipped with a rack and pinion power steering system, periodic inspection and lubrication is required to maintain safe operating conditions.

### Normal Use

Inspect and lubricate every 50 hours of operation or 60 days.

### High Level Use

Inspect and lubricate every 25 hours of operation or 30 days.

**NOTE:** Saltwater operation is considered high level use.

1. Lubricate control valve through grease fitting with multi-purpose lubricant until grease is visible around rubber boot.
2. Coat power steering output shaft and exposed steering cable end with multi-purpose lubricant.
3. Lubricate cable end guide pivot point with SAE 30W engine oil.
4. Run engine for 20 to 30 minutes and check power steering fluid level. If low, add type "A" automatic transmission fluid to bring level up to the FULL mark on the dipstick.

**NOTE:** The correct fluid level in a cold engine is up to, but not beyond the ADD mark. This allows for oil expansion when the engine is hot.

5. Inspect all hydraulic lines and hoses for leaks. Ensure all lines and hoses are free from friction and exposure to extreme heat. Tighten all fittings and clamps as required.
6. Check all bolts for tightness.
7. Check pump pulley drive belt for wear and proper tension.

**IMPORTANT:** Avoid over tightening drive belts. Belts that are too tight can cause excessive bearing wear and failure.

## Bilge

### Inspection

The bilge should always be checked after launch. A small amount of water in the bilge is normal. Large amounts of water or any signs of fuel or oil requires immediate investigation. Never pump fuel or oil overboard when your boat is in the water.

### Cleaning

1. Remove all sand, silt, dirt, or foreign material prior to activating the bilge pump to remove excess bilge water.
2. Ensure all limber holes are open and strainers are clean.
3. Use a bilge cleaner product to remove any obvious oil stains. Consult your CROWNLIN dealer for recommended types of approved cleaner.

**IMPORTANT:** Never use flammable solvents (i.e. kerosene) for bilge cleaning.



## TROUBLESHOOTING CHART

The troubleshooting procedures listed in this chart are designed to correct minor malfunctions for the engine, performance, and vibration. The chart displays areas that could be at fault and are presented in the order of probable occurrence. Use common sense and always refer to the Engine Operation and Maintenance Manual. If the malfunction appears too complicated or unsafe, contact your CROWLINE dealer if possible.

Otherwise contact a local marina for information regarding a marine mechanic.

### CAUTION

**CAUTION:** Disconnect battery cables before performing all inspections, checks, and repairs.

## ENGINE

The following information is at times general in nature. Consult your engine operation manual for more information.

| Problem                                 | Probable Cause                   | Corrective Action  |
|---|----------------------------------|--|
| Engine will not crank (Ignition system) | Throttle lever in wrong position | Check position of throttle lever to ensure it is in the NEUTRAL position.  |
|   | Loose wire in starting circuit   | Tighten all wiring connections.  |
|   | Ignition switch defective        | Test switch continuity. Replace switch as required.  |
|   | Defective solenoid               | Replace solenoid.  |
|   | Battery switch in OFF position   | Turn dual battery switch to battery setting 1 or 2; if equipped.   |
|   | Dead battery                     | Recharge or replace battery.   |
|   | Hydrostatic lock                 | Remove spark plugs and crank engine. If engine cranks, water is getting into the cylinders from the exhaust system or from a possible gasket leak. If water gets into the engine through the exhaust line, there is improper draining of exhaust system. Contact your CROWLINE dealer or a qualified marine mechanic to correct problem. |

| Problem  | Probable Cause   | Corrective Action   |
|--|--|---|
| Engine cranks but will not start (Fuel system) | Engine safety switch lanyard pulled off the switch               | Reinstall lanyard.  |
|  | Lack of fuel   | Open shut-off valve, clean filter, check fuel level, and check anti-siphon valve.   |
|  | Improper starting procedure                                      | See Engine Operation and Maintenance Manual to review starting procedure.   |
|  | Distributor cap brush cracked or broken                          | Replace brush.  |
|  | Choke plate sticking   | Check thermostatic spring housing adjustment.   |
|  | Clogged fuel filter  | Check and replace fuel filter.  |
|  | No fuel reaching carburetor (providing all fuel valves are open) | Check fuel pump, fuel pump filter, carburetor fuel filter, and fuel tank line for cracked flanges or restricted fittings, check anti-siphon valve.        |
|  | Engine flooded   | Do not attempt to start engine for at least 5 minutes. For hot engine, fully advance throttle, (make sure throttle lever is in neutral) and crank engine. |
| Low cranking speed                             | Contaminated fuel  | Inspect for water or other contaminants in fuel. If contaminated, drain tank and flush with fresh fuel.   |
|  | Loose or dirty electrical connections or damaged wiring          | Check all related electrical connections and wires.   |
|  | Bad battery  | Test battery (See Engine Operation and Maintenance Manual).   |

| Problem                       | Probable Cause                                | Corrective Action  |
|-------------------------------|---|--|
|                               | Engine oil too heavy for current temperature  | Drain oil and refill with correct grade and viscosity oil (See Engine Operation and Maintenance Manual). |
| Starter will not crank engine | Discharged battery                            | Charge battery, change battery selector switch to ALL; if equipped.                                      |
|                               | Corroded battery cables                       | Clean terminals.   |
|                               | Loose connection in starting circuit          | Check and tighten all connections.   |
|                               | Defective starter switch                      | Replace switch.  |
|                               | Starter motor brushes dirty                   | Clean or replace brushes.  |
|                               | Jammed starter drive                          | Loosen starter motor, then free stuck gear.  |
| Poor acceleration             | Accelerating pump                             | Replace.   |
|                               | Throttle not fully open                       | Inspect cable and linkages for binding, obstructions, or loose fasteners.                                |
|                               | Ignition or carburetor                        | Service ignition system and carburetor.  |
|                               | Flame arrestor dirty or air intake obstructed | Clean flame arrestor and check air intake.   |
|                               | Engine overheating                            | Check engine temperature (See Engine Operation and Maintenance Manual).                                  |
| Engine runs but misfiring     | Fouled spark plug(s)                          | Remove, clean or replace.  |
|                               | Wet spark plug wires                          | Wipe dry, inspect and replace damaged wires.   |

| Problem                    | Probable Cause  | Corrective Action   |
|----------------------------|---|---|
|                            | Carbon tracked distributor                                      | Clean or replace as required.   |
|                            | Loose ignition wires  | Inspect all wire connections.   |
|                            | Cold engine with improperly set choke                           | Check Engine Operation and Maintenance Manual for proper choke setting.       |
|                            | Defective fuel pump   | Repair or replace as required.  |
|                            | Partially clogged fuel filter                                   | Clean or replace fuel filter.   |
|                            | Incorrect carburetor mixture                                    | See Engine Operation and Maintenance Manual for proper carburetor adjustment. |
|                            | Contaminated fuel   | Drain fuel tank and flush clean and replace fuel filter.                      |
| Excessive fuel consumption | Restriction in flame arrestor                                   | Remove flame arrestor and clean.  |
|                            | Faulty fuel pump  | Repair or replace as required.  |
|                            | Dirty flame arrestor screen                                     | Clean or replace as required.   |
|                            | Distributor breaker points or spark plugs improperly set or bad | Clean and set or replace breaker points and spark plugs.                      |
|                            | Incorrect timing  | Time engine.  |
|                            | Choke not properly adjusted                                     | Adjust choke as required.   |
|                            | Float level too high  | Reset float level as required (See Engine Operation and Maintenance Manual).  |
|                            |   |   |



| Problem                     | Probable Cause                              | Corrective Action  |
|-----------------------------|---|--|
| Blue exhaust smoke          | Lube level too high                         | Drain off excessive oil.   |
|                             | Oil too thin                                | Drain and replace oil (See Engine Operation and Maintenance Manual).   |
|                             | Oil overheated                              | Check cooling system.  |
| Black or gray exhaust smoke | Fuel mixture too rich                       | Adjust carburetor.   |
|                             | Choke stuck                                 | Lubricate and adjust.  |
|                             | Poor carburetor setting                     | Readjust carburetor (See Engine Operation and Maintenance Manual).   |
|                             | Carburetor fuel level too high              | Adjust float in carburetor.  |
| White exhaust smoke         | Engine misfiring                            | See Engine Operation and Maintenance Manual.   |
|                             | Spark plugs dirty or not gapped correctly   | Clean, adjust gap, or replace.   |
| Low oil pressure            | Insufficient oil in crankcase               | Check and add correct grade and viscosity oil. Visually check engine for leaks.                                  |
|                             | Excessive oil in crankcase                  | Check and remove excess amount of oil. Check for cause of excessive oil (improper filling, bad fuel pump, etc.). |
|                             | Diluted or improper grade and viscosity oil | Change oil and oil filter, being sure to use the correct grade and viscosity oil.                                |
|                             | Oil leak in pressure line                   | Inspect all oil lines and tighten all connections as necessary.  |

| Problem              | Probable Cause                           | Corrective Action  |
|----------------------|--|--|
| No oil pressure      | Defective gauge, gauge tube, or oil line | Replace gauge, or tube, and tighten or replace line as necessary.                          |
|                      | No oil in engine                         | Fill with proper grade and viscosity oil (See Engine Operation and Maintenance Manual).    |
| High oil pressure    | Oil grade too heavy                      | Drain oil and replace with proper grade (See Engine Operation and Maintenance Manual).     |
|                      | Dirt or obstruction in oil lines         | Drain and clear oil system. Check for bent or flattened oil lines and replace as required. |
| Knocking or ping-ing | Incorrect fuel                           | Drain tank and replace with proper fuel.   |
|                      | Incorrect timing                         | Time engine (See Engine Operation and Maintenance Manual).                                 |
|                      | Pre-ignition                             | Clean or replace spark plugs and check engine timing.                                      |
|                      | Overheated engine                        | Check engine cooling system.   |
| Rough running        | Cooling system trouble                   | Check water intake connections for leaks.  |
|                      | Choke not operating                      | Check choke linkages for binding or obstruction.   |
|                      | Faulty fuel pump                         | Refer to Engine Operation and Maintenance Manual for fuel pump testing procedures.         |
|                      | Idle speed too low                       | Check idle speed and adjust.   |

| Problem            | Probable Cause   | Corrective Action  |
|--------------------|--|--|
|                    | Faulty ignition system components  | Service ignition system (See Engine Operation and Maintenance Manual).   |
|                    | Clogged fuel filter  | Replace fuel filter.   |
|                    | Contaminated fuel  | Inspect fuel for water or other contaminants. If contaminated, drain tank and flush with fresh fuel.   |
|                    |  | <div style="border: 1px solid black; padding: 5px;"> <p><b>⚠ WARNING</b></p> <p><b>WARNING:</b> Wear protective eye wear when performing compressed air cleaning.</p> </div> |
|                    | Fuel lines or fuel tank vent line kinked or clogged                        | Use compressed air (20 psi or less) to blow out obstruction. Replace line if kinked.   |
|                    | Flame arrestor plugged with foreign material or air intake hose obstructed | Clean flame arrestor and check hose.   |
| Engine overheating | Bad sending or receiving unit  | Replace unit(s).   |
|                    | Loose wiring connections at sending or receiving unit                      | Tighten all connections.   |
|                    | Worn or broken impeller in sea water pump                                  | Replace impeller.  |
|                    | Clogged oil cooler   | Remove obstruction.  |
|                    | Exhaust lines plugged  | Remove obstruction.  |

| Problem          | Probable Cause   | Corrective Action  |
|------------------|--|--|
|                  | Ignition timing late   | Time engine.   |
|                  | Choke valve stuck closed   | Free choke valve movement.   |
|                  | Collapsed water pump suction hose  | Install new hose.  |
|                  | Loose or worn belts  | Adjust or replace belts as required.   |
|                  | Restricted water intake  | Clean water intake.  |
| Sludge in oil    | Infrequent oil changes   | Drain and refill with proper grade and viscosity oil.  |
|                  | Dirty oil filter   | Replace oil filter.  |
|                  | Water in oil   | Drain and refill. If trouble persists, check for cracked block, or defective head gasket and cracked head. |
| Poor Performance | Damaged or improper propeller  | Inspect propeller and replace if required.   |
|                  | Buildup of marine growth on hull.  | Clean hull.  |
|                  | Excessive water in bilge area, boat overloaded, or improper distribution of load | Pump out bilge area. Inspect for causes related to excess water. Reduce load or redistribute load.         |
| Vibration        | Fouled or damaged hull bottom  | Inspect, clean, or repair as required.   |
|                  | Loose engine mounting bolts  | Inspect and tighten as required.   |
|                  | Damaged propeller shaft  | Replace shaft.   |



| Problem | Probable Cause                      | Corrective Action                            |
|---------|-------------------------------------|--|
|         | Propeller bent or pitch out of true | Inspect propeller and replace as required.   |
|         | Engine out of alignment             | See Engine Operation and Maintenance Manual. |

## 6 EXTENDED STORAGE

This section covers procedures for readying your boat for prolonged storage. For areas that do not require seasonal storage, CROWNLINE Boats, Inc. recommends a thorough annual inspection.

**IMPORTANT:** In regions where temperatures fall below freezing, all engine plugs must be removed before storing your boat for the winter. Failure to do so will seriously damage the engine.

### LIFTING THE BOAT

Unless your boat is trailerable, have your dealer or qualified marina personnel lift your boat out of the water for you. Each boat has main frame components designed to support the boat when it is being lifted out of the water. Severe gel-coat crazing or more serious hull damage can occur if the lifting slings exert pressure on the gunwales. Flat, wide belting-type slings should be used. Don't use cable-type slings. The spreader bar at each sling should be as long as the distance across the widest point of the boat that the sling surrounds.

- Never hoist the boat with more than a minimal amount of water in the bilge.
- Empty fuel and water tanks, especially if they have large capacities. Properly dispose of fuel so as not to pollute the waterways.
- Do not place the slings where they may lift on the propeller shaft or under-water fittings.
- Do not use deck cleats or bow or stern eyes for lifting unless they are labeled.
- Do not use a sling to store your boat out of the water. Use only lifting devices which will properly support the hull bottom for out of the water storage.

### PRIOR TO STORAGE

#### Hull

1. Scrape off any barnacles or crusted marine growth.
2. Scrub hull thoroughly to remove marine growth and scum.
3. Inspect underwater gear and propellers for excessive wear or damage.
4. Remove hull drain plug and store in a safe place.

#### Deck

1. Wash deck, superstructure and cockpit.
2. Clean all deck hardware (i.e. cleats, rails, instruments, etc.) and apply a coat of nonabrasive metal polish or wax.
3. Clean indoor/outdoor carpet.

**NOTE:** Refer to Section 5, General Maintenance and Repair, for specific cleaning procedures.

## ENGINE

### Cooling System

Drain cooling system for extended storage or when freezing weather threatens. This will prevent corrosion damage.

**IMPORTANT:** Ensure boat engine is level during extended storage.

1. While draining cooling system, make sure that plug openings are free of sand, silt, marine growth, rust etc.
2. Additional corrosion and freeze-up protection can be provided by filling cooling system with anti-freeze and fresh water.
3. Mix anti-freeze according to label directions for the lowest expected temperature.
4. Refer to Engine Owner/Service Manual for detailed winterizing and storage instructions.

### Lubrication

1. Drain oil when engine is warm. This will ensure complete drainage of oil.

**NOTE:** If engine oil contains sludge, flushing oil should be used. Refer to Engine Owner/Service Manual for detailed winterizing and storage instructions.

2. Replace engine oil filter.
3. Fill each crankcase with required quantity of recommended engine oil.
4. Shut off fuel line and start engine.
5. Pour or spray fogging oil through carburetor air intake. Continue to pour or spray fogging oil until engine stops.

**NOTE:** Engine should stop due to lack of gasoline.

6. Clean and lubricate all linkage.
7. Spray entire exterior of engine with rust and corrosion inhibitor.
8. Have engine alignment checked and adjusted by a qualified technician.
9. Inspect all gaskets and seals, grease the U-joints, and change gear oil.
10. Remove propeller. Clean and lubricate the prop shaft and check for damage.

### Fuel System

Add a gasoline stabilizer solution to the fuel tank. Follow the product manufacturer's recommended procedure.

#### Battery

1. Remove battery and store away from freezing temperatures.

**NOTE:** Battery should be stored in a cool dry place on a wooden pallet. Avoid direct contact with concrete, brick, or dirt floors.

### WARNING

**WARNING:** To prevent personal injury, wear goggles, rubber gloves and a protective apron when working with battery. Battery electrolyte can cause severe eye damage and burns to the skin. In case of spillage, wash area with a solution of baking soda and water.

2. Clean outside battery case, terminals, and battery clamps with a solution of baking soda and water.

**NOTE:** Do Not allow baking soda and water solution to enter cells.

3. Lightly sand battery posts and clamps with fine grit emery cloth.
4. Apply a light coat of petroleum jelly to the cover end of the battery cables.
5. A monthly recharge or continuous trickle charge should be applied to the battery during storage.

### AIR CONDITIONER

1. Disconnect the pump plug and drain the sea water circuit.

**NOTE:** The system is self purging to ensure that all water is drained.

2. Pump an anti-freeze solution through the condensing coil to displace any water in the system.

### FRESH WATER SYSTEM

1. Turn off water heater, if equipped.
2. Open all faucets and allow pump to empty water tank and intake lines. Run pump dry, for one to two minutes, before turning off pump.
3. Open all drains.
4. Disconnect discharge and intake hoses from pump.
5. Allow pump to run to force all water from unit.

**NOTE:** Running pump when dry will not damage it.

6. Reconnect all hoses, close all drains, and leave all faucets open.
7. Remove water pump fuse to prevent cycling during storage.

### MARINE SANITATION DEVICE (MSD)

Improper winterizing can cause your MSD to fail. In salt water environments, the toilet bowl should be filled with fresh water and allowed to stand for several days. This will ensure that any accumulated salt has sufficient time to dissolve.

1. Pump system dry and flush with fresh water.
2. Fill system with anti-freeze.

### INTERIOR CLEANING

Be sure to clean the interior of your boat thoroughly. A little effort at the end of the season will really pay off when you get underway next spring.

1. Scrub all interior surfaces including cupboards, cabinets and drawers.
2. Be sure to remove everything that can hold moisture and cause mildew. Remove and store off the boat all cushions, mattresses, curtains, blankets and sheets, pillows, towels, linen and clothing.
3. If it is necessary to store cushions onboard:
  - A. Open zippers and elevate cover away from foam padding.
  - B. Place a small plastic bowl inside to allow for air circulation.
  - C. Seats that can be folded should be stored in the down position.
  - D. Use plastic seat covers to keep out dampness and protect against mildew.



4. Make sure the cabin is well ventilated.
5. Life jackets and other safety equipment must be clean and dry. If left onboard, leave them out so air can circulate around them.
6. Clean and thoroughly dry the bilge. Remove rags, sponges, or other cleaning materials.
7. Let the interior completely air out for a couple of days.
8. If a boat cover is used, be sure to use a breathable fabric that allows ample air circulation.

**NOTE:** After cleaning, make sure that everything is thoroughly dried and air can circulate freely throughout the inside of your boat.

## RECOMMISSIONING

For maximum safety, be sure to inspect the fuel system carefully.

1. Inspect the fuel system and all associated equipment for proper connections, wear, leaks, or other damage. Always be alert for fuel vapors.

**NOTE:** For detailed information on re-launching, refer to the Engine Operation and Maintenance Manual.

2. Clean battery terminal posts with wire brush or steel wool before reinstallation.
3. Check charge on battery. Recharge or replace if necessary.
4. Inspect all battery wiring. Repair or replace if necessary.
5. Attach cables and tighten cable clamps.
6. Apply petroleum jelly or marine grade grease on posts and clamps to eliminate air pockets and acid build-up.

**IMPORTANT:** Do Not apply petroleum jelly or marine grade grease before connecting and tightening clamps.

7. Coat hull drain plug threads with petroleum jelly and reinstall.
8. Clean the bilge.
9. Reinstall the exhaust drain plug.
10. Inspect all exhaust connections for carbon monoxide (CO) leakage. Adjust and repair as required.
11. Test navigational lights and other lighting onboard.
12. Inspect all wiring for fraying, wear, loose connections, and other damage.
13. Inspect all switches, controls, and other related equipment for proper operation.
14. Inspect all safety equipment for proper operation and physical condition.

# 7 SPECIFICATIONS

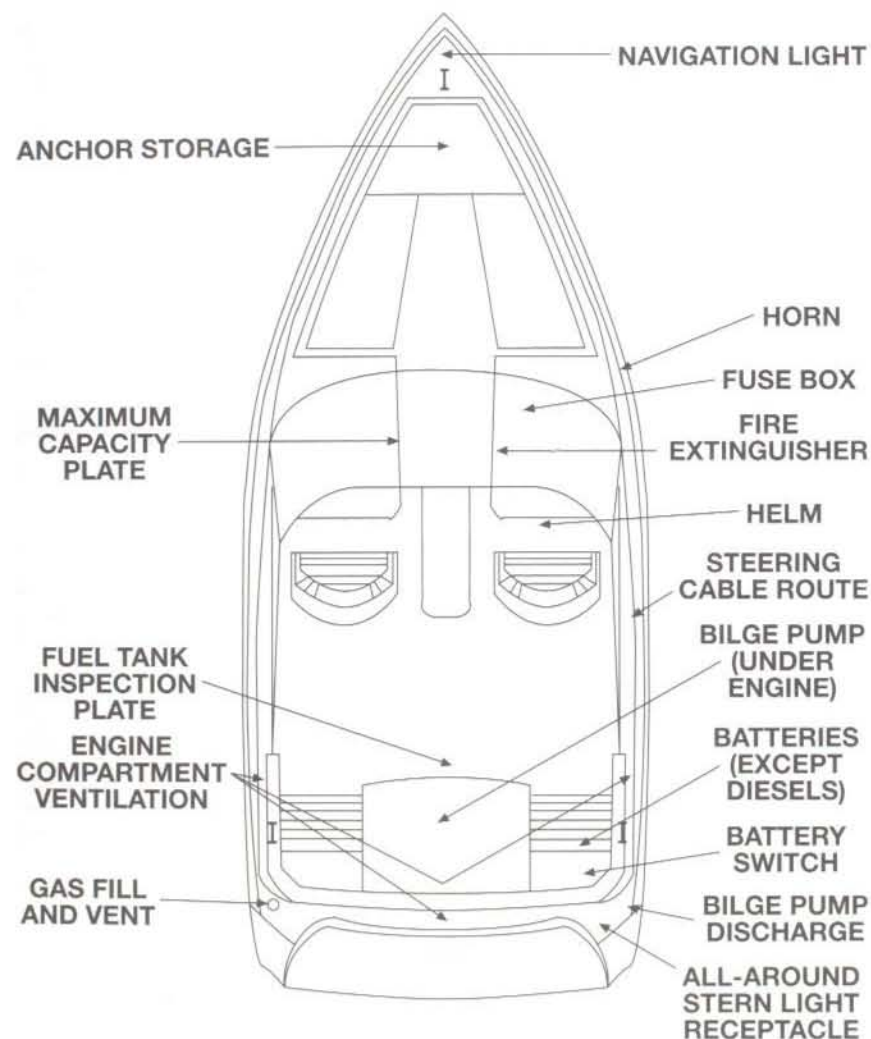


FIGURE 7.1  
TYPICAL STERN DRIVE EQUIPMENT

## BOAT SPECIFICATIONS

| SPECIFICATIONS        | 176 BR                                  | 180BR                                   | 182 BR                                  | 182 CD                                  | 192BR                                   |
|-----------------------|---|---|---|---|---|
| L.O.A                 | 5.33m (17'6")                           | 5.5m (18")                              | 5.54m (18'2")                           | 5.54m (18'2")                           | 5.8m (19.1")                            |
| Draft Up              | 38cm (15")                              | 33cm (13")                              | 33cm (13")                              | 33cm (13")                              | 33cm (13")                              |
| Draft Down            | 89cm (35")                              | 69cm (27")                              | 69cm (27")                              | 69cm (27")                              | 69cm (27")                              |
| Maximum Capacity      | 474kg<br>(1045 lbs.)                    | 522kg<br>(1150 lbs.)                    | 590kg<br>(1300 lbs.)                    | 522kg<br>(1150 lbs.)                    | 621kg<br>(1369 lbs.)                    |
| Person Capacity       | 463kg<br>(7 Persons<br>or 1020<br>lbs.) | 454kg<br>(7 Persons<br>or 1050<br>lbs.) | 527kg<br>(8 Persons<br>or 1160<br>lbs.) | 454kg<br>(7 Persons<br>or 1160<br>lbs.) | 527kg<br>(8 Persons<br>or 1160<br>lbs.) |
| Fuel Capacity         | 87 l<br>(23 gal.)                       | 102 l<br>(27 gal.)                      | 102 l<br>(27 gal.)                      | 102 l<br>(27 gal.)                      | 102 l<br>(27 gal.)                      |
| Freshwater Capacity   |   |   |   |   |   |
| Maximum Rated Engine  | 100.7kw<br>(135PHP)                     | 156.6kw<br>(210PHP)                     | 171.5kw<br>(230PHP)                     | 156.6kw<br>(210PHP)                     | 171.5kw<br>(230PHP)                     |
| Holding Tank Capacity |   |   |   |   |   |
| Design Category       | C                                       | C                                       | C                                       | C                                       | C                                       |
| AC                    |   |   |   |   |   |
| DC                    | 12 Volts                                | 12 Volts                                | 12 Volts                                | 12 Volts                                | 12 Volts                                |

Blank Space - This information does not apply to this model

NA - Information not available

Parenthesis = Domestic standard

Design Category C = Inshore

## BOAT SPECIFICATIONS

| SPECIFICATIONS        | 200 DB                                   | 202 BR                                     | 210 CCR  | 225 BR                                   | 225 CCR  |
|-----------------------|--|--|--|--|--|
| L.O.A                 | 6.1m (20')                               | 6.15m (20'2")                              | 6.4m (21')   | 6.83m (22'5")                            | 6.83m (22'5")  |
| Draft Up              | 36cm (14")                               | 41cm (16")                                 | 46cm (18")   | 46cm (18")                               | 46cm (18")   |
| Draft Down            | 71cm (28")                               | 76cm (30")                                 | 81cm (32")   | 81cm (32")                               | 81cm (32")   |
| Maximum Capacity      | 697kg<br>(1525 lbs.)                     | 767kg<br>(1690 lbs.)                       | 722kg<br>(1590 lbs.)                                   | 851kg<br>(1875 lbs.)                     | 788kg<br>(1735 lbs.)                                   |
| Person Capacity       | 654kg<br>(10 Persons<br>or 1140<br>lbs.) | 767kg<br>11(12<br>Persons of<br>1690 lbs.) | 654kg<br>(10 Persons<br>or 1440<br>lbs.)               | 783kg<br>(12 Persons<br>or 1725<br>lbs.) | 719kg<br>(11 Persons<br>or 1585<br>lbs.)               |
| Fuel Capacity         | 151 l<br>(40 gal.)                       | 151 l<br>(40 gal.)                         | 226 l<br>(60 gal.)                                     | 227 l<br>(60 gal.)                       | 227 l<br>(60 gal.)                                     |
| Freshwater Capacity   | 9.7 l bag (2.5<br>gal. bag)<br>Option    |  | 9.4 l (2.5 Gal.)<br>Bag or<br>64 l (18 Gal.)<br>Option |  | 9.4 l (2.5 Gal.)<br>Bag or<br>42 l (11 Gal.)<br>Option |
| Maximum Rated Engine  | 186.4kw<br>(250PHP)                      | 223.7kw<br>(300PHP)                        | 223.7kw<br>(300PHP)                                    | 309.5kw<br>(415PHP)                      | 309.5kw<br>(415PHP)                                    |
| Holding Tank Capacity |  |  |  |  |  |
| Design Category       | C  | C  | C  | C  | C  |
| AC                    |  |  | 220v - 50hz<br>(110v- 60hz)                            |  | 220v - 50hz<br>(110v - 60hz)                           |
| DC                    | 12 Volts                                 | 12 Volts                                   | 12 Volts   | 12 Volts                                 | 12 Volts   |

Blank Space - This information does not apply to this model

NA - Information not available

Parenthesis = Domestic standard

Design Category C = Inshore



## BOAT SPECIFICATIONS

| SPECIFICATIONS        | 250 CR  | 266 BR               | 266 CCR   | 330 CR                               |
|-----------------------|---|----------------------|---|--------------------------------------|
| L.O.A                 | 8.13m (26'8")   | 8.08m (26'6")        | 8.08m (26'6")   | 10.24m (33'7")                       |
| Draft Up              | 61cm (24")  | 51cm (20")           | 51cm (20")  | 43cm (17")                           |
| Draft Down            | 91cm (36")  | 89cm (35")           | 89cm (35")  | 89cm (35")                           |
| Maximum Capacity      | 897kg<br>(1975 lbs.)  | 921kg<br>(2030 lbs.) | 782kg<br>(1725 lbs.)  | 987kg<br>(2175 lbs.)                 |
| Person Capacity       | 783kg<br>(12 Persons<br>or 1725<br>lbs.)                              | 14                   | 12  | 15                                   |
| Fuel Capacity         | 303 l<br>(80 gal.)  | 284 l<br>(75 gal.)   | 322 l<br>(85 gal.)  | 851.71 l<br>(225 gal.)               |
| Freshwater Capacity   | 79.2 l<br>(21 Gal.)   |                      |   | 189.27 l<br>(50 Gal.)                |
| Maximum Rated Engine  | Single -<br>246kw<br>(330PHP)<br>Duals Total -<br>201.3kw<br>(270PHP) | 309.5kw<br>(415PHP)  | Single<br>309.5kw<br>(415PHP)<br>Duals Total -<br>447.4kw<br>(600PHP) | Duals Total -<br>618.9kw<br>(830PHP) |
| Holding Tank Capacity | 68l (18 Gal.)   |                      |   | 113.56 l<br>(30 Gal.)                |
| Design Category       | C   | C                    | B   | B                                    |
| AC                    | 220v - 50hz<br>(110v - 60hz)  |                      | 220v - 50hz<br>(110v - 60hz)  | 220v - 50hz<br>(110v - 60hz)         |
| DC                    | 12 Volts  | 12 Volts             | 12 Volts  | 12 Volts                             |

Blank Space - This information does not apply to this model

NA - Information not available

Parenthesis = Domestic standard

Design Category B = Offshore

## 8 GLOSSARY

|                                       |   |
|---------------------------------------|---|
| Adrift                                | Floating without mooring or direction.  |
| Afloat                                | On the water.   |
| Aft                                   | Describing the after section of a vessel, or things to the rear of amidships and near the stern.  |
| Aground                               | Touching bottom.  |
| Amidships                             | In the center, the center portion of a vessel.  |
| Anchor                                | A forging or casting shaped to grip the sea bottom and, by means of a cable or rope, hold a boat in a desired position.                       |
| Anchorage                             | A customary, suitable and (usually) designated harbor area in which vessels may anchor.   |
| Bail (Bale)                           | To remove water from a boat by pump or bailer.  |
| Beacon                                | A post or buoy placed over a shoal or bank to warn vessels, also a signal mark on land.   |
| Beam                                  | Imaginary line amidships at right angles to keel of vessel. Also vessels width amidships.   |
| Bearing                               | The direction or point of the compass in which an object is seen.   |
| Bilge                                 | The lower internal part of a boat's hull.   |
| Bow                                   | The forward part or front of the boat.  |
| Bulkhead                              | Vertical partition in a boat.   |
| Burdened Vessel                       | Former term for the vessel which must stay clear of vessels with the right-of-way.  |
| Carburetor Backfire<br>Flame Arrestor | Required equipment on all motorboats except outboards and diesels. Reduces chance of fire caused by backfires in internal combustion engines. |
| Chart                                 | A map of a body of water that contains piloting information.  |
| Chine                                 | The intersection of sides and bottom of a boat.   |
| Cleat                                 | A piece of wood or metal with projecting ends to which lines are made fast.   |
| Cockpit                               | A well or sunken space in the afterdeck of a small boat for the use of the helmsman and crew.   |
| Companionway                          | A hatch or entrance, from deck to cabin.  |
| Compass                               | The instrument which shows the heading of a vessel.   |
| Current                               | The movement of the water in a horizontal direction.  |

|                        |   |
|------------------------|---|
| Deadrise               | The rise of the bottom of a midships frame from the keel to the bilge.  |
| Depth Sounder          | An electronic depth-finding instrument, measuring the time a sound wave takes to go from the vessel to the bottom and return, then displaying the result in feet, fathoms, or meters.   |
| Displacement Hull      | Type of hull that plows through the water even when more power is added.  |
| Draft                  | The depth of the vessel below the water line, measured vertically to the lowest part of the hull.   |
| Dunnage                | Mats, boughs, pieces of wood, or other loose materials placed under or among goods carried as cargo in the hold of a ship to keep them dry and to prevent their motion and chafing; cushioning or padding used in a shipping container to protect fragile articles against shock and breakage; baggage or personal effects. |
| Ebb                    | An outgoing tide.   |
| Fenders                | Objects placed along the side of the boat to protect the hull from damage.  |
| Flare                  | The outward spread of the boat's sides from the waterline to the rail at the bow. Also, a pyrotechnic signaling device that can indicate distress.  |
| Freeboard              | The vertical distance measured on a boat's side from the waterline to the gunwale.  |
| Galley                 | The kitchen area of a boat.   |
| Give-Way Vessel        | The one which must stay clear of vessels which have the right-of-way.   |
| Gunwale                | The upper edge of a boat's side. (pronounced gunnel.)   |
| Hatch                  | An opening in a boat's deck for persons or cargo to go below.   |
| Head                   | A marine toilet.  |
| Helm                   | The wheel or tiller by which a ship is steered.   |
| Holding Tank           | Storage tank for sewage, so that it will not be pumped overboard into the water.  |
| Inboard                | More toward the center of a vessel; inside; a motor fitted inside the boat.   |
| Inland Rules           | Rules of the road that apply to vessel operation in harbors and certain rivers, lakes, and inland waterways.  |
| Intracoastal Waterways | (ICW): bays, rivers and canals along the coasts (such as Atlantic and Gulf of Mexico coasts), connected so that vessels may travel without going into the open sea.   |

|                   |  |
|-------------------|--|
| Knot              | To bend a line. Also, a unit of speed equal to one nautical mile (6,076.10 feet) an hour.  |
| Launch            | (1) To put a vessel into the water; (2) a small open powerboat, mainly used for transportation between a vessel and shore.   |
| Lee               | The side opposite to that from which the wind blows.   |
| Leeward           | Situated on the side turned away from the wind. (Opposite of windward.)  |
| Limber Holes      | Drainage holes in the bilge timbers of a vessel, allowing water to run to a low point for pumping out.   |
| LOA               | Length over all; the maximum length of a vessels hull, excluding projecting spars or rudder.   |
| Locker            | A storage place, a closet.   |
| Log               | A record or diary of a vessels journey.  |
| Lubber's Line     | A mark or permanent line on a compass that shows the course of the boat.   |
| Making Way        | Making progress through the water.   |
| MAYDAY            | A radio distress call, from the French m'aidez (help me); SOS in Morse Code.   |
| Nautical Mile     | 6076.12 feet, or 1852 meters, an international standard; the geographical mile, the length of one minute of latitude at the equator, is 6087.20 feet.  |
| Outboard          | (1) a propulsion unit for boats, attached at the transom; includes motor, drive shaft, and propeller; fuel tank and battery may be integral or installed separately in the boat; (2) outside or away from a vessels hull; opposite of inboard. |
| Outdrive          | A propulsion system for boats, with an inboard motor operating an exterior drive, with drive shaft, gears, and propeller; also called stern-drive and inboard/outboard.  |
| PFD               | Personal Flotation Device.   |
| Pitch             | (1) The up and down movement as the bow and stern rise and fall due to wave action; (2) The theoretical distance advanced by a propeller in one revolution.  |
| Planning Hull     | Type of hull that is shaped to lift out of the water at high speed and ride on the surface.  |
| Port              | The left side of a boat when you are facing the bow, also a destination or harbor.   |
| Privileged Vessel | Former term for the vessel with the right-of-way.  |
| Propeller         | Wheel or screw. Mechanism that pushes water aft to propel the boat.  |



|                   |   |
|-------------------|---|
| Rules of the Road | The nautical traffic rules for preventing collisions on the water.  |
| Scope             | The length of the anchor rope or chain. 6 to 1 scope means that the length of the anchor rope from the boat to the anchor is 6 times the depth of the water.  |
| Scupper           | A hole allowing water to run off the deck.  |
| Sea Cock          | A through-hull valve, a shut-off on a plumbing or drain pipe between the vessels interior and the sea.  |
| Stand-On Vessel   | The vessel with the right-of-way.   |
| Starboard         | The right side of a boat when you are facing the bow.   |
| Stern             | The after end or back of the bow.   |
| Transom           | The transverse planking which forms the afterend of a small, square-ended boat. (Outboard motors are usually attached to a transom.)  |
| Trim              | To arrange weights in a vessel in such a manner as to obtain desired draft at bow and stern. Underway Vessel in motion, i.e., when not moored, at anchor or aground.  |
| USPS              | United States Power Squadron, a private membership organization that specializes in boating education and good boating practices.   |
| Vessel            | Every kind of watercraft, other than a seaplane on the water, capable of being used as a means of transportation on water.  |
| VHF Radio         | A Very High Frequency electronic communications and direction finding system.   |
| Wake              | Moving waves, created by vessel motion. Track or path that a boat leaves behind it, when moving across the water.   |
| Way               | Movement of a vessel through the water. Technically it is underway when not at anchor, aground, or made fast to the shore. The common usage is interpreted as progress through the water. Headway when going forward and Sternway when it is going backwards. |
| Whistle Signal    | A standard communication signal between boats, to indicate change of course, danger, or other situations.   |
| Windward          | Situated on the side closest to the wind. (Opposite of leeward.)  |
| Yaw               | To swing or steer off course, as when running with a quartering sea.  |