



Discover More...

Models 175 - 251

General Owner's Manual



Scout Boats Inc.
2531 Hwy 78 West
Summerville, SC 29483

<https://www.boat-manuals.com/>

SAFETY INFORMATION	9
BOAT INFORMATION	12
CERTIFICATIONS & SPECIFICATIONS	13
SCOUT LIMITED WARRANTY.....	19

Chapter 1:

SAFETY EQUIPMENT

1.1 General	21
1.2 Engine Alarms	21
1.3 Neutral Safety Switch	21
1.4 Engine Stop Switch	21
1.5 Required Safety Equipment	22
1.6 First Aid.....	24
1.7 Additional Safety Equipment.....	24
11.8 Caution and Warning Labels.....	25

Chapter 2:

OPERATION

2.1 General	27
2.2 Rules of the Road	27
2.3 Pre-Cruise Check	30
2.4 Operating Your Boat	31
2.5 Docking, Anchoring and Mooring	32
2.6 Controls, Steering & Propulsion System Failure	34
2.7 Collision.....	34
2.8 Grounding, Towing & Rendering Assistance.....	34
2.9 Flooding or Capsizing.....	35
2.10 Fishing.....	35
2.11 Water Skiing and Wakeboarding.....	35
2.12 Teak Surfing	37
2.13 High Speed Operation	38
2.14 Man Overboard	39
2.15 Trash Disposal	39
2.16 Trailering Your Boat	39

Chapter 3:

PROPULSION SYSTEM

3.1 General	43
3.2 Drive System Corrosion	43
3.3 Engine Lubrication.....	44
3.4 Engine Cooling System	44
3.5 Propeller	44
3.6 Performance Issues and Propellers	45
3.7 Engine Instrumentation	46

Chapter 4:

HELM CONTROL SYSTEMS

4.1 General	49
4.2 Engine Throttle and Shift Controls	49
4.3 Neutral Safety Switch	50
4.4 Engine Power Tilt and Trim	51
4.5 Engine Stop Switch	52
4.6 Hydraulic Jack Plate.....	52
4.7 Steering System	52
4.8 Trim Tabs	53
4.9 Control Systems Maintenance	54

Chapter 5:

FUEL SYSTEM

5.1 General	57
5.2 Outboard Fuel Supply System.....	58
5.3 Fueling Instructions	59
5.4 Fuel System Maintenance.....	60

Chapter 6:

ELECTRICAL SYSTEM

6.1 General	63
6.2 Optional Dual Battery Systems.....	64
6.3 12 volt Accessory Switch Panel	65
6.4 Trolling Motor System.....	67
6.5 AC Battery Charging System	68
6.6 Bonding System.....	70
6.7 Electrical System Maintenance	70

Chapter 7:

FRESH WATER SYSTEM

7.1 General	73
7.2 Fresh Water System Operation.....	73
7.3 Fresh Water System Maintenance.....	74

Chapter 8:

RAW WATER SYSTEM

8.1 General	77
8.2 Raw Water System Operation	77
8.3 Baitwells and Release Well.....	78
8.4 Raw Water System Maintenance.....	79

Chapter 9:

DRAINAGE SYSTEMS

9.1 General	81
9.2 Cockpit Drains	81
9.3 T-Top Drains (Optional)	81
9.4 Bilge Drainage	81
9.5 Deck and Cockpit Compartment Drains	82
9.6 Center Console/Head Compartment Drains	83
9.7 Drainage System Maintenance	83

Chapter 10:

VENTILATION SYSTEM

10.1 Cabin Ventilation	85
10.2 T-Top Windshield Ventilation	85
10.3 Walk-Thru Windshield Ventilation	86
10.4 Maintenance	86

Chapter 11:

EXTERIOR EQUIPMENT

11.1 Deck.....	87
11.2 Hull	90
11.3 Cockpit Features All Models	92
11.4 Center Console Helm	96
11.5 Dorado Helm	97
11.6 Canvas and T-Tops.....	98

Chapter 12:

INTERIOR EQUIPMENT

12.1 Marine Head System.....	101
12.2 Porcelain Marine Toilet	102

Chapter 13:

ROUTINE MAINTENANCE

13.1 Exterior Hull and Deck	105
13.2 Upholstery, Canvas and Enclosures	108
13.3 Interior	110
13.4 Bilge.....	111
13.5 Drainage System.....	111

Chapter 14:

SEASONAL MAINTENANCE

14.1 Storage and Lay-up	113
14.2 Winterizing	114
14.3 Recommissioning	116

Appendix A: OCCUPANT POSITIONS

175 Series.....	119
177 Winyah.....	120
195 SF.....	121
210 XSF.....	122
215 XSF.....	123
225 Dorado.....	124
225 XSF.....	125
231 XS.....	126
251 XS.....	127

Appendix B: SPECIFICATIONS

175 Series.....	129
177 Series.....	130
195 Sportfish.....	131
210 Series.....	132
215 XSF.....	133
225 Series.....	134
231 XS.....	135
251 XS.....	136

Appendix C: GLOSSARY OF TERMS

Term Definitions.....	137
-----------------------	-----

Appendix D: MAINTENANCE LOG

Maintenance Log Data Form.....	143
--------------------------------	-----

Appendix E: BOATING ACCIDENT REPORT

Accident Report Form.....	149
---------------------------	-----

Appendix F: FLOAT PLAN

Float Plan Form.....	153
----------------------	-----

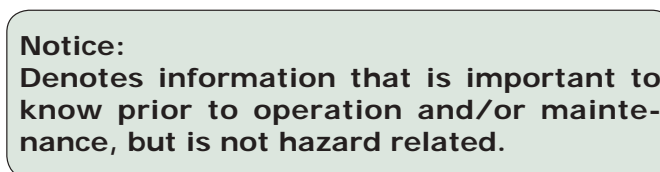
**Appendix G:
TROUBLESHOOTING GUIDE**

Problem - Cause & Solution 155

**Appendix F:
CONTACT INFORMATION**

Scout Boats, Inc..... 159
United States Coast Guard..... 159
Boat US Foundation 159
Canadian Coast Guard..... 159
National Marine Manufacturer's Association (NMMA) 159

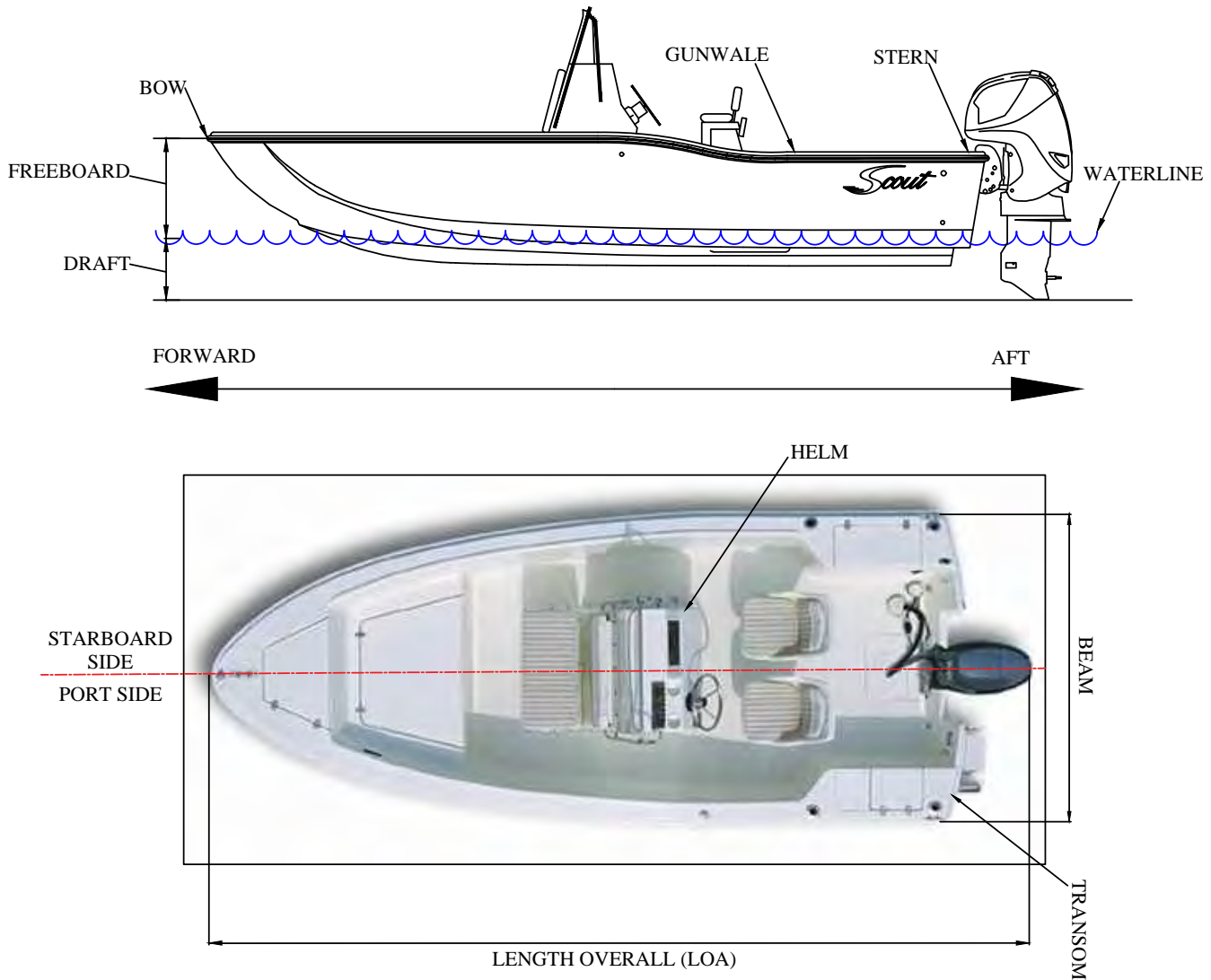
Your Scout manual has been written to include a number of safety instructions to assure the safe operation and maintenance of your boat. These instructions are in the form of **DANGER**, **WARNING**, **CAUTION**, and **NOTICE** statements. The following definitions apply:



To replace warning labels that may have come off you can find new stickers on the NMMA website: <https://www.nmma.org/certification/products/labels-decals>

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

Boat Direction & Terminology Reference



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

S.O.S SAVE OUR SEAS

Scout Boats has made a commitment to quality since the very beginning. More importantly, we've also made a commitment to saving our natural resources. Our boating and fishing waters are beautiful but often abused and neglected. With care, we can turn the tide in favor of preserving our shining seas for generations to come. At Scout, we're doing our part by using earth-friendly manufacturing techniques and materials, and by choosing suppliers who observe strict environmental controls in making their products. It means more expense and time on our part, but we think it's worth it. You can do your part by being sensitive to our environment. Our marshes are the filter systems of the world. As responsible boaters we must manage our natural resources so our children can enjoy them.



WARNING



A WIDE VARIETY OF COMPONENTS USED ON THIS VESSEL CONTAIN OR EMIT CHEMICALS KNOWN TO THE STATE OF CALIFORNIA TO CAUSE CANCER AND BIRTH DEFECTS AND OTHER REPRODUCTIVE HARM.

EXAMPLES INCLUDE:

- **ENGINE AND GENERATOR EXHAUST.**
- **ENGINE AND GENERATOR FUEL, AND OTHER LIQUIDS SUCH AS COOLANTS AND OIL, ESPECIALLY USED MOTOR OIL.**
- **COOKING FUELS.**
- **CLEANERS, PAINTS, AND SUBSTANCES USED FOR VESSEL REPAIR.**
- **WASTE MATERIALS THAT RESULT FROM WEAR OF VESSEL COMPONENTS.**
- **LEAD FROM BATTERY TERMINALS AND FROM OTHER SOURCES SUCH AS BALLAST OR FISHING SINKERS.**

TO AVOID HARM:

- **KEEP AWAY FROM ENGINE, GENERATOR, AND COOKING FUEL EXHAUST FUMES.**
- **WASH AREAS THOROUGHLY WITH SOAP AND WATER AFTER HANDLING THE SUBSTANCES ABOVE.**

CALIFORNIA HEALTH & SAFETY CODE §§ 25249.5-.13

BOAT INFORMATION



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

BOAT	
MODEL:	HULL SERIAL #:
PURCHASE DATE:	DELIVERY DATE:
IGNITION KEYS #:	REGISTRATION #:
DOOR KEY #:	OTHER KEYS #:
ENGINE	
MAKE:	MODEL:
SERIAL #:	
PROPELLERS	
MAKE:	BLADES:
DIAMETER/PITCH:	
Options	
TRAILER	
MAKE:	MODEL:
SERIAL #:	GVRW:
TIRE SIZE:	
ADDITIONAL EQUIPMENT/NOTES	
DEALER	SCOUT
NAME:	REPRESENTATIVE:
DEALER/PHONE:	SCOUT PHONE:
SALESMAN:	ADDRESS:
SERVICE MANAGER:	
ADDRESS:	
DEALER E-MAIL:	SCOUT E-MAIL:

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



*** For Export Only ***

To be in compliance with European directives for recreational boats as published by the International Organization for Standardization (ISO) in effect at the time this boat was manufactured, we are providing the following information.

Manufacturer:

Name: Scout Boats

Address: 2531 Hwy 78 West

Summerville, South Carolina Zip Code: 29483

Identification Numbers:

Hull Identification Number: _____

Port Engine Serial Number: _____

Starboard Engine Serial Number: _____

Intended Design Category:

Ocean: _____ Inshore: X

Offshore: _____ Sheltered Waters: _____

Weight and Maximum Capacities:

Unladen Weight: - Kilograms (Pounds) _____

Maximum Load: - Weight - Kilograms (Pounds) _____

Number of People: _____

Maximum Rated Engine Horsepower - Kilowatts (Horsepower) _____

Certifications:

Certifications & Components Covered: _____

NOTES

Registration and Numbering

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

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

Insurance

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

Reporting Boating Accidents

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

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

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

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

Education

If you are not an experienced boater, we recommend that the boat operator and other people that normally accompanies the operator, enroll in a boating safety course. Organizations such as the U.S. Power Squadrons, United States Coast Guard Auxiliary, State Boating Authorities and the American Red Cross offer excellent boating educational programs. These courses are worthwhile even for experienced boaters to sharpen your skills or bring you up to date on current rules and regulations. They can also help in providing local navigational information when moving to a new boating area. Contact your dealer, State Boating Authority or the Boating Safety Hotline, 800-368-5647 for further information on boating safety courses.

Required Equipment

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

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

Warranty and Warranty Registration Cards

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

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

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

IMPORTANT:

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

Product Changes

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



Typical Hull Identification Number "HIN"
On Starboard Side of Transom

Service

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

Transferring The Warranty

For an administration fee of \$100.00, Scout will extend warranty coverage to subsequent owners of Scout models for the duration of the original warranty period. The Limited Warranty may be transferred to any subsequent purchaser of the vessel within seven years from the date of delivery to the original purchaser. Please refer to the Limited Warranty Statement for the procedure to transfer the warranty.

To take advantage of this program, notification of the change of ownership, including the new owner's name, address and telephone number together with the appropriate fee, must be sent to Scout within 10 days of the date of resale. Scout will confirm, in writing, that the transfer of the warranty has taken place. After which, the transferee will be treated as the original purchaser as outlined in the Scout Boats Limited Warranty Statement.

Engine Warranty

Your engine manufacturer is ready to stand behind your purchase with strong warranty coverage. To be sure you receive all the benefits of warranty for your engine, please take the following steps:

- Be sure your new engine is registered for warranty. Your boat dealer should do this at the time of sale. Make sure your dealer gives you a copy of the completed engine warranty registration card for your records.
- Read the engine Limited Warranty statement. This warranty typically applies to outboard motors sold in the United States, whether purchased separately or when supplied as original equipment by a boat builder.
- If you need warranty repairs, you must take your outboard to an authorized dealer.
- If you need any additional information about your engine warranty coverage which your dealer cannot provide, please refer to your engine owner's manual for the address and phone number to contact the manufacturer directly.

NOTES



3 YEAR STEM TO STERN (LIMITED) WARRANTY

+

10 YEAR TRANSFERRABLE STRUCTURAL HULL WARRANTY

Scout Boats Inc. has a limited transferable warranty that insures to the purchaser that each hull is free from structural defects in materials and workmanship, (under normal care and use), for a period of **ten (10) years** from the original date of purchase. Scout Boats, Inc. agrees to repair or replace, (at our discretion, based on review and/or observation of the hull in question), to the purchaser, any boats(s) that is found to be defective during the applied warranty period. Scout Boats, Inc. also warrants for a period of **three (3) years** to the original purchaser, that each new hull is free from non-structural defects, (i.e. defective materials and/or workmanship). **During this three year period Scout Boats, Inc. will cover the cost of all parts and accessories manufactured or installed by Scout Boats Inc. during the original manufacturing process. Labor associated with these repairs will be covered for a period of twelve months from the original date of purchase. This warranty excludes engines, trolling motors, batteries, generators, air conditioning systems, electronics, and all related components, which will only be covered by their respective warranties.**

In order to receive warranty service, the selling dealer must register the boat on www.dealerscircle.com, and the purchaser must take his/her boat to an authorized Scout Boats, Inc. dealer. Depending on the nature of the claim, Scout Boats, Inc. may require the boat to be returned to our factory at 2531 Highway 78 West, Summerville, SC 29483, in which case all transportation, haul-out, and/or loading charges shall be prepaid and the sole responsibility of the original purchaser. Scout Boats, Inc. will reimburse up to one half of such transportation charges to the original purchaser upon the discovery of a valid and applicable warranty claim that is a direct result of improper manufacturing processes on the part of Scout Boats, Inc. or one of our suppliers. The original purchaser must remove and reinstall, at his/her own expense, all outboard engines, (if directly related to damage in question), as well as any and all personal effects and electronics equipment. The decision to repair, replace or make reimbursement for a particular boat or part shall be at the discretion of Scout Boats, Inc.

Online registration, a bill of sale, or proof-of-purchase demonstrating individual in question as the purchaser, along with a proof of customer's identity, is required before warranty service can be rendered.

Scout Boats, Inc. does not warrant: (1) any Scout Boat which has been powered or loaded in excess of the manufacturer's maximum horsepower or capacity recommendations. The maximum horsepower and capacity recommendations are shown on the certification plate affixed to every boat. (2) Any Scout Boat used in or for racing (of any type, organized or not), commercial fishing, chartering or other commercial use. (3) Any Scout Boat which has been subject to misuse, neglect, or structural alterations. (4) Gelcoat cracking, crazing, bubbling, or blistering. (5) Excessive wear due to unprotected and/or over exposure to the elements. **(6) Any fuses, bulbs, switches or the failure of any electrical component due to corrosion.** (7) Any boat that has been deemed to have been misused neglected or re-powered by anyone other than the original purchaser. (8) Any Scout Boat sold to a customer, (who happens to be the original owner), by anyone other than an authorized Scout Boats, Inc. dealer. (9) Any Scout Boat that has been used on a trailer that does not adequately support the hull or any trailer that may be considered undersized, including any and all roller type trailers. (10) Any Scout Boat with a jack plate installed by anyone other than Scout boats, Inc., or an authorized dealer, or on any hull other than the 191, 201, 221, or 251 models. Any Scout Boat with a jack plate of 8" or greater. (11) Any part or component not manufactured directly by Scout Boats, Inc. after the first three years of this warranty policy, (three years from date of purchase), will only have that particular manufacturer's warranty available.

Scout Boats, Inc. reserves the right to improve its product through changes in design or material without obligation to incorporate such changes on boats built prior to the implementation of respected change(s).

SCOUT WARRANTY



This warranty is in lieu of any other warranty implied or expressed. Scout Boats, Inc. accepts no responsibility for any representations, acts, or omissions of its dealer relating to the preparation and/or sale of Scout Boats, Inc. products to original consumer. This warranty is transferable, and to do so the original owner or purchaser must download a copy of the warranty transfer form from www.scoutboats.com from the warranty section of the website and mail it to Scout Boats, Inc. within 10 days of sale of his/her boat to the new owner. A notarized bill of sale and a \$100 administration fee payable to Scout Boats, Inc. must also be included with the notification of customer's intent to re-sell his/her boat.

Please mail to 2531 Hwy. 78 West, Summerville, SC 29483

❖ *By signing below I do hereby agree that I have read this Warranty Policy and do fully understand the terms and procedures listed within. I also attest and agree that my dealer, (listed below), has gone over this policy in full detail and has answered all of my questions regarding this policy and how it applies and has registered my boat online at www.dealerscircle.com.*

Customer _____ Date _____

❖ *By signing below the dealership representative hereby agrees that the status of this boat has been changed to "delivered" on Dealer's Circle, in order for warranty to go into effect.*

Dealership Representative _____ Date _____

You must mail the original signed copy of this agreement to Scout Boats Inc. at 2531 Highway 78 West; Summerville, SC 29483 and log on to www.dealerscircle.com to complete the warranty registration process.

WARRANTY WILL BE NULL AND VOID UNLESS THE BOAT IS REGISTERED ONLINE AT WWW.DEALERSCIRCLE.COM AND THE ORIGINAL SIGNED COPY OF THIS WARRANTY AGREEMENT IS RECEIVED BY SCOUT BOATS INC. WITHIN 30 DAYS OF THE POINT OF SALE!!!

Hull Identification Number: **SLP** _____
(located on the top right side of transom, under the rub rail)

Owner's Name: _____ Date: _____

Address: _____

City: _____ State: _____ Zip: _____

Email: _____ Phone: _____

Date of Purchase: _____

Dealership: _____

Salesman's Name: _____

Dealership Address: _____

Brand of Engine: _____ Horsepower: _____

Scout (white) Customer (yellow) Dealer (pink)



SAFETY EQUIPMENT

1.1 General

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

Your boat is equipped with an engine alarm. The alarm is designed to increase your boating safety by alerting you to potentially serious problems in the primary power systems. Alarm systems are not intended to lessen or replace good maintenance and precruise procedures.

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

1.2 Engine Alarms

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

If the alarms sounds:

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



- If necessary, shut off the engine and investigate until the cause of the problem is found.

1.3 Neutral Safety Switch

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

1.4 Engine Stop Switch

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

Notice:

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

In some states, a lanyard attached to the driver at all times is required by law.

1.5 Required Safety Equipment

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

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

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

Personal Flotation Devices (PFDs)

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

Please note that most state laws now require that children 13 years old and under must wear a PFD at all times.

Visual Distress Signals

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

Pyrotechnic Visual Distress Signals

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

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



WARNING



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

Non-Pyrotechnic Devices

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

- **Orange Distress Flag. (Day use only)**
The distress flag is a day signal only. It must be at least 3 x 3 feet with a black square and ball on an orange background. It is most distinctive when attached and waved from a paddle or boat hook.

- **Electric Distress Light. (Night use only)**
The electric distress light is accepted for night use only and must automatically flash the international SOS distress signal. Under Inland Navigation Rules, a high intensity white light flashing at regular intervals from 50-70 times per minute is considered a distress signal.

Fire Extinguishers

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

Fire extinguishers require regular inspections to ensure that:

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



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

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

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

Bilge and Fuel Fires

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

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

Sound Signaling Devices

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

Navigation Lights

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

1.6 First Aid

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

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



First Aid Kit

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

1.7 Additional Safety Equipment

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

Satellite EPIRBs

EPIRBs (Emergency Position Indicating Radio Beacon) operate as part of a worldwide distress system. When activated, EPIRBs will send distress code homing beacons that allow Coast Guard aircraft to identify and find them quickly. The

satellites that receive and relay EPIRB signals are operated by the National Oceanic and Atmospheric Administration (NOAA) in the United States. The EPIRB should be mounted and registered according to the instructions provided with the beacon, so that the beacon's unique distress code can be used to quickly identify the boat and owner.

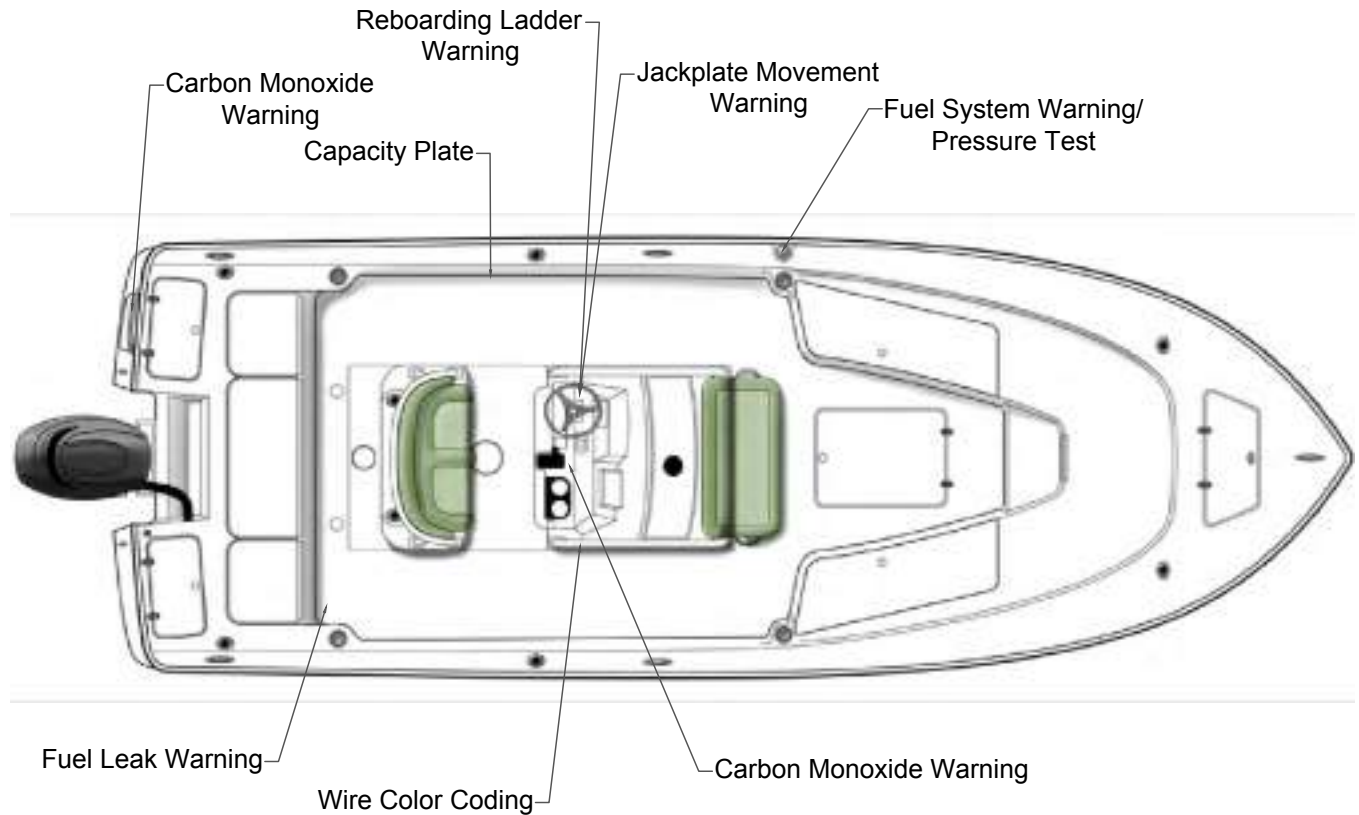
Additional Equipment to Consider:

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

11.8 Caution and Warning Labels

The caution and warning labels shown are examples of the labels that could be on your boat. The actual labels and their location could vary on your boat.

Caution and warning labels must remain legible for the safety of you and your passengers. If a label becomes missing or damaged it must be replaced. Immediately contact your dealer, Scout Customer Service or the National Marine Manufacturer's Association (NMMA) for a replacement.



NOTES

OPERATION

2.1 General

Before you start the engine on your Scout, you should have become familiar with the various component systems and their operation, and have performed a "Pre-Cruise System Check." A thorough understanding of the component systems and their operation is essential to the proper operation of the boat. This manual and the associated manufacturers' information is provided to enhance your knowledge of your boat. Please read them carefully.

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

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

Overloading and improper distribution of weight can cause the boat to become unstable and are significant causes of accidents. Know the weight capacity and horsepower rating of your boat. Do not overload or overpower your boat.

You should be aware of your limitations and the limitations of your boat in different situations or sea conditions. No boat is indestructible, no matter how well it is constructed. Any boat can be severely damaged if it is operated in a manner that exceeds its design limitations. If the ride is hard on you and your passengers, it is hard on the boat as well. Al-

ways modify the boat speed in accordance with the sea conditions, boat traffic and weather conditions.

Remember, it is the operator's responsibility to use good common sense and sound judgment in loading and operating the boat.

2.2 Rules of the Road

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

Notice:

Sailboats not under power, paddle boats, vessels unable to maneuver, vessels engaged in commercial fishing and other vessels without power have the right of way over motor powered boats. You must stay clear or pass to the stern of these vessels. Sailboats under power are considered motor boats

Crossing Situations

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

Meeting Head-On or Nearly-So Situations

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

Overtaking Situations

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

The General Prudential Rule

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

Night Operation

Recreational boats are required to display navigation lights between sunset and sunrise and other periods of reduced visibility such as fog, rain, haze, etc. When operating your boat at night you should:

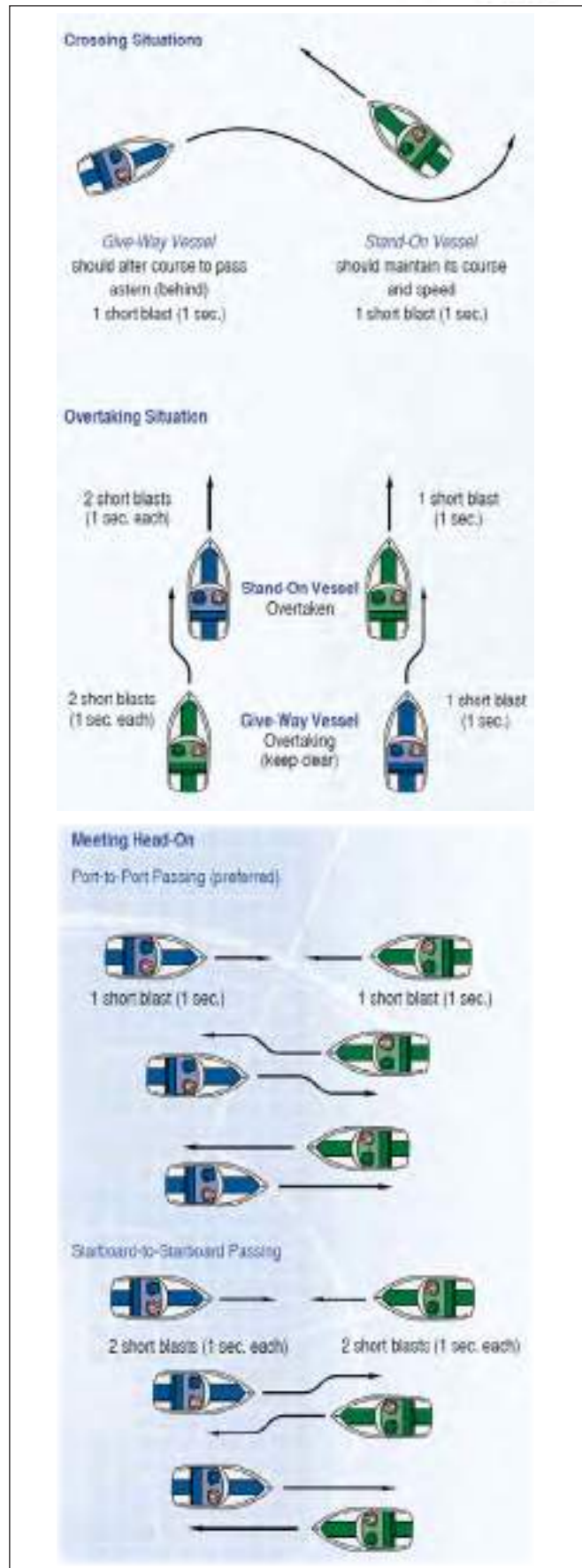
- Make sure your navigation lights are on and working properly. Navigation lights warn others of your position and course and the position and course of other vessels.
- All navigation rules apply. If the bow light of another vessel shows red, you should give way to that vessel, if it shows green, you have the right of way.
- Slow down and never operate at high speeds when operating at night, stay clear of all boats and use good common sense. Always be ready to slow down or steer clear of other vessels, even if you have the right-of-way.
- Avoid bright lights that can destroy night vision, making it difficult to see navigation lights and the lights of other boats. You and your passengers should keep a sharp lookout for hazards, other boats and navigational aids.

Navigation Aids

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

Notice:

Storms and wave action can cause buoys to move. You should not rely on buoys alone to determine your position.



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.

← PORT

Yield right-of-way to boats in your DANGER ZONE!



STARBOARD →

DANGER ZONE (Dead ahead to 2 points abaft your starboard beam)

STORM WARNINGS



RED FLAG
Small craft
(winds up to 33 knots)



2 RED FLAGS
Gale
(winds up to 47 knots)



SQUARE RED FLAG
BLACK BOX
(Storm)



2 SQUARE RED FLAGS
BLACK BOX
(Hurricane)

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

- VESSEL: Open
- BRIDGE: OK
- No
- VESSEL: Replies:
- RADIO: VHF CH. 13

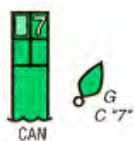
VISUAL

- VESSEL: Open
- BRIDGE: OK
- No
- DAY (Flag)
- NIGHT (Lights)

LATERAL AIDS AS SEEN ENTERING FROM SEAWARD

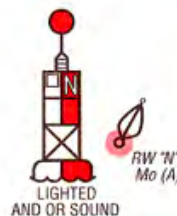
PORT SIDE ODD NUMBERED AIDS

- GREEN LIGHT ONLY
- FLASHING
- OCCULTING
- QUICK FLASHING
- ISOPHASE



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

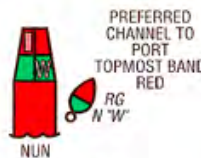
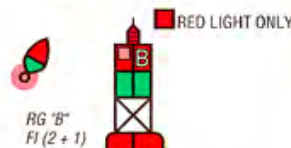
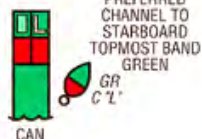
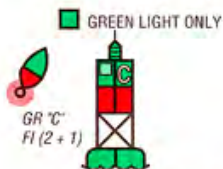
- WHITE LIGHT ONLY
- MORSE CODE



PREFERRED CHANNEL

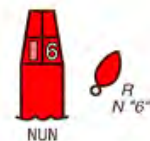
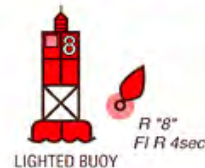
NO NUMBERS — MAY BE LETTERED

- COMPOSITE GROUP FLASHING (2 + 1)



STARBOARD SIDE EVEN NUMBERED AIDS

- RED LIGHT ONLY
- FLASHING
- OCCULTING
- QUICK FLASHING
- ISOPHASE





2.3 Pre-Cruise Check

Before Starting the Engine

- Check the weather forecast. Decide if the planned cruise can be made safely.
- Be sure all required documents are on board.
- Be sure all necessary safety equipment is on board and operative. This should include items like the running lights, spotlight, life saving devices, fire extinguishers, etc. Please refer to the Safety Equipment chapter for additional information on safety equipment.
- Make sure you have signal kits and flare guns aboard and that they are current and in good operating condition.
- Be sure you have sufficient water and other provisions for the planned cruise.
- Leave a written message listing details of your planned cruise with a close friend ashore (Float Plan). The float plan should include a description of your boat, where you intend to cruise, and a schedule of when you expect to arrive in the cruising area and when you expect to return. Keep the person informed of any changes in your plan to prevent false alarms. This information will tell authorities where to look and the type of boat to look for in the event you fail to arrive. A float plan form is located in the Appendix section of this manual.
- Check the amount of fuel on board. Observe the "one third rule" by using: one third of the fuel for the trip out, one third to return and one third in reserve. An additional 15% may be consumed in rough seas.
- Check the water separating fuel filter for water and leaks.
- Check the oil in the engine oil tank (2-cycle engines) or the crankcase oil level (4-cycle engines).
- Turn the battery switch to the OFF position.
- Check the bilge water level. Look for other signs of potential problems. Monitor for the scent of fuel fumes.

- Test the automatic and manual bilge pump switches to make sure the system is working properly.

 **CAUTION** 



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

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

Spark plug wrench	Hammer
Spark plug gap gauge	Electrician's tape
Screwdrivers	Offset screwdrivers
Lubricating oil	Pliers
Jackknife	Adjustable wrench
Basic 3/8" ratchet set	Vise grip pliers
Hex key set	Needle nose pliers
Wire crimping tool	End wrench set
Medium slip-joint pliers	Diagonal cutting pliers
DC electrical test light	
- Have the following spare parts on board:

Extra light bulbs	Spark plugs
Fuses and circuit breakers	Main engine fuses
Assorted stainless screws	Assorted stainless bolts
Flashlight and batteries	Drain plugs
Engine oil	Propeller
Fuel filters	Propeller nuts & Hub
Fuel hose and clamps	Wire ties
Wire connector set	Steering Fluid
Assorted hose clamps	Rags
- Make sure all fire extinguishers are in position and in good operating condition.
- Check the engine and steering controls for smooth and proper operation. Be sure the shift control is in the neutral position.
- Be sure the emergency stop lanyard is attached to the operator and the stop switch.
- Refer to the engine owner's manual for pre-operation checks specific to your engine.

2.4 Operating Your Boat

 **WARNING** 

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



After Starting the Engine

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

Remember:

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

- Avoid sea conditions that are beyond the skill and experience of you and your crew.
- Alcohol and any drugs can severely reduce your reaction time and affect your better judgment.
- Alcohol severely reduces the ability to react to several different signals at once.
- Alcohol makes it difficult to correctly judge speed and distance, or track moving objects.
- Alcohol reduces night vision, and the ability to distinguish red from green.



 **WARNING** 

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

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

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

Before operating the boat for the first time, read the engine break-in procedures. The break-in procedures are found in the owner's manual for the engine. The manual is in the literature packet. Correct break-in operation is critical to ensure proper performance and longer engine life.

 **CAUTION** 

FAILURE TO FOLLOW THE BREAK-IN PROCEDURE MAY RESULT IN REDUCED ENGINE LIFE OR EVEN SEVERE ENGINE DAMAGE IN OUTBOARD ENGINES. MAKE SURE YOU FOLLOW THE BREAK-IN PROCEDURE EXACTLY.

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

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

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

To stop the boat, follow this procedure:

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

Notice:

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

- Turn the ignition key to the OFF position.
- Raise the trim tabs to the full up position.

After Operation

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



CAUTION



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

2.5 Docking, Anchoring and Mooring Docking and Dock Lines

Maneuvering the boat near the dock and securing the boat require skill and techniques that are unique to the water, wind conditions and the layout of the dock. If possible, position a crew member at the bow and stern to man the lines and assist in docking operations. While maneuvering close to the dock consideration must be giving to the wind and current. You should anticipate the effect these forces will have on the boat and use them to help put the boat where you want it. It is important to practice in open water using an imaginary dock enough to develop a sense for the way your boat handles in a variety of docking scenarios. You must be able to foresee the possibilities and have solutions in mind before problems occur.

Approaching a dock or backing into a slip in high winds or strong currents requires a considerable amount of skill. If you are new to boat handling, you should take lessons from an experienced pilot to learn how to maneuver your boat in tight quarters in less than ideal conditions. You should also practice away from the dock during windy conditions.

Dock lines are generally twisted or braided nylon. Nylon is strong and stretches to absorb shock. It also has a long life and is soft and easy on the hands. The line's size will vary with the size of the boat. Typically a 30 to 40 foot boat will use 5/8-inch line and a 20 to 30 foot boat will use 1/2-inch line. The number of lines and their configuration will vary depending on the dock, the range of the tide, and many other factors. Usually a combination of bow, stern and spring lines is used to secure the boat.

Maneuvering to the Dock

Approach the dock slowly at a 30 to 40 degree angle. Whenever possible, approach against the wind or current. Turn the engine straight & shift to neutral when you feel you have enough momentum to reach the dock. Use reverse while turning the steering wheel towards the dock to slow the boat and pull the stern towards the dock as the boat approaches. Straighten the engine and use the engine to stop the boat if it is still moving forward against the pilings. If you executed your approach properly, the boat will lightly touch the pilings at the same time the forward momentum is stopped. Have the dock lines ready and secure the boat as soon as it stops. Use fenders to pro-

tect the boat while it is docked. Keep the engine running until the lines are secured.

Backing into a Slip

Approach the slip with the stern against the wind or current and the engine straight ahead. Use the engine and turn the steering wheel to maneuver the boat into alignment with the slip. Reverse the engine and slowly back into the slip. Shift from reverse to neutral frequently to prevent the boat from gaining too much speed. Move the stern right and left by shifting the engine in and out of gear and turning the wheel in the direction you want the stern to go. When nearly in the slip all the way, straighten the engine and shift to forward to stop. Keep the engine running until the lines are secured.

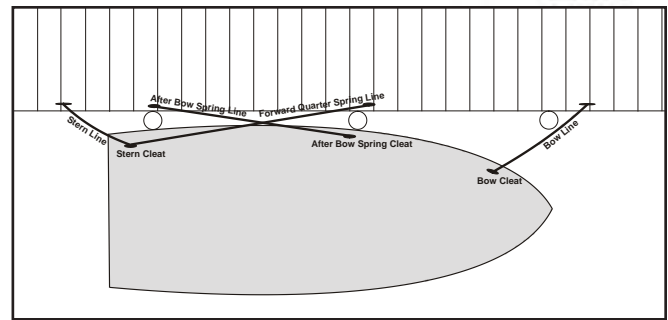
Securing Dock Lines

Securing a boat along side the dock typically requires a bow and stern line and two spring lines. The bow and stern lines are usually secured to the dock at a 40° angle aft of the stern cleat and forward of the bow cleat. The after bow spring line is secured to the dock at a 40° angle aft of the after bow spring cleat. The forward quarter spring is secured to the dock at a 40° angle forward of the stern cleat. The spring lines keep the boat square to the dock and reduce fore and aft movement while allowing the boat to move up and down with the tide.

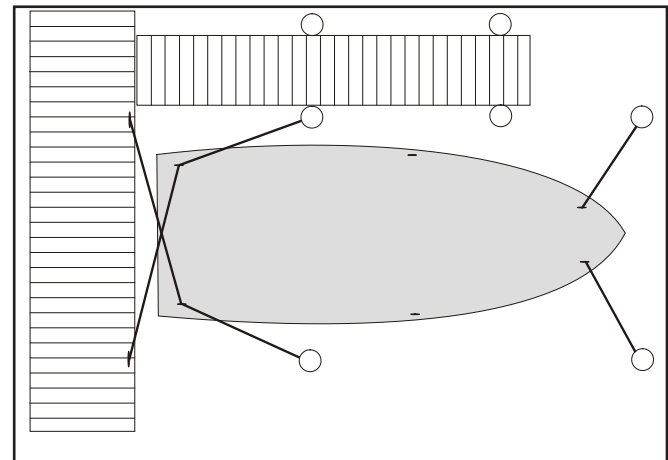
Securing a boat in a slip is somewhat different. It typically requires two bow lines secured to pilings on each side of the bow, two stern lines secured to the dock and two spring lines that prevent the boat from hitting the dock. The bow lines are typically secured with enough slack to allow the boat to ride the tide. The stern lines are crossed. One line runs from the port aft boat cleat to the starboard dock cleat and the other line runs from the starboard aft boat cleat to the port cleat on the dock. The stern lines center the boat, control the forward motion, and allow the boat to ride the tide. Two forward quarter spring lines typically are secured to the stern cleats and to mid ship pilings or cleats. The spring lines keep the boat from backing into the dock while allowing it to ride the tide.

Leaving the Dock

Always start the engine and let it warm up for 10 to 15 minutes before releasing the lines. Boats steer from the stern and it is important that you achieve enough clearance at the stern to ma-



Securing The Boat Along Side A Dock (Typical)



Securing The Boat In A Slip (Typical)

neuver the boat as quickly as possible. Push the stern off and maneuver such that you get stern clearance quickly. Proceed slowly until well clear of the dock and other boats.

Mooring

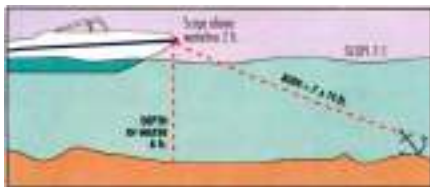
Approach the mooring heading into the wind or current. Shift to neutral when you have just enough headway to reach the buoy. Position a crew member on the bow to retrieve the mooring with a boat hook and secure the line. Keep the engine running until the line is secured.

Leaving a Mooring

Start the engine and let it warm up for several minutes before releasing the mooring line. The boat will already be headed into the wind, so move it forward enough to loosen the line and untie it. Back the boat away from the mooring until you can see the buoy. Move the boat slowly away from the mooring.

Anchoring

Make sure the bitter end of the anchor rode is attached to the boat before dropping the anchor. Bring



the bow into the wind or current and put the engine in neutral. When the vessel comes to a stop, lower the anchor over the bow. Pay out anchor line so that it is at least 5 to 7 times the depth of the water and secure the line to a cleat. Use caution to avoid getting your feet or hands tangled in the line. Additional scope of 10 times the depth may be required for storm conditions. Check landmarks on shore to make sure the anchor is not dragging. If it is dragging, you will have to start all over. It is prudent to use two anchors if you are anchoring overnight or in rough weather.

Releasing the Anchor

Release the anchor by driving the boat slowly to the point where the anchor line becomes vertical. It should release when you pass that point. If the anchor doesn't release right away, stop the boat directly above the anchor and tie the line to the cleat as tight as possible. The up and down movement of the boat will usually loosen the anchor within a minute. Make sure you secure the anchor and properly stow the line before operating the boat.



WARNING



NEVER ANCHOR THE BOAT BY THE STERN. THE STERN OF THE BOAT IS VULNERABLE TO SWAMPING FROM WAVE ACTION. ADDITIONALLY, WIND AND CURRENT WILL PUT MORE STRESS ON THE ANCHOR WHEN IT IS ATTACHED TO THE STERN. ONLY ANCHOR THE BOAT BY THE BOW

2.6 Controls, Steering & Propulsion System Failure

If the propulsion, control or steering system fails while you are operating the boat, bring the throttle to idle and shift to neutral. Decide whether you need to put out the anchor to prevent the boat from drifting or to hold the bow into the seas. Investigate and correct the problem if you can. Turn the engine off before opening the engine cowling to make repairs. If you are unable to correct the problem, call for help.

2.7 Collision



If your boat is involved in a collision with another boat, dock, piling or a sandbar, your first priority is to check your passengers for injuries and administer first aid if necessary. Once your passenger's situations are stabilized, thoroughly inspect the boat for damage. Check below decks for leaks and the control systems for proper operation. Plug all leaks or make the necessary repairs to the control systems before proceeding slowly and carefully to port. Request assistance if necessary. Haul the boat and make a thorough inspection of the hull and running gear for damage.

2.8 Grounding, Towing & Rendering Assistance

The law requires the owner or operator of a vessel to render assistance to any individual or vessel in distress, as long as his vessel is not endangered in the process.



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

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


DANGER


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

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


WARNING


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

2.9 Flooding or Capsizing

Boats can become unstable if they become flooded or completely swamped. You must always be aware of the position of the boat to the seas and the amount of water in the bilge. Water entering the boat over the transom can usually be corrected by turning the boat into the waves. If the bilge is flooding because of a hole in the hull or a defective hose, you may be able to plug it with rags, close the thru-hull valve or assist the pumps by bailing with buckets. Put a mayday call in to the Coast Guard or nearby boats and distribute life jackets as soon as you discover your boat is in trouble.

If the boat becomes swamped and capsizes, you and your passengers should stay with the boat as long as you can. It is much easier for the Coast Guard, aircraft, or other boats to spot, than people in the water.

2.10 Fishing

Fishing can be very exciting and distracting for the operator when the action gets intense. You must always be conscious of the fact that your

primary responsibility is the safe operation of your boat and the safety of your passengers and other boats in the area.

You must always make sure the helm is properly manned and is never left unattended while trolling. If your boat is equipped with a tower, caution and good common sense must be exercised whenever someone is in the tower. Most towers are designed for two average-sized people. Remember, weight in the tower raises the boat's center of gravity and the boat's motion is greatly exaggerated for the people in a tower.

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

2.11 Water Skiing and Wakeboarding

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

Always use high quality tow ropes with attachment loops when pulling wakeboarders or skiers and only attach the tow rope to the ski tow fittings on the optional ski tow bar. Never use mooring cleats or grab rails to pull skiers. They are not designed for towing skiers and injury to skiers or passengers and/or damage to the boat could result.

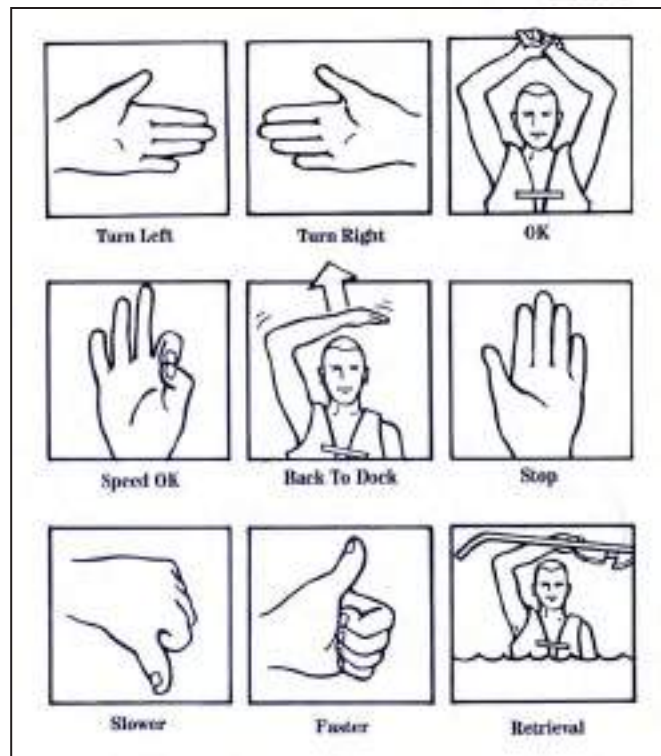
The tow rope should always be attached using the attachment loops and never tied to the ski tow or to any type of metal hook attached to the tow fitting. Tied ski ropes are very difficult to remove and metal hooks will damage the ski tow fitting and the engine cowling. Metal hooks also can cause injury to your skiers if the metal hook breaks under the strain of the tow.

When attaching a tow rope using the attachment loops, hold the attachment loop in one hand and pull a length of rope on the handle side of the loop through the loop, creating another 6" loop. Slide the loop just created over the ski tow fitting and pull the handle side of the rope to tighten the loop around the tow fitting. This procedure will attach the rope securely to the ski tow, be easy to remove and will not come off if the skier or wakeboarder falls.

WARNING

THE OPTIONAL SKI TOW BAR IS DESIGNED FOR TOWING WATER SPORTS DEVICES ONLY. DO NOT TOW MORE THAN ONE PERSON AT A TIME FROM THE TOW BAR. IMPROPER USE OR OVERLOADING THE SKI TOW BAR CAN CAUSE DAMAGE TO THE TOW BAR AND/OR BOAT.

FAILURE TO ADHERE TO THESE GUIDELINES MAY CAUSE PERSONAL INJURY TO PASSENGERS.



Common Hand Signals for Water Sports Activities

The following safety precautions should be observed while towing water skiers.

- Water ski only in safe areas, away from other boats and swimmers, out of channels, and in water free of underwater obstructions. The area should be at least 5 feet deep, 3000 feet long and have at least 100' between each side of the boat and any obstructions.
- Make sure that anyone who skis can swim. Do not allow people who cannot swim to water ski.
- Be sure that the skier is wearing a proper life jacket. A water skier is considered on board the boat and a Coast Guard approved life jacket is required. It is advisable and recommended for a skier to wear a flotation device designed to withstand the impact of hitting the water at high speed.
- Make sure to inspect the ski equipment and tow rope before each ski session. Never use equipment that is damaged or with loose screws, torn boots, severe corrosion or tears in the fabric. You should also inspect the ski tow rope and replace if it is frayed, has unnecessary knots or damage. Never use a ski tow line that is questionable.
- Always carry a second person on board to observe the skier or wakeboarder so that your full attention can be given to the safe operation of the boat. The operator should pay attention to driving the boat and have the observer keep him updated on the skier. Never ski after dark. It is hazardous and illegal. Neither the boat operator or skier can see well enough to navigate at skiing or wakeboarding speeds safely at night.
- Never spray swimmers, boats, rafts or other skiers. The risk for a collision makes this dangerous for the skier and people being sprayed.
- Some lakes have an approved tow pattern for skiing. Always make sure to follow the pattern on these lakes.
- Never follow directly behind another boat while pulling skiers. Always stay a safe distance behind or off the side of other boat traffic. If the boat you are following stops unexpectedly, you may not be able to respond quick enough endangering your skier and occupants of both boats.

- Never follow behind another boat pulling a skier for any reason, even if you are not pulling a skier. If the skier you are following falls, you may not be able to respond quick enough and could run over the skier.
- When pulling multiple skiers, make sure the ropes are the same length. Never pull multiple skiers with tow ropes of different lengths.
- Never drive the boat or participate in any water sports activity like skiing, tubing or wakeboarding while under the influence of alcohol or drugs. Alcohol can severely impair your judgement, ability to respond and depth perception.
- Always make sure to slowly pull the slack out of the ski rope and wait for the OK from the skier before advancing the throttle to ensure the rope is not wrapped around the skier and that the skier is ready. Never advance the throttle until the skier provides the ready signal.
- When turning around to pick up a fallen skier, make sure to look for other boat traffic in the direction of the turn before you turn the boat.
- Approach a skier in the water from the downwind side and be certain to stop the motion of the boat and your motor before coming in close proximity to the skier.
- Give immediate attention to a fallen skier. A fallen skier is very hard to see by other boats and is extremely vulnerable. When a skier falls, be prepared to immediately turn the boat and return to the skier.
- Never leave a fallen skier alone in the water for any reason and have an observer display a skier down flag to alert other boaters that your skier has fallen.
- Agree on hand signals to be used between the observer and skier to communicate. This is important to eliminate confusion and ensure the safety of your skiers, wakeboarders or tubers. Refer the Hand Signals drawing on this page for signals that are commonly used during water sports activities.
- Make sure the observer watches for the skier's signal to indicate he or she is OK. If the signal is not seen immediately, assume the skier is injured and in need of immediate assistance. Be prepared to respond quickly.
- For additional information on water skiing, including hand signals and water skiing manuals, contact the American Water Skiing Association in Winter Haven, Florida, 813-324-4341.



WARNING



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

2.12 Teak Surfing

Teak Surfing is a new and dangerous boating fad that involves an individual holding on to the swim platform of a vessel while a wake builds up then lets go to body surf the wave created by the boat; hence the term "Teak Surfing." This activity puts that individual directly in the path of the boat's exhaust and poisonous carbon monoxide. Because of the multiple dangers associated with teak surfing and the carbon monoxide problem in particular, the Coast Guard has issued a safety alert that strongly advises the public not to engage in teak surfing and warns that teak surfing may cause carbon monoxide poisoning and even fatalities.

Teak surfing not only exposes an individual to potentially fatal concentrations of carbon monoxide from the engine exhaust, it exposes them unnecessarily and dangerously to the boat's propeller. The danger is compounded by the fact that individuals do not usually wear a life jacket when teak surfing.

Teak surfing is an extremely dangerous activity and you should never allow anyone to "Teak Surf" behind your boat or be in the water near the ladder or swim platform while the engine is operating.



WARNING



TEAK SURFING (HOLDING ONTO THE SWIM PLATFORM WHILE BOAT IS UNDERWAY) IS EXTREMELY DANGEROUS AND CAN CAUSE SEVERE INJURY OR DEATH. TEAK SURFING PUTS AN INDIVIDUAL DIRECTLY IN THE PATH OF THE BOAT'S EXHAUST AND EXPOSES THEM TO POISONOUS LEVELS OF CARBON MONOXIDE. IT ALSO EXPOSES AN INDIVIDUAL TO THE POSSIBILITY OF BEING THROWN INTO THE PROPELLERS. YOU SHOULD NEVER ALLOW ANYONE TO TEAK SURF BEHIND YOUR BOAT OR TO BE IN THE WATER NEAR THE LADDER OR SWIM PLATFORM WHILE THE ENGINE IS RUNNING.

2.13 High Speed Operation

With some engine options, your boat will be capable of achieving speeds in excess of 50 MPH. High speed operation requires the full attention of the operator and strict precautions to avoid loss of control and/or engine damage.

The operator should always have the emergency stop switch lanyard attached to a belt loop before operating at high speeds. This will immediately stop the engine if the operator is unexpectedly thrown from the helm or out of the boat. Always keep one hand on the throttle and be ready to immediately slow down if handling difficulties occur or when approaching boat traffic, boat wakes or rough water. Never operate your boat above idle speed without the emergency stop lanyard attached to a belt loop.

Engine Height and Trim

Trim and engine height is critical at high speeds. Excessive trim or engine height can cause your boat to become difficult to handle at high speeds. This can cause loss of control or severe engine damage. You should be aware of the maximum trim angle and engine height for your boat and never exceed those limits when operating at high speeds.

Boats with a Jack Plate

If your boat is equipped with a jack plate, you should be aware of the maximum safe height setting for the engine while operating at high speeds. When the engine is set too high, the propeller will be too close to the surface of the water which can cause cavitation or propeller slip. This can cause the engine RPM to exceed safe limits and damage the engine. Cavitation also reduces directional control and can cause loss of control at high speeds. A light, less responsive feel in the

steering is an indication that the engine is too high and you should slow down immediately.

You must also be aware that water intake for the engine cooling pump can enter turbulence when the engine is too high. This will reduce the efficiency of the pump and could damage the pump impeller and/or cause the engine to overheat.

Engine Trim

Engine trim is important at any speed, but is critical at high speeds. The most efficient angle for an outboard's gear case to run is parallel with the water. When your boat is trimmed properly, steering wheel torque is minimal and the front of the boat is slightly (2 or 3 degrees) above parallel to the surface.

Make sure you don't over trim. Over trimming, setting engine trim to high, will cause hard steering and propeller cavitation. An over trimmed engine not only slows the boat, it can make the boat hard to steer and could cause the engine RPM to exceed safe limits causing damage to the engine. Additionally, over trimming at high speeds causes excessive hull angles which allows air pressure from the wind to lift the hull at high speeds. This wind pressure can cause the hull to lose contact with the water and become unstable. Always slow down to a safe speed immediately and adjust the trim angle if you accidentally over trim the engine while operating at high speed.

Chine Walk



Chine walk is a back-and-forth wobbling of the hull created by the effects from propeller torque and hydrodynamic forces when the boat is over trimmed while operating high speed. Chine walk can be dangerous and can cause the operator to lose control of the boat if it becomes excessive. Under certain conditions all V-hulled boats can develop chine walk at high speeds no matter how well the boat is designed.

Chine walk occurs when an excessive hull angle allows wind pressure to lift the hull from the water to the point where there is not enough hull making contact with the water to counteract propeller torque and balance the boat. This causes the hull to wobble side to side or chine to chine. The wobbling typically gets worse quickly if it is allowed to continue and can cause the operator to lose control. If the wobbling becomes excessive, then each chine can alternately catch the water as the boat rocks from side to side (hence the term

“chine walking”) and cause the boat to spin out of control. In extreme situations, the spin can be violent enough to throw the operator and/or passengers from the boat.

Always keep your hand on the throttle when operating your boat at high speeds and never try to drive a boat through a chine walk. If you feel the boat begin to rock from side to side, slow down immediately. The only way to eliminate chine walking is to reduce power and slow down. The problem can then be corrected by adjusting the engine trim and/or height. Remember that boat wakes or other water conditions can cause the hull to begin chine walking while operating at high speed. Always be vigilant, look far ahead of the boat and be ready to slow down if you see or anticipate conditions that may induce chine walking.

- Make sure to approach the person from the downwind side and maneuver the boat so the propeller is well clear of the person in the water.
- Turn off the engines when the person is alongside and use a ring buoy or a boat cushion with a line attached, a paddle or boathook to assist him to the boat. Make sure you don't hit him with the ring buoy or the boat.
- Pull the person to the boat and assist him on board.
- Check the person for injuries and administer first aid if necessary. If the injuries are serious, call for help. Refer to the Safety Equipment chapter for more information on first aid and requesting emergency medical assistance.

 **DANGER** 

CHINE WALKING CAN CAUSE LOSE OF CONTROL RESULTING IN SEVERE INJURY OR DEATH TO PASSENGERS AND DAMAGE TO THE BOAT. THE OPERATOR SHOULD ALWAYS HAVE THE EMERGENCY STOP SWITCH LANYARD ATTACHED TO A BELT LOOP, KEEP ONE HAND ON THE THROTTLE AND BE READY TO IMMEDIATELY SLOW DOWN WHILE OPERATING THE BOAT AT HIGH SPEED.

THE OPERATOR SHOULD BE VIGILANT, LOOKING FAR AHEAD OF THE BOAT AND BE PREPARED TO SLOW DOWN FOR BOAT TRAFFIC, BOAT WAKES, ROUGH WATER OR IF THE BOAT BEGINS TO ROCK FROM SIDE TO SIDE WHILE OPERATING AT HIGH SPEED. NEVER ATTEMPT TO DRIVE THE BOAT THROUGH A CHINE WALK. ALWAYS IMMEDIATELY REDUCE POWER AND SLOW DOWN.

2.15 Trash Disposal

The discharge of plastic trash or trash mixed with plastic is illegal anywhere in the marine environment. Regional, State, and local restrictions on garbage discharges also may apply. On boats larger than 25 feet, a placard that outlines the laws governing the discharge of garbage should be displayed in a conspicuous location.

Responsible boaters store refuse in bags and dispose of it properly on shore. You should make sure your passengers are aware of the local waste laws and the trash management procedure on your boat.

2.14 Man Overboard

If someone falls overboard, you must be prepared to react quickly, particularly when you are offshore. The following procedures will help you in recovering a person that has fallen overboard.

- Immediately stop the boat and sound a man overboard alarm and have all passengers point to the person in the water.
- Circle around quickly and throw a cushion or life jacket to the person, if possible, and another to use as a marker.
- Keep the person on the driver side of the boat so you can keep him in sight at all times.

2.16 Trailering Your Boat

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

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

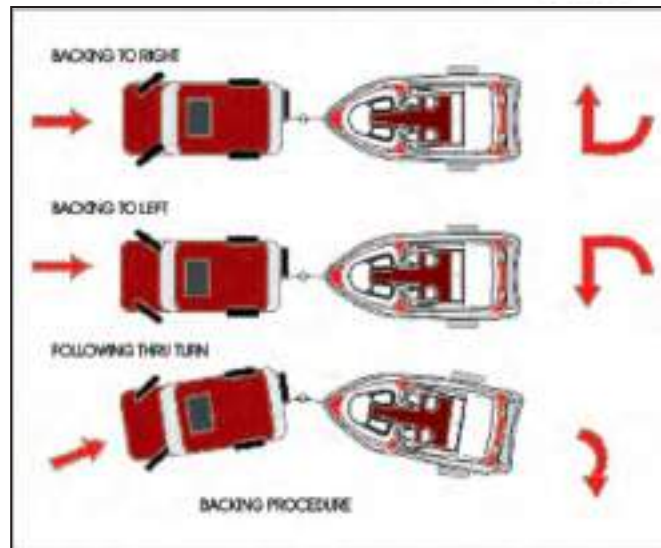
Important Note:

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

Notice:

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

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



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



WARNING



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

Before Going Out On The Highway:

- SIDE CURTAINS, CLEAR CONNECTOR, BACK DROP and AFT CURTAIN must be removed when trailering. Canvas enclosures are not designed to withstand the extreme wind pressure encountered while trailering and will be damaged. Always remove and properly store the enclosure before trailering your boat.
- Make sure the tow BALL and TRAILER COUPLER are the same size and bolts and nuts are tightly secured.
- The COUPLER MUST BE COMPLETELY OVER THE BALL and the LATCHING MECHANISM LOCKED DOWN.

- Make sure the TRAILER IS LOADED EVENLY from front to rear as well as side to side and has the correct weight on the hitch. Too much weight on the hitch will cause the rear of the tow vehicle to drag and may make steering more difficult. Too little weight on the hitch will cause the rig to fishtail and will make controlling the tow vehicle difficult. Contact your trailer manufacturer or dealer for the correct weight on the hitch for your trailer.
- The SAFETY CHAINS must be attached crisscrossing under the coupler to the frame of the tow vehicle. If the ball was to break, the trailer would follow in a straight line and prevent the coupler from dragging on the road. Make sure the trailer emergency brake cable or chain is also installed to the tow vehicle frame.
- Make sure the LIGHTS on the trailer function properly.
- CHECK THE BRAKES. On a level parking area roll forward and apply the brakes several times at increasing speeds to determine if the brakes on the tow vehicle and trailer are working properly.
- Make sure the tow vehicle has SIDE VIEW MIRRORS that are large enough to provide an unobstructed rear view on both sides of the vehicle.
- CHECK THE TIRES and WHEEL BEARINGS.
- Check the boat to ensure that no damage occurred while traveling.
- Remove tie downs and the turnbuckle or safety chain at the bow eye.
- Make sure the winch cable or strap is attached to the bow eye and winch is set to the locked position.
- Raise the engine to remove supports and to provide proper clearance for launching so it will not hit bottom or the end of the ramp.
- Install the drain plug.
- Attach a line to the bow and the stern of the boat so that the boat can be maneuvered to the dock after launching if necessary or to make docking easier.
- It is best to have someone in the boat while launching. If you have experienced help, have one of them get in the boat before proceeding to the ramp.
- Double check to ensure the boat is ready and proceed slowly to ramp. If you have a help, have them help guide you to the ramp if necessary.

Notice:

Make sure your towing vehicle and trailer are in compliance with all state and local laws. Contact your state motor vehicle bureau for laws governing the towing of trailers.

Launching

- Back the boat into the water slowly and keep the rear wheels of the tow vehicle out of the water.
- Set the parking brake, put the transmission in park and put tire chocks in place behind the rear wheels.
- Lower the motor and prepare to start the engine. (If the boat is equipped with a bilge blower, it should be activated before proceeding to the ramp)
- Start the engine and check the cooling system for water flow. Allow the engine to warm up slightly until it will idle without stalling.
- Release the winch hook and push or back the boat off the trailer.
- Drive the boat to a spot on the dock well away from the ramp and finish loading if necessary.

Boat Launching and Retrieval Pre-Launching Preparations

For the courtesy of others, always prepare your boat for launching in the staging area away from the ramp.

Retrieval

The steps for pulling your boat from the water are basically the reverse of those taken to launch it. However, there are certain conditions to consider that did not exist during launching. Wind, current, rough water and other factors can make retrieval more challenging and must be taken into account while maneuvering the boat to the trailer.

- Every boat trailer has an optimum depth for retrieval. If it is backed in too far, it may be difficult to center the boat properly on the trailer as it is removed from the water. If it is not backed in far enough, it may be difficult to winch the boat on the trailer. With experience, you will get to know your boat and trailer and the best depth for the trailer while loading the boat.

- With the trailer at the proper depth, raise the engine half way and carefully maneuver the boat slowly and carefully to the trailer.
- Attach the winch strap or cable to the bow eye, turn off the engine and raise it to the full up position. Then winch the boat onto the trailer. Most trailers will automatically center the boat as it is loaded if the trailer is at the proper depth.
- Slowly pull the boat and trailer up the ramp and to the designated staging area.
- Secure the boat to the trailer and prepare the boat canvas and all items for travel on the road.
- Always perform a safety check of the boat and trailer before going out on the highway.

If you are new to trailering a boat, remember that practice will make launch and retrieval easy. Your dealer can provide valuable assistance if you are having difficulty launching or retrieving your boat.

PROPULSION SYSTEM

3.1 General

Your Scout is designed to be powered with a single 4-cycle outboard motor. 4-cycle outboard motors do not use an oil injection system and are not equipped with remote oil tanks. They have an oil sump in the crankcase that must be kept full of the type of oil recommended by the engine manufacturer. The oil must be checked before each use and changed regularly.

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



Typical Outboard Motor

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

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



3.2 Drive System Corrosion

Each outboard motor is a complete drive system with the gear case being just forward of the propeller and connected to the power head with a vertical drive shaft. All engines require some maintenance. Routine maintenance recommended for your engine is outlined in the engine owner's manual. Routine maintenance is normally the primary concern unless the boat is to be kept in saltwater for extended periods of time. Then the main concerns are marine growth and galvanic corrosion.

Marine growth occurs when components are left in the water for extended periods and can cause poor performance or permanent damage to the exposed components. The type of growth and how quickly it occurs is relative to the water conditions in your boating area. Water temperature, pollution, current, etc. can have an effect on marine growth.

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

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

 **CAUTION** 

DO NOT PAINT AN OUTBOARD MOTOR WITH ANTI-FOULING PAINTS DESIGNED FOR BOAT HULLS. MANY OF THESE PAINTS CAN CAUSE SEVERE DAMAGE TO THE ENGINE. CONTACT YOUR SCOUT DEALER OR ENGINE MANUFACTURER FOR INFORMATION ON THE PROPER PAINTING PROCEDURES.

3.3 Engine Lubrication



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

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

3.4 Engine Cooling System

Outboard engines are raw water (seawater) cooled. Water is pumped through the water inlets, circulated through the engine block, and relinquished with the exhaust gases through the propeller hub. The water pump uses a small impeller made of synthetic rubber. The impeller and water pump cannot run dry for more than a few seconds. In most outboard motors, some cooling water is diverted through ports below the engine cowling. This allows the operator to visu-

ally check the operation of the cooling system. When the engine is started, always check for a steady stream of water coming out of those ports.

 **CAUTION** 

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

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

3.5 Propeller

The propellers convert the engine's power into thrust. They come in a variety of styles, diameters and pitches. The one that will best suit the needs of your boat will depend somewhat on your application and expected average load. Propeller sizes are identified by two numbers stamped on the prop in sequence. The 1st number in the sequence (example 14" x 21") is the diameter of the propeller, and the 2nd number is the pitch. Pitch is the theoretical distance traveled by the propeller in each revolution.

Always repair or replace a propeller immediately if it has been damaged. A damaged and therefore out of balance propeller can cause vibration that can be felt in the boat and could damage the engine gear assembly. Refer to the engine owner's manual for information on propeller removal and installation.

3.6 Performance Issues and Propellers

It is extremely important that the boat is propped to run at or very near the recommended top RPM with an average load. If the top RPM is above or below the recommend range, the propeller must be changed to prevent loss of performance and possible engine damage.

Notice:

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

Your boat was shipped with a propeller that typically provides optimum performance for your boat. However there are factors that can affect performance and propeller requirements.

The following are some other factors to consider:

- You should be sure the load conditions are those normally experienced. If the boat ran in the required RPM range when it was new and you have not added any additional gear or heavy equipment and have not damaged the propeller, there is a good chance the propeller is not the problem.
- The addition of heavy equipment such as a hardtop, additional coolers, etc., will cause additional load on the engine. Consequently, a different propeller may be required.



Typical Yamaha Saltwater Series Propeller

- Boats operated at high altitudes (above 2000 feet). Engines operated at high altitudes will not be able to develop as much horsepower as they do at or near sea level. Consequently, a different propeller may be required.

Notice:

Outboard engines can be damaged and the warranty void if the boat is not propped correctly. Always consult your dealer or authorized engine service dealer when making changes to the propeller or if the boat does not run near the top recommended RPM.

3.7 Engine Instrumentation

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

Notice:

Many Scout boats are equipped multifunction instruments. A brief description of those instruments and their function is listed in this section. Please refer to the engine owner's manual for detailed information on the operation of the instruments.

Tachometer

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

Some tachometers may also contain the engine trim meter, oil level indicator or other gauges or alarm indicators.

CAUTION

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

Speedometer

The speedometer indicates the speed of the boat in miles per hour. Most speedometers measure the water pressure against a small hole in a pickup tube located in the engine lower unit or mounted on the bottom of the transom. Some speedometers also contain the fuel meter and low fuel warning light or other gauges or alarm indicators.



Typical Outboard Engine Instrumentation

Overheat Warning Indicator

The temperature warning indicates that the temperature of the engine is too high. A sudden increase in the temperature could indicate an obstructed water inlet or an impeller failure. On engines, the overheat warning indicator is built into each tachometer and will start to blink if the engine temperature is too high.

CAUTION

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

Fuel Gauge

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

The fuel gauge is built into the speedometer on some multi-gauges. Some fuel gauges will begin to blink if the fuel in the monitored tank drops too low.

Voltmeter

The voltmeter displays the voltage for the battery and the charging system. The normal voltage is 11 to 12 volts with the engines off, and 13 to 14.5 volts with the engines running. Some gauges will begin to blink if the voltage in the battery drops too low.

Hour Meter



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

Engine Tilt/Trim Gauge

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

Engine Alarms

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

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

Fuel Management

Fuel management systems are standard equipment with some outboard engines. Typically, the fuel management gauge is a multifunction gauge used to monitor the gallons per hour, miles per gallon, total gallons used and engine synchronization.

If you have a fuel management system installed on your boat, please refer to the engine or fuel management manual for detailed information on that system.

Depth Gauge (Optional)

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



Compass

Compass

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

Instrument Maintenance

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

NOTES

HELM CONTROL SYSTEMS

4.1 General

The helm controls consist of three systems: the engine throttle and shift control, the steering system, and the trim tab control switches. These systems provide the operator with the ability to control the direction and attitude of the boat from the helm station. Some models could also be equipped with an optional hydraulic jack plate that allows the operator to control the height of the engine.

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

4.2 Engine Throttle and Shift Controls

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

Cable Engine Control

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

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



Yamaha Single Engine Binnacle Style Electronic Control

RPM while in neutral for cold starting and warm-up purposes.

Electronic Engine Control

The electronic control system consists of three major components: the electronic control head, instruments and keypad, the control processors and applicable harnesses. The control is completely electronic and there are no cables.

The control has a single lever for the engine that operates as a gearshift and a throttle. General operation will include a position for neutral (straight



up and down or slightly aft of vertical), a forward position (the 1st detent forward of neutral) and a reverse position (the 1st detent aft of neutral). Advancing the control lever beyond the shift range advances the throttle in forward or reverse. Each control is equipped with a means of permitting the engine to be operated at a higher than idle RPM while in neutral for cold starting and warm-up purposes. The control lever is equipped with adjustable control head detent and friction settings.

The engine control and key pad typically have integrated switches and indicator lights which allow the operator to control all aspects of the boat's propulsion system. LED lights on the control indicate that the control is activated and the engine can be started.

The most common features activated by control switches are:

- Starter lockout, which prevents the engine from being started in gear.
- Gear lockout, which allows the engine RPM to be advanced in neutral safely.
- Battery voltage warning indicator that warns the operator of high or low voltage supplied to the system (audible alarm)
- Trolling feature that allows the operator to increase the engine speed in 50 RPM increments while operating at trolling speeds between 600 - 1000 RPM.

These features and others not mentioned require specific procedures to activate and operate them properly. Some of the procedures and features are unique to the engine and other options installed on your boat. It is essential that you read the owner's manual for the controls and be completely familiar with their operation before using your boat.

 **CAUTION** 

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

4.3 Neutral Safety Switch



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

The neutral safety switch should be tested periodically to ensure that it is operating properly. To test the neutral safety switch, make sure the engine is tilted down and move the shift lever to the forward position. **Make sure the control lever is not advanced past the idle position.** Turn the ignition key to the start position just long enough to briefly engage the starter for the engine. **Do not hold the key in the start position long enough to start the engine.**

Notice:

Some engines are equipped with a computer controlled start feature that will keep the starter engaged until the engine starts.

The starter should not engage. Repeat this test with the shift lever in reverse and the engine throttle at idle. Again, the starter should not engage. If the starter engages with the shift control in any position other than the neutral position, then the neutral safety switch is not functioning properly and you should contact your dealer and have the neutral safety switch repaired before using your boat. If the engine starts in gear during this test, immediately move the control lever to the neutral position.

 **WARNING** 

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

4.4 Engine Power Tilt and Trim

All outboard engines have a tilt and trim feature. Most engines have tilt/trim switch built into the engine shift and throttle control that allows the operator to control the position of the outboard from the helm. The switch on the control lever grip activates the tilt/trim for the engine.

Moving the outboard closer to the boat transom is called trimming "in" or "down." Moving the outboard further away from the boat transom is called trimming "out" or "up." In most cases, the boat will run best with the outboard adjusted so the hull will run at a 3 to 5 degree angle to the water.

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

On some models, the stern hatch or seat backrest must be closed or folded down before tilting the engine to the full up or trailering position. If the hatch is open or the backrest is up when the engine is tilted to the full up position, the cowling will hit the hatch or backrest causing damage to the engine cowling and boat. Always make sure the hatch is closed or the backrest is lowered before tilting the engine.



Typical Tilt & Trim Control Switch

CAUTION

THE ENGINE COWLING WILL HIT THE STERN HATCH OR STERN SEAT BACKREST IF THE HATCH IS OPEN OR THE BACKREST IS UP WHEN THE ENGINE IS TILTED TO THE FULL UP OR TRAILERING POSITION ON SOME MODELS. THIS CAN CAUSE SEVERE DAMAGE TO THE ENGINE COWLING AND THE BOAT. ALWAYS MONITOR THE ENGINE AS IT TILTS AND MAKE SURE THE STERN HATCH IS CLOSED OR THE BACKREST IS DOWN BEFORE TILTING THE ENGINE TO THE FULL UP POSITION.

CAUTION

THE ENGINE HOSES AND CABLES OR THE TRANSOM GEL COAT CAN BE DAMAGED BY TILTING THE ENGINE TO THE FULL UP POSITION WITH THE ENGINE TURNED TO THE WRONG POSITION OR WITH THE OPTIONAL JACK PLATE SET TOO LOW. MOST BOATS REQUIRE THE STEERING WHEEL TO BE TURNED COMPLETELY TO STARBOARD AND THE JACK PLATE RAISED SLIGHTLY BEFORE TILTING THE ENGINE TO THE FULL UP POSITION. YOU SHOULD MONITOR THE ENGINE AS IT TILTS TO DETERMINE BEST FULL TILT ENGINE AND JACK PLATE POSITIONS FOR YOUR BOAT.

CAUTION

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

4.5 Engine Stop Switch

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

Refer to the engine owner's manual for more information on the engine stop switch.



Typical Engine Stop Switch & Lanyard

4.6 Hydraulic Jack Plate

Your boat could be equipped with an optional hydraulic jack plate engine mounting system that allows the operator to raise and lower the engine with a switch at the helm. The engine can be moved up for shallow water operation and moved down for normal operation.

Most Jack plates provide lift beyond the operation range of an outboard. If the engine is set too high it can cause handling difficulties or raise the intake for the cooling system above the waterline and cause the engine to overheat and/or damage to the water pump. You should know the maximum safe height for your engine and never operate the boat with the engine set too high.

On some models, the hydraulic steering cylinder and the boat transom can be damaged if the engine is tilted to the full up position with the Jack Plate set too low. Typically, the Jack Plate should be raised before tilting the engine to the full up position. The minimum safe setting is dependant on the engine and other features unique to your boat. You should be aware of the proper setting for the Jack Plate on your boat and monitor the engine when it is tilted to prevent damage.



Typical Hydraulic Jack Plate

4.7 Steering System

Manual Hydraulic Steering System (Standard)

The steering system is hydraulic and made of two main components: the helm assembly and the hydraulic cylinder. The helm unit acts as both a fluid reservoir and pump. Turning of the helm, or steering wheel, pumps the fluid in the hydraulic hoses and activates the hydraulic cylinder causing



Typical Jack Plate Height Setting Indicator

the motor to turn. A slight clicking sound may be heard as the wheel is turned. This sound is the opening and closing of valves in the helm unit and is normal.

The steering wheel can be tilted to five different positions by activating the tilt lock lever located on the bottom side of the helm station. When the lever is released, it automatically locks the steering wheel at or close to that angle. Refer to the steering manufacturer owner's manual for specific information on the steering system.

Power Assist Hydraulic Steering

A power assisted hydraulic steering system is optional on some models. It is comprised of two circuits: a manual system, which is the control element, and a hydraulic power pump, which is the working element.

The manual system is hydraulic and operates as described in the Manual Hydraulic Steering System in this section.

The power assist system is an electronically controlled, 12 volt hydraulic pump that boosts the fluid pressure being sent from the helm pump to the steering cylinder to provide "Power" for the steering system which results in much easier effort at the steering wheel, even under heavy loads. In the event of a power loss or failure of the steering pump, the steering system will automatically revert to a manual hydraulic system.

Steering Cylinder

Single outboard engines are equipped with one hydraulic steering cylinder mounted on the engine that is connected directly to the engine tiller arm.

4.8 Trim Tabs

The trim tabs are recessed in the hull below the transom engine mounting system or mounted to the transom. A dual rocker switch is used to control the trim tabs. The switch controls bow up and down movements. It also controls starboard and port up and down movements. Bow up and bow down will control the hull planing attitude, while port and starboard up and down provides control for the hull listing.

An LED trim tab indicator switch is an available option. LED lights built into the switch display the position of each trim tab. When one LED is flashing at the top of the display, the tabs are in the



Helm Steering Wheel, Tilt Lock Lever & Hydraulic Reservoir



Hydraulic Steering Cylinder



Trim Tab Switch with Optional LED Trim Indicators

“full-up” (bow up) position. When all LED lights are lit from the top to the bottom of the display, the tabs are fully extended (bow down).

Some trim tabs are programmed to automatically retract when the engines are shutdown to keep the actuators clean and set the tabs in the full “UP” position when leaving the dock. Refer to the trim tab operating manual for more information on the operation and programming of the trim tabs. Before leaving the dock, make sure that the tabs are in the full “UP” position by holding the control in the bow up position for ten (10) seconds.

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

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

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

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

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

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



Typical Hydraulic Steering Helm & Filler Cap

4.9 Control Systems Maintenance

Control Maintenance

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

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

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

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

Steering System Maintenance

A periodic inspection of all steering hoses, linkage and helm assemblies should be made. Signs of corrosion, cracking, loosening of fastenings, excessive wear, or deterioration should be cor-

rected immediately. Failure to do so could lead to steering system failure that would result in loss of control. Generally, periodic lubrication of all moving parts and connections with a light waterproof grease is in order.

The fluid level for the hydraulic steering should be checked frequently and maintained at the proper level. On boats with manual hydraulic steering, the steering fluid level at the vent/fill plug at the helm should be maintained at no less than 1/2" below the bottom of the filler cap threads. On boats with power assist hydraulic, steering fluid level should be maintained at no less than 1/2" below the bottom of the fill plug hole on the hydraulic power assist pump reservoir.

When new, or after repairs, hydraulic steering systems may need to have all air purged from the system. Only use hydraulic steering fluid recommended by the steering system manufacturer. Difficult steering and premature seal failure can result if the wrong fluid is used in the steering system.

Remove, clean and grease the engine support tube and rod annually with quality marine grease.

Refer to the hydraulic steering manufacturer and engine owner's manuals for proper specifications and details on steering system service and maintenance.

Trim Tab Maintenance

The trim tab actuators are electric and require no routine maintenance except to periodically inspect the tab actuators for corrosion or marine growth and test the system to ensure that it is operating properly.

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

If the boat is kept in the water, the trim tabs must be equipped with a zinc anode to prevent galvanic corrosion. Galvanic corrosion is the corrosion process occurring when different metals are submerged in an electrolyte. Seawater is an electrolyte and submerged metal components must be properly protected. The anodes will need



Typical Trim Tab Plane & Actuator



Typical Jack Plate Hydraulic Pump & Reservoir

to be changed when they are 75% of their original size. Refer to the Routine Maintenance chapter of this manual for information on maintaining zinc anodes.

To discourage any marine growth on tab or actuator, antifouling paint can be applied. When applying paint to the actuator, make sure it is fully retracted. **Do not paint the stainless ram above the area that is exposed when retracted. The bottom paint will damage the O-ring seals when the ram is retracted and allow seawater to enter the actuator motor.**

Contact your dealer or the trim tab manufacturer for information regarding the correct bottom paint for the trim tabs.

Refer to the trim tab owner's manual for additional maintenance information, specifications, troubleshooting and operating instructions.

Jack Plate Maintenance

Keep hydraulic pump solenoids and connection terminals coated with Di-Electric grease to prevent any connections from being corroded as required. Grease the jack plate at the grease fittings once or twice every 6 months. Inspect hydraulic hose fittings around the cylinder and pump for corrosion or leaking. Tighten or replace if leaking or corrosion occurs.

The hydraulic fluid level should be checked often. Keep the fluid level between the marks on the pump reservoir. The pump and reservoir is located in the bilge near the transom. The fluid level should be checked with the jack plate in the full down position and you should be careful not to overfill the reservoir.

Scout offers several different jack plate options, each with specific maintenance requirements. You should refer to the jack plate owner's manual for maintenance information, specifications and operating instructions for the jack plate installed on your boat.

FUEL SYSTEM

5.1 General

The gasoline fuel system used in Scout boats sold in the United States is designed to meet or exceed the emission control standards of the Environmental Protection Agency (EPA) and the requirements of the U.S. Coast Guard, the Boating Industry Association and the American Boat and Yacht Council in effect at the time of manufacture.

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

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

Fuel Withdrawal Tube

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

Fuel Gauge

This indicates the amount of fuel in the tank. Due to the mechanical nature of the fuel sender, variations in readings during various speeds of opera-



Typical Fuel Cap



Typical Fuel Withdrawal Tube & Anti-Siphon Valve Below Cockpit Access Hatch

tion may occur. This system is merely a relative indication of the available fuel supply and not a calibrated instrument.

Fuel Fill

The fuel tank is vented through the fill fitting and cap. The system is equipped with a "keyless" fuel cap located on the port side gunnel that is marked with a "FUEL PUMP" insignia. The fuel fill cap is designed to seal out water and allow the fuel tank to vent to the atmosphere when the cap is closed.

The fuel fill is opened by pressing the release button on the side of the cap. After fueling, make sure to close and latch the cap. Be sure to use the proper type and grade of fuel. Refer to the engine owner's manual for additional information.

Fuel Tank Vent

Your boat is equipped with a fuel tank vent system incorporated into the fuel fill. The fuel fill cap is designed to seal out water and allow the fuel tank to vent to the atmosphere when the cap is closed. While the tank is being filled, air displaced by the fuel escapes through the vent and fuel fill. When the tank is full, special valves incorporated in the vent and fill hoses close and activate the automatic shutoff valve on the marina fuel pump nozzle to prevent the tank from being overfilled and/or fuel from being ejected from the fuel fill/vent fitting. You should never attempt to "top off" the tank after the pump shutoff has activated. The shutoff valves will not allow additional fuel to be added after they close and could be damaged by attempts to force additional fuel into the tank.



Typical Engine Primer Bulb

After fueling, close and latch the fill cap. Then wash spilled fuel from the areas around the fuel fill if necessary. Residual fuel left on the deck and hull sides can be dangerous and will yellow the fiberglass gelcoat or damage the striping.

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



Typical Remote Outboard Engine Fuel Filter

5.2 Outboard Fuel Supply System

The fuel system has one fuel tank. The fuel withdrawal line is equipped with an anti-siphon valve where the line attaches to the fuel tank. This valve prevents gasoline from siphoning out of the fuel tank should a line rupture.

	WARNING	
<p>DO NOT REMOVE THE ANTI-SIPHON VALVE FROM THE SYSTEM. SHOULD THE VALVE BECOME CLOGGED, CLEAN AND REINSTALL OR REPLACE.</p>		

A remote fuel filter is usually installed in the stern bilge of the boat. The filter is the water separator type and should be serviced frequently to assure an adequate supply of clean, dry fuel to the en-

gine. If your boat is equipped with a remote fuel filter, it is recommended that the filter is inspected periodically and the element changed as needed.

There is a primer bulb in the fuel line that is used to prime the fuel system after service or as required. See Fuel System Maintenance and the engine owner's manual for additional information on the fuel filter and the outboard engine fuel system.

Notice:

The procedure to prime the fuel system on outboard engines is specific to the type and model of engines on your boat. You should refer to engine manufacturer owner's manual for the priming procedure for your engines.

5.3 Fueling Instructions

WARNING

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

CAUTION

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

WARNING

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

Preparing the Boat for Fueling

Use the following procedure to prepare the boat for fueling at a marina fuel station:

- Make sure the boat is securely moored and the engine is off.
- Make sure all switches are in the OFF position.
- Make sure all passengers leave the boat.
- Close all doors and hatches.

WARNING

GASOLINE FUEL VAPORS THAT ACCUMULATE IN THE BILGE, STORAGE COMPARTMENTS OR CENTER CONSOLE WHILE FUELING CAN EXPLODE!! FUEL VAPORS ARE HEAVIER THAN AIR AND CAN ACCUMULATE IF THEY ARE CARRIED BY THE WIND INTO THE BILGE OR COMPARTMENTS THROUGH OPEN DOORS, HATCHES OR VENTS. ALWAYS CLOSE DOORS AND HATCHES BEFORE FUELING.

- Estimate how much fuel is needed and avoid overfilling the fuel tank.

Fueling the Boat

In order to comply with U.S. EPA emission regulations, Scout boats are equipped with special fuel systems that reduce the flow of fuel vapors from the fuel system to the atmosphere when fueling operations are complete.

These fuel systems meet U.S. EPA emission standards and are designed to maintain a specific air space at the top of the fuel tank that provides proper tank ventilation and protection for emission control components. Special valves in the fuel tank vent and fill systems and a shutoff valve in marina fuel pump nozzles are designed to automatically stop the fuel flow when the tank is full and maintain this air space.

Notice:

When the fuel tank is full, the shutoff valve in the marina fuel pump nozzle will activate and automatically shut off the flow, indicating that the tank is filled to the maximum level. You should stop filling the tank at this point and never attempt to "top off" the tank. Attempting to "top off" the tank could damage fuel level control valves.

WARNING

STATIC ELECTRICITY GENERATED BY FLOWING FUEL CAN CAUSE A FIRE OR EXPLOSION. TO PREVENT STATIC SPARKS WHEN FILLING THE TANK, MAKE SURE THE NOZZLE IS ALWAYS IN CONTACT WITH THE FUEL FILL OPENING

To fill the fuel tank, follow this procedure:

- The fuel cap is hinged and does not require a key. Press the release button on the side of the cap and swing it open for fueling.
- Make sure the nozzle is equipped with an automatic shutoff valve. Then put the nozzle in the fuel fill opening and make sure it stays in contact with the fuel fill fitting during the entire fueling operation.
- Fill the tank until the shutoff valve in the pump nozzle clicks and automatically stops the fuel flow.
- Remove the nozzle and close the cap.



WARNING



FUEL TANK CONTENTS CAN BE UNDER PRESSURE. TO AVOID SERIOUS INJURY OR DEATH FROM FIRE OR EXPLOSION, OPEN FUEL CAP SLOWLY IN A WELL VENTILATED AREA. NO SMOKING OR OPEN FLAMES.



WARNING



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

Preparing the Boat For Operation

Use the following procedure to prepare the boat for operation when fueling operations are complete:

- Open all hatches and doors.
- Check the fuel compartment and below the deck for fuel odors. If you smell fuel, do not start the engine.

5.4 Fuel System Maintenance

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

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

Contaminated fuel may cause serious damage to your engine. Fuel filters must be checked for corrosion and deterioration frequently. Fuel filters must be changed at least once a season or more frequently depending on the type of engine and the quality of the fuel. Refer to the engine or fuel filter manufacturer's instructions for information on servicing and replacing the fuel filter.

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

In many states, most gasoline is blended with ethanol alcohol. Ethanol is a strong solvent and can absorb water during periods of storage. You should refer to the engine operating manual for information regarding alcohol blended fuels and how it affects the operation of your marine engine.



WARNING



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

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

BEFORE STARTING THE ENGINE, ALWAYS OPEN ALL HATCHES, WINDOWS AND DOORS TO COMPLETELY VENTILATE THE BOAT AFTER SERVICING THE FUEL SYSTEM.



WARNING



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



DANGER



AVOID SERIOUS INJURY OR DEATH FROM FIRE OR EXPLOSION RESULTING FROM LEAKING FUEL, INSPECT SYSTEM FOR LEAKS AT LEAST ONCE A YEAR.

NOTES

ELECTRICAL SYSTEM

6.1 General

Your Scout is equipped with a 12 volt DC electrical system and could be equipped with an optional battery charging system. The battery charger draws current from a shore power outlet at dock-side. The 12 volt DC system draws current from two onboard batteries.

Boats equipped with the optional trolling motor will also have a separate DC electrical system dedicated to the trolling motor. The trolling motor electrical system draws current from onboard batteries that are completely isolated from the 12 volt system.

Your boat and engine charging system is designed for 12 volt, lead acid wet cell or AGM marine batteries. They will require similar maintenance as those found in automobiles.

All wires in the electrical system are color coded to make identifying circuits easier. Wiring schematics have been included with this manual to aid in following an individual circuit of the boat.

The DC electrical system on boats with dual batteries is activated and controlled by a battery selector switch. The batteries can be charged by the engine or by an optional battery charger when hooked to shore power.

12 volt DC power is distributed to the 12 volt accessories through individual circuit breakers located in 12 volt switch panels. A main helm circuit breaker or fuse located near the batteries or battery switch, protects the system from an overload. Other circuit breakers or fuses, located near the batteries or selector switch, protect the circuits for the bilge pump automatic float switch, trim tabs, and other accessory circuits. Most 12 volt accessories are operated directly by switches in the helm accessory switch panel or separate accessory switch panels.

Scout Boats Marine Standard Wiring Code	
COLOR	USE
Brown (Br)	Pumps
Orange (O)	Accessory Feed + 12 VDC
Dark Blue	Cabin/Courtesy/Instrument Lighting
Pink (Pk)	Fuel Sender
Dark Gray (Gy)	Navigation Lighting
Black or Yellow	12 VDC Ground
Purple (Pu)	Ignition Instrument Feed + 12 VDC
Green (G)	DC Grounding (Bonding)
Red	+ 12 VDC Power

Notice:

The Helm Main and some other circuit breakers are high amperage, heavy duty breakers that will require a firm push to reset if tripped. Always make sure the problem that caused the breaker to trip is found and corrected before resetting the breaker.

Main breakers or fuses located on the engine protect the ignition systems and gauges. Most engine electrical circuits are protected by fuses located in a fuse panel on the side of the engine. The fuse panel is usually equipped with a spare fuse for each circuit. Always replace fuses with the fuse specified by the engine manufacturer. Refer to the engine owner's manual for more information on the fuses, fuse panels or circuit breakers on your engines.

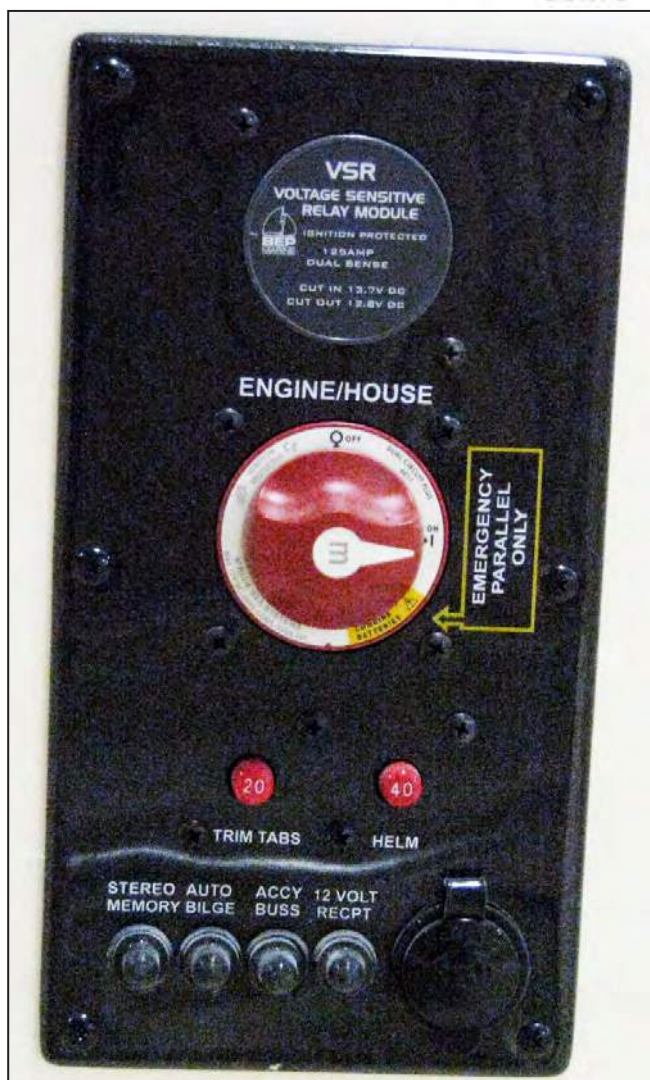
	CAUTION	
<p>PROPER FUSE OR BREAKER PROTECTION MUST BE PROVIDED FOR ALL 12 VOLT EQUIPMENT ADDED. DO NOT OVERLOAD THE ACCESSORY CIRCUIT BREAKERS OR OTHER CIRCUITRY THROUGH ADDITIONAL 12 VOLT EQUIPMENT.</p>		

6.2 Optional Dual Battery Systems

A Dual battery system is an available option on some models. These batteries should be of the size and capacity recommended by the manufacturer of your engine. See the engine owner's manual. These specifications should be considered to be the minimum size battery required. Consider increasing the capacity of the battery if you will be trolling, drift fishing or have extensive electronics on board. Larger batteries will give you additional capacity to operate the baitwell, washdown and electronics at low speed when the charging system output of the engine is minimal.

The battery selector switch activates and controls electrical power to the engine and the 12 volt accessory switch panels. The switch is a dual circuit switch that has three positions, OFF, ON and COMBINE BATTERIES. When the switch is in the ON position, the engine and accessory circuits are activated simultaneously and current flows from the batteries to the engine, accessories and electronics. The dual circuit feature in the switch allows the engine battery and circuit to be completely separate from the accessory (house) battery and circuit. The COMBINE BATTERIES (EMERGENCY PARALLEL ONLY) position is highlighted in yellow and used to temporarily connect both batteries in parallel to provide additional starting power in the event of a low or dead engine starting battery. Once the engine is started, the switch should be moved to the ON position to isolate the circuits for normal operation.

The engine charges the starting battery and house batteries through a VSR (voltage sensitive relay) battery isolator system. The battery isolator system manages the charging current for the 12 volt system whenever the engine is running. The system automatically senses the condition of each battery and directs the available current to the batteries that require charging. When the engine is started, the engine alternator starts to recharge the batteries. This charging current passes through the battery isolator sensing circuit. This circuit senses the charge and it is split between the batteries, with the lowest battery receiving the most charge. When the engine is turned off, the charging stops and the sensing circuit turns off the VSR, disconnecting the batteries from the charging circuit, thereby automatically isolating the batteries from one another.



Typical Dual Battery Switch Panel, Voltage Sensitive Relay & Circuit Breakers

While in port, trolling, or at anchor, the house battery will provide current to the boat accessories and electronics. This will keep the engine battery in reserve for starting the engine. The battery switch should be turned to the OFF position when leaving the boat unattended.

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



Typical Helm Switch Panels

6.3 12 volt Accessory Switch Panel

The main accessory switch panel is located at the helm. The circuit breakers that protect the accessories are located in the panel near the switches. An LED light built into the switches indicate that the circuit is activated.

The accessory switch panels vary depending on the model. Your boat may have all or some of the switches described in this section, depending on the accessories and optional equipment installed on your boat.

The following is a description of accessories typically controlled by switches in the helm accessory switch panel:

Horn

A momentary switch that activates the boat horn.

Bilge Manual/Auto

The switch has two positions, ON and OFF. When the switch is in the ON position it activates the aft bilge pump located in the stern bilge near the transom. The pump moves water out through a thru-hull fitting in the hull. When pumping is complete, move the switch to the OFF position to turn the pump off.

When the switch is in the OFF position the pump is controlled by an automatic float switch that is activated whenever the batteries are connected. The pump will run as needed whenever the water in the bilge accumulates high enough to raise the float switch to the ON position and turn off when the water is removed.

Notice:

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

Nav/Anc Lights

The switch is a three-position switch. The middle position is OFF. Moving the switch in one direction will activate the navigation lights. Moving the switch in the opposite direction activates the anchor light.

Interior Lights

Activates the lighting in the head compartment, console or storage compartments.

Courtesy Lights

Activates the lights that illuminate the cockpit. May also activate storage compartment, baitwell, fishbox or rod locker lights on some models.

Storage lights

Activates the lights in the storage compartments, fishbox or rod lockers.

Baitwell Recirc Switch

Activates the centrifugal pump that recirculates the water in the baitwell. This pump does not supply water to fill or aerate the baitwell.

Release Well Recir

Activates the centrifugal pump that recirculates the water in the release well. This pump does not supply water to fill or aerate the release well.

Fresh Water Pump/Fresh Water Washdown

Activates the fresh water pump that supplies the fresh water washdown in the cockpit. The pump is the pressure demand type. The pressure switch automatically controls the water pump when the system is activated.

Raw Water Pump

Activates the raw water washdown pump that supplies raw water (seawater) to the baitwell, release well or raw water washdown hose connection in the cockpit. The pump is the pressure demand type. A pressure switch on the pump automatically controls the water pump when the system is activated.

Fishbox Pump Out

Activates the macerator pump that drains the cockpit fishbox.

Baitwell Lights

Activates the lights in baitwells or release well.

12 volt Receptacle

Provides electrical current for portable 12 volt equipment.

Hard Top Switch Panel

Some boats can be equipped with an optional T-top and fiberglass hard top and liner. If your boat is equipped with this option it could have a switch panel in the liner above the helm. The circuit breakers that protect accessories activated by the switches are located in the panel near the switches. An LED light built into each switch indicate that the circuit is activated.

The following switches are typically located in the hard top switch panel.

Fwd Spread

Activates the forward spreader light located on the front of the T-top that illuminates the forward cockpit and bow area of the boat.

Aft Spread

Activates the aft spreader light located on the rear of the T-top that illuminates the stern cockpit.



Typical Hard Top Switch Panel

Console Courtesy

Activates the courtesy light in the top above the helm.

Light

Activates the red LED lights above the helm.

Access

Reserved for additional 12 volt equipment.

Access Circuit Breaker

A "push to reset" breaker that provides protection and electrical current to electronics or additional 12 volt equipment added to the hardtop instrument panel. This circuit breaker is supplied current when the HOUSE battery switch is activated.

Note: Red lights have less effect on night vision and should be selected if you need to illuminate the bridge deck while navigating at night.

Additional DC Switch Panels

The following switches activate equipment that is typically optional on some models.

Trim Tab Switch

Located in the helm. This switch panel controls the trim tab planes located on the transom of the boat. It is protected by a circuit breaker or fuse located in the battery switch panel or near the batteries. Refer to the Helm Control Systems chapter for detailed information on the operation of the trim tab controls.

Jack Plate Switch

Located in helm near the engine control. This switch may be installed in the engine control handle, near the steering wheel or on the helm console, depending on the installation in your boat. It is typically a push button style switch panel with separate UP and DOWN buttons that control the height of the engine on the transom. Refer to the Helm Control Systems chapter and the jack plate owner's manual for information regarding the proper use of the jack plate installed on your boat.

Engine Trim and Tilt Switches

Located in the helm. These switches may be installed in the engine control handle or on the helm console, depending on the engines or controls installed in your boat. They control the trimming and tilting of the engines. Refer to the Helm Control Systems chapter and the engine owner's manual for information regarding the proper use of the tilt and trim switches.

MP3 Connection

Typically located in helm near the accessory switches. Provides an input for MP3 players to connect to the boat stereo system.

Windlass Switch

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

6.4 Trolling Motor System

If your boat is equipped with an optional trolling motor, it will also be equipped with a 24 or 36 volt DC electrical system that provides power to the trolling motor. The trolling motor electrical system consists of two or three 12 volt, deep cycle batteries wired in series, a two or three bank battery charger and circuit protection. A heavy duty outlet plug with a protective cover is installed near the bow that provides the connection for the trolling motor.

The system is completely isolated from the boat engine and accessory electrical circuits. A heavy duty circuit breaker located near the batteries protects the circuit from an overload and the battery charger recharges the batteries whenever shore power is available.

On some models, the trolling motor batteries and circuit breaker are located in the center console. On other models, the trolling motor batteries are located in a compartment in the forward bilge. The circuit breaker is usually located on the side wall of the console or compartment.

Make sure the trolling motor batteries are fully charged and the main switch or circuit breaker is activated before using the trolling motor. The trolling motor will not operate properly if the batteries are low. Always remember to turn the main switch or circuit breaker off when the system is not in use.

Since the trolling motor system is completely isolated from the 12 volt engine and accessory circuits, the trolling motor batteries will not be charged by the engine. Therefore, it is important to recharge the batteries using the battery charger at the end of each day when the trolling motor has been operating. Additionally, the trolling motor batteries should be charged at least once each month to maintain the batteries and prevent them from discharging during periods of none use.

6.5 AC Battery Charging System

General

A 120 volt AC battery charging system is an available option. The system is fed 120 volt AC current by a power cable connected to a shore side outlet and the shore power inlet. It is wired totally separate from the 12 volt DC system and charges the engine and house batteries simultaneously when connected. Boats with an optional trolling motor will be equipped with a separate battery charger for the trolling motor batteries.

Notice:

The power cord used for the battery charger system is not equipped with lock rings on the shore side or boat connector plugs. The charger has integrated reverse polarity protection and the circuit is not equipped with a reverse polarity light.



Typical Battery Charger Inlet Connection

or circuit breaker on and check that each battery charger is operating properly. If the battery charger is not working, turn off the shore disconnect switch/circuit breaker and remove the cable. Contact your dealer or a qualified electrician to find and correct the problem.



DANGER



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

ELECTRICAL SHOCKS FROM 120 VOLT CIRCUITS CAN CAUSE SEVERE INJURY OR DEATH. TO REDUCE THE RISK OF ELECTRICAL SHOCK IN WET WEATHER, AVOID MAKING CONTACT WITH THE SHORE CABLE OR MAKING A CONNECTION TO A LIVE SHORE OUTLET. NEVER SPRAY WATER ON ELECTRICAL CABLES WHILE WASHING DOWN DECKS.



WARNING



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

KEEP CHILDREN AWAY FROM ANY ELECTRICAL CABLES OR EQUIPMENT.



WARNING



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

Procedure For Making A Shore Connection

If the dockside outlet includes a disconnect switch or circuit breaker, turn it to the OFF position. To avoid strain on the cable, make sure it has more slack than the mooring lines. Dress the cable so that it cannot be damaged by chafing between the boat and the dock. Make sure the cable does not come in contact with the water.

Open the cover on the inlet port and connect the shore cable to the inlet cord plug making sure the shore cord includes a three-prong plug with a ground wire. Turn the dockside disconnect switch

Disconnecting procedure for shore power connection

Turn the disconnect switch or circuit breaker on the dockside outlet to the OFF position. Disconnect the cable from the dockside outlet and replace the outlet cap. Disconnect the cable from the inlet port and close the cap. Store cable.

Battery Charger Operation

AC electrical current is supplied directly to the automatic battery charger by the shore power cord and AC inlet plug. There are two battery charger options, a two bank charger that charges the engine and house batteries in the 12 volt electrical system or a three bank charger that charges the trolling motor batteries for the optional trolling motor electrical system. Either battery charger automatically charges and maintains the batteries simultaneously when activated.

The wires that supply DC charging current to the batteries are protected by an internal fuse in the battery charger and external fuses, one for each battery output wire, located near each battery. The external fuses protect the DC charging circuit from the batteries to the charger. The internal fuses in the charger protect the DC charging circuit from the charger to the batteries. See the battery charger manual for more information. Both chargers are fully automatic and can be monitored by LED lights that indicate the state of charge in each battery bank.

12 volt System Battery Charger

The optional 12 volt system battery charger is a two bank charger that charges the engine and house batteries simultaneously when connected. It is fully automatic and equipped with led lights to indicate the state of charge for each battery.

The state of charge for the 12 volt batteries also can be monitored by using the voltmeter in the engine gauge cluster. With the charger activated and the battery switch ON, turn the ignition key switch to the "ON" position. **DO NOT START THE ENGINE.** Then read the voltage on the volt meter. If the batteries are in good condition and charging properly, the voltmeter will indicate between 12 and 14.5 volts. If the reading is below 12 volts, then the battery is not accepting a charge or the charger is not working properly. Always turn the ignition switch off immediately after the monitoring is complete.

Trolling Motor Battery Charger

The optional trolling motor battery charger is a two or three bank charger, depending on the trolling motor option selected, that charges the trolling motor batteries simultaneously when connected. It is fully automatic and equipped with led lights to indicate the state of charge for each battery. This battery charger only charges the trolling motor



Typical Three Bank Battery Charger



Typical Metal Thru-Hull Fitting & Seacock with Bonding Wire

batteries, it does not charge the engine or house batteries in the 12 volt system.

Since the batteries in trolling motor systems are not charged by the engine charging system, the batteries must be recharged using the battery charger at the end of each boating day when the trolling motor is used. Also, it is important to charge the trolling motor batteries at least once each month when the trolling motor is not being used. This is called a maintenance charge that prevents the batteries from deep discharging during extend periods of none use. The monthly maintenance charge will keep the batteries operating at maximum efficiency longer and increase battery life.

6.6 Bonding System

Your boat is equipped with a bonding system that interconnects the underwater metal hardware to the engine block to ensure that they are of the same electrical potential. Sacrificial anodes of the size and type recommended by the engine manufacturer are attached to the outboard motor. If your boat is equipped with trim tabs, they will be isolated from the boat bonding system and equipped with sacrificial anodes to protect each tab plane assembly.

Anodes deteriorate before the other metals, thereby protecting the underwater metals from galvanic corrosion or stray electrical current. Since the anodes are sacrificial, it is important to monitor them and replace them when they have deteriorated to 50 - 75% of their original size.

The bonding system is connected to the engine and battery DC ground. If your boat is equipped with an optional battery charger, the earth ground wire for the AC electrical system is also connected to the bonding system. It provides a path to the safety earth ground in the event of a fault in the shore earth ground connection.

6.7 Electrical System Maintenance

General DC Electrical System Maintenance

At least once a year, spray all exposed electrical components behind the helm, in the stern bilge area and in the plugs with a protector. Removable light fixture bulbs should be removed and the metal contact areas coated with a non-water soluble lubricant like Teflon or Silicone grease. The sockets should be sprayed with a protector. Care must be taken not to get any oil or grease on the glass portion of the bulbs as this will cause the bulb to overheat and burn out.

Notice:

Most LED light fixtures are sealed and not serviceable.

CAUTION

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

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

Your boat is equipped with batteries that were supplied by your dealer. Some batteries are sealed, AGM or maintenance free wet cell batteries that do not require inspection or service. However, if your boat is equipped with standard wet cell type batteries that are not maintenance free, they will require the following inspection and service.

Check the electrolyte level in the batteries regularly and add distilled water as necessary. If the batteries are frequently charged by an automatic battery charger, the electrolyte level will have to be checked more often. The correct fluid level in the cells is approximately 1/4 to 1/2 inch above the plates. If fluid is needed, fill to the proper level with distilled water. Do not over fill and only use distilled water.

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

The battery posts on all batteries should be kept free of corrosion. Remove the cables and clean the posts and cable clamps with a battery post cleaner or sandpaper as required. Coating the battery posts and cable clamps with Teflon or Silicone grease will protect them and reduce corrosion. Battery cables, both hot and ground, must be replaced when they show signs of corrosion or fraying. Deteriorated cables cause a considerable voltage loss when high currents are drawn, as for starting the engine.

WARNING

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



WARNING



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

AC Electrical System Maintenance

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

Inspect all wiring for proper support, sound insulation, and tight terminals.

The entire AC circuitry, especially the shore power cord, should be seasonally tested for proper continuity by an experienced electrician. This will detect any shorts, open wires, or ground faults.



WARNING



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

NOTES

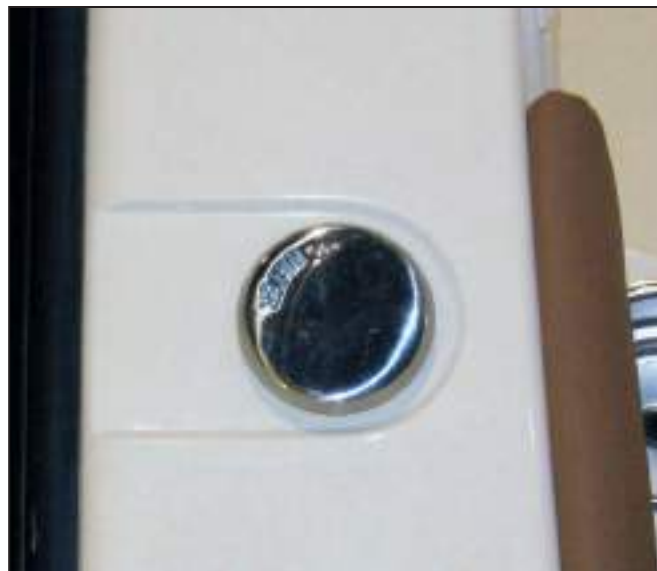
FRESH WATER SYSTEM

7.1 General



A fresh water system is available as optional equipment on some models. The system consists of a potable water tank, distribution lines and a distribution pump. The pump is equipped with an automatic pressure switch and is usually located in the bilge. The tank is filled through a labeled deck fill.



Water Fill

The "keyless" fill is marked "WATER." The cap is opened by turning it counter clockwise until it can be removed. After filling, install the cap and tighten. Make sure you don't overtighten the cap.



Typical Freshwater Fill Deck Plate

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

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

7.2 Fresh Water System Operation

Fill the water supply tank slowly through the labeled deck fill fitting. After filling the water tank, activate the Fresh Water switch in the helm switch panel and open the nozzle on the fresh water washdown hose. Allow the pump to run until all of the air is purged from the system and a steady stream of water is flowing from nozzle. Release the nozzle to stop the water flow. As the pressure builds the pump will automatically shut off.

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

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

Whenever the boat is left unattended, the Fresh Water switch should be placed in the OFF position.

Washdown Hose Connector

A washdown hose connector is located on the side of the transom splashwell or in the cockpit. If your boat is equipped with a quick release hose connection, the connector has an automatic valve that is always closed until the washdown hose is connected. The hose requires a special fitting that snaps into the connector and activates the automatic valve. The cover on the connector

should always be in the closed position to keep the connector clean when the washdown hose is not attached. Contact your dealer for information on replacement fittings and hoses.

CAUTION

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



Fresh Water Washdown Hose & Connector

7.3 Fresh Water System Maintenance

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

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

- Periodically remove and clean the water strainer located at the intake side of the pressure pump. To clean the strainer, make sure the Fresh Water switch is off. Rotate the strainer bowl counterclockwise to release it. Remove and clean the screen with freshwater. Lubricate the O-ring lightly with Teflon or silicon grease and reinstall the screen and strainer bowl.
- Periodically spray the pump and metal components with a metal protector.
- The batteries must be properly maintained and charged. Operating the pressure pump from a battery with a low charge could lead to pump failure.
- Add a commercially available potable water conditioner to the water tank to keep it fresh.



Typical Fresh Water Pump & Strainer



Sanitizing the Fresh Water Tank

The freshwater system should be sanitized if it has not been used for a long period or you are unsure of the quality of the water in the system.

The following steps can be used to sanitize the system:

- Activate the system and pump out as much water as you can.
- Make a chlorine solution by mixing two ounces of household chlorine bleach in a gallon of water. This mixture will treat approximately fifteen gallons. If the water tank on your boat is larger or smaller than 15 gallons, then adjust the mixture accordingly. Always mix the chlorine with water in a separate container first and never add straight chlorine to the fresh water tank.
- Fill the water tank half full with freshwater and pour the mixture into the water tank. Top off the tank.

- Activate the system and allow the water to run from the washdown hose for about 1 minute. Let the treated water stand for 4-6 hours.
- Drain the system by pumping it dry and flush with several tank fills of freshwater.
- The system should now be sanitized and can be filled with freshwater. If the chlorine smell is still strong, it should be flushed several more times with freshwater.

 CAUTION 	
THE BATTERIES MUST BE PROPERLY CHARGED. OPERATING THE FRESH WATER PUMP FROM A BATTERY WITH A LOW CHARGE MAY LEAD TO A PUMP FAILURE.	
THE FRESH WATER SYSTEM MUST BE PROPERLY WINTERIZED PRIOR TO WINTER LAY-UP. SEE SECTION ON WINTERIZING.	
THE WASHDOWN SWITCH SHOULD BE PLACED IN THE "OFF" POSITION WHENEVER LEAVING THE BOAT UNATTENDED OR WHEN THE WASHDOWN SYSTEM IS NOT IN USE.	

NOTES

RAW WATER SYSTEM

8.1 General

In the raw or seawater systems, each baitwell seawater pump is mounted to a seacock on a thru-hull fitting located in the aft systems compartment bilge. The water system pressure pump is connected to an auxiliary supply fitting at the base of the aft baitwell pump or separate seacock. Always make sure all valves are open before attempting to operate any component of the raw water system.

When baitwells or the release well are full, the water can recirculated by activating the recirculating system on each well. The centrifugal recirculating pumps are activated by the Recirc switches in the helm switch panel. Each switch is labeled for the well it controls.

Priming the System

Make sure the seacock valves are open and the Raw Water switch in the helm switch panel is on. Run the pressure pump by turning on the raw water washdown hose nozzle until all of the air is purged from the system, then turn the nozzle off. Turn on the Baitwell switch and run the pump until all air is purged from the system. Then turn the pump off. If the boat is equipped with an additional baitwell or release well, turn on the switch and operate the pump until all air is purged from the system. Then turn the pump off.

The intake fittings for the baitwell/release well seawater pumps are equipped with a scoop and seacock valve. If the pump runs but will not prime, make sure the valve is open. If the pump still won't prime, it may be air locked. Make sure the valve is open and run the boat at or above 15 M.P.H. The water pressure from the scoop will force the trapped air through the pump and allow it to prime. If this procedure doesn't work, contact your dealer or Scout customer service for assistance.

Closing the thru-hull valves before the boat is hauled from the water will help to eliminate air locks in raw water systems. The valves should also be closed whenever you leave the boat unattended.



Typical Raw Water Supply Pump & Strainer

Notice:

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

8.2 Raw Water System Operation

A high pressure pump controlled by a pressure sensor is activated by the Raw Water switch located in the helm switch panel. When activated, the pressure switch will automatically control the pump that supplies the raw water hose connector.

As the pressure builds in the system, the pump will shut off. When the system is in use and the pressure drops, the pump will turn on. Whenever

the boat is left unattended, the Raw Water switch should be placed in the OFF position.

Washdown Hose Connector

Most boats are equipped with a quick-release washdown hose connector located in the transom splashwell or the side of the cockpit. The connector has an automatic valve that is always closed until the washdown hose is connected. The hose requires a special fitting that snaps into the connector and activates the automatic valve. The cover on the connector should always be in the closed position to keep the connector clean when the washdown hose is not attached. Contact your dealer for information on replacement fittings and hoses.



Typical Raw Water System Thru-Hull Valves

CAUTION

DO NOT ALLOW THE WATER PUMP TO RUN DRY. THE PUMP WORKS ON DEMAND AND WILL NOT SHUT OFF AUTOMATICALLY IF NO WATER IS AVAILABLE. THIS CAN RESULT IN DAMAGE TO THE PUMP. ALWAYS TURN THE RAW WATER SWITCH OFF WHEN THE RAW WATER SYSTEM IS NOT IN USE.

8.3 Baitwells and Release Well

Seawater is provided to each baitwell and the release well by 12 volt seawater pumps in the aft systems compartment. The pumps are designed to carry a constant flow of water to each well. The pumps do not have a pressure sensor and are activated by baitwell switches in the helm switch panel. There is also a light in each well that is activated by the Baitwell or release well Light switches.



Quick Release Washdown Hose Connector in Splashwell

Depending on the model and options selected, the baitwells and release wells will be equipped with either an overflow built into the side of baitwell or a stand pipe that fits into the drain fitting that controls the water level. Always turn the pumps off when the wells are not in use.

To fill a baitwell or release well, insert the plug or stand pipe into the drain fitting at the bottom of the well. Make sure the seacock for the seawater pump and the supply valve in the baitwell in use are open. Then activate the pump. When the water level reaches the overflow, it will begin to circulate.



Typical Baitwell Drain, Overflow & Light

Some baitwells and release wells are equipped with a recirculation/aerator system that includes

a separate centrifugal pump. The recirculating system only recirculates and aerates the existing seawater, it does not deliver additional water to the well. Once the water level is up to the overflow, the recirculating system can be activated by the moving the switch to the recirculation position. To avoid damage to pump, always make sure the recirculating system is turned off before draining the well.

To drain the wells, turn off the pumps and remove the plug or standpipe in the drain fitting at the bottom of the well. When the well has completely drained, use the washdown hose to flush each well and drain of debris.

NOTICE:

Do not use a baitwell or release well as a dry storage area when it is not in use. Seawater could accidentally be delivered to the baitwell from the thru-hull fitting and damage equipment stored there.

8.4 Raw Water System Maintenance

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

- Check hoses, particularly the seawater supply lines, for signs of deterioration. Tighten fittings or replace deteriorated hoses and components as necessary.
- Periodically remove and clean the water strainer located near the intake side of the washdown pump. To clean the strainer, make sure the raw water pump is turned off and close the valve at the thru-hull fitting. Rotate the strainer bowl counterclockwise to release it. Remove and clean the screen with fresh water. Lubricate the O-ring lightly with silicon or Teflon grease and reinstall the strainer bowl.
- To prevent corrosion, spray pumps and thru-hull valves with a protective oil periodically.
- Fishboxes, baitwells and release wells should be drained and cleaned after each use.
- Operate all seacock valves at least once a month to keep them operating properly.



Typical Baitwell Standpipe & Drain Fitting



Typical Baitwell Recirculation Pump



Typical Raw Water Pump Strainer



CAUTION



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

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

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



CAUTION



A RUPTURED RAW WATER INTAKE OR PRESSURE LINE COULD CAUSE THE BOAT TO TAKE ON WATER AND SINK. ALWAYS TURN THE RAW WATER SYSTEMS OFF AND CLOSE THE THRU-VALVES WHEN LEAVING THE BOAT UNATTENDED.

DRAINAGE SYSTEMS

9.1 General

Most water is drained by gravity or pumped to overboard thru-hull fittings located in the hull above the water line. It is important to check the drain systems frequently to ensure they are free flowing and that the hoses on the thru-hull fittings are secure and not leaking.

9.2 Cockpit Drains

Your Scout has two scupper drains located in the rear of the cockpit. The scuppers drain water from the cockpit overboard through fittings in the hull below the water line. A flap built into each scupper drain fitting reduces the surge of seawater through the scupper and into the cockpit while maneuvering or in rough water.

Water is channeled away from all hatches by a gutter or drain rail system. The water then drains overboard through the scupper drain system.

9.3 T-Top Drains (Optional)

There is a hole drilled in the rear leg bases on T-tops to prevent water from being trapped within the legs and provide a wire chase for accessories. A small hole is drilled in the tubing at the base of the other legs, which are not drilled for a wire chase, that allows water to drain. Additional drain holes are drilled in the tubing to drain other areas as required.

Always make sure the leg drain holes are clear when the boat is laid up for the winter. Water trapped inside the legs could freeze and cause the legs to split.

9.4 Bilge Drainage

The aft bilge pump is activated both manually by a switch in the helm switch panel and automatically by an electronic switch built into the pump. The automatic switch is connected to the batteries and is protected by a "push to reset" circuit breaker in the battery switch panel or an in-line fuse near the



Scupper Drains & Drain Rails



Transom Drain Thru-Hull Fittings

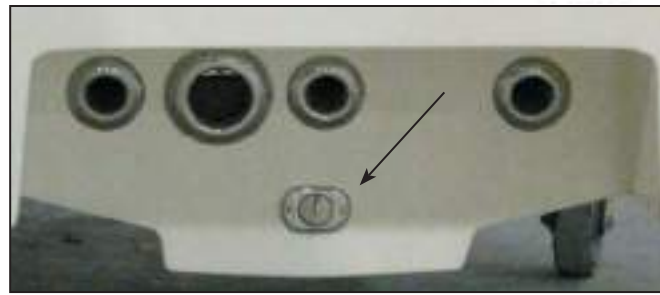


Typical Rule Bilge Pump with Built-in Electronic Automatic Switch

battery. The automatic circuit remains activated when the battery switch is in the OFF position and the batteries are connected. The manual switch in the helm is supplied current whenever the helm accessory switch are energized. An LED light in the manual switch indicates when the pump is operating. All bilge pumps pump water to thru-hull fittings located above the waterline in the hull sides.

The manual bilge pump switch should be activated briefly each time the boat is used. This will ensure that the pump is operating properly and increase the service life of the pump. The automatic switch should be manually activated periodically to verify operation by pressing the "Pump Check" button on the pump. This is particularly important before operating your boat offshore. Refer to the Electrical Systems chapter and the bilge pump operating manual for additional information on bilge pump operation.

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



Garboard Drain in Transom

CAUTION

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

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

CAUTION

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

9.5 Deck and Cockpit Compartment Drains

Below Deck Fishbox/Cooler

Some models are equipped with a fishbox or cooler below the cockpit sole that is drained overboard by a diaphragm pump out system connected to a thru-hull fitting in the transom. The diaphragm pump is located in the stern bilge and is activated by the Fishbox Pump Out switch in the helm switch panel. Monitor the water level as the diaphragm pump drains the fishbox and turn the pump off immediately when draining is complete. The pump could be damaged if it is allowed to run dry for extended periods.

Bow Fishboxes & Storage Compartments

Some boats are equipped with a storage compartment in the bow below the cockpit sole that is drained by gravity to the bilge. The forward fishbox/storage compartments below the bow seats drain by gravity to thru-hull fittings located in the hull sides above the waterline.

Baitwells and Release Well

All baitwells or release well are drained by gravity to thru-hull fittings in the transom or hull sides. The overflows in each well drains into the overboard drain.

Rod Lockers

The rod lockers are drained by gravity to the bilge or cockpit sole.

Console Cooler

Console coolers drain by gravity to the cockpit or to a thru-hull fitting in the transom or hull side.

Cup Holders And Rod Holders

Cup holders are connected by hoses to drain fittings in the lower sides of the console or cockpit liner that drain to the cockpit sole. Rod holders drain to the bilge.

Rope Locker Drain

The rope locker drains overboard thru a small drain hole in bottom of the locker. It is important to inspect the drain frequently to remove any accumulated debris.

9.6 Center Console/Head Compartment Drains

Head Compartment

If your boat is equipped with a head compartment, the compartment sole drains by gravity to the bilge.

Console Storage Compartment

Center console storage compartments drain by gravity to the bilge or the cockpit sole.

9.7 Drainage System Maintenance



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

- Clean the cockpit drain rails with a hose to remove debris that can block water drainage.
- Clean the T-top leg drain holes. This is especially important just before winter lay-up.

- Clean the bilge pump strainers of debris and check the bilge for foreign material that can cause the automatic switch to malfunction.
- Frequently test the automatic bilge pump switch for proper operation.
- Flush all gravity drains with fresh water to keep them clean and free flowing.
- Clean and flush fishbox and cooler/storage boxes with soap or a bilge cleaner and fresh water after each use to keep them clean and fresh.
- Baitwells and the release well should be cleaned using only fresh water after each use to avoid leaving soap residue that could harm live bait or fish on the next trip.
- Cup holder and rod holder drains should be flushed frequently to prevent debris and mildew from accumulating in the hoses and fittings that can restrict drainage.
- Periodically check hose clamps on drain fittings below the waterline and on the bilge pumps for corrosion and to ensure they are in good condition and tight.
- Operate the thru hull valves once a month and service as required.

Notice:

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

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

NOTES

VENTILATION SYSTEM

10.1 Cabin Ventilation

Cabin Door

Ventilation to the console head compartment on some models is provided by opening the console door and window. Make sure the door is fully latched in the closed position before operating the boat above idle speed.

Cabin Window

Some models are equipped with an opening port window on the side of the head compartment. It is equipped with a screen and secured in the closed position by two twist action locks. The locks should be adjusted so they are tight enough to seal the window in the closed position, but not so tight that they break the plastic.

Always make sure the port window is closed and secured with the cam levers whenever the boat is underway. Sea spray could enter the head compartment through an open window and damage equipment or items stowed there.

10.2 T-Top Windshield Ventilation

On models equipped with an optional T-top with an integrated windshield, ventilation through the windshield is provided by vent panels above the windshield. The vent panes are always open unless closed with optional canvas panels.



Head Compartment Port Window



Port Window Cam Locks

10.3 Walk-Thru Windshield Ventilation

Some models are equipped with a full windshield with an opening panel that provides access to the bow seating area. The opening panel provides ventilation to the helm and cockpit area.

The panel is opened by releasing the locks on the inside of the windshield. A special automatic latch or strap and snap secures the section in the open position. To close the windshield panel, pull the quick release button on the latch or unstrap the strap to release the panel. Then close the panel and secure it with the locks. Make sure the center section is properly latched in the open or closed position before cruising.



Typical Walk-Thru Windshield



CAUTION



TO AVOID INJURY, THE CENTER WINDSHIELD SECTION MUST BE SECURED IN THE OPEN OR CLOSED POSITION WHEN VESSEL IS IN MOTION. MAKE SURE USE BOTH LOCKS WHEN SECURING THE WINDSHIELD SECTION IN THE CLOSED POSITION.

10.4 Maintenance

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

EXTERIOR EQUIPMENT

11.1 Deck

Deck Hardware

The rail system and hardware fittings have been selected and installed to perform specific functions. Hand rails are installed to provide a handhold in certain areas of the boat. You should make sure you keep at least one hand on the handholds as you move about the boat.

Fenders or mooring lines should be secured to the cleats and not to rails or stanchions. The cleats on some models are retractable and flush with the deck when not in use. To use retractable cleats, pull up on the center of the cleat until it locks in the mooring position. Be sure a clear lead exists when running dock lines or anchor lines. A line inadvertently run around a stanchion or over the rail could cause damage.

An optional stainless steel bow cleat that is also a lifting ring is available. It is flush with the deck when it is not in use. To use the cleat, pull up on the center of the cleat until it locks in the mooring position. A stainless steel threaded rod connects the lifting ring/cleat to the bow eye, transferring the lifting load to the hull. If your boat is equipped with this option, the bow lift ring/cleat and rod hardware should be checked at least once a year to make sure it is sound and tight.

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



Anchor Locker Deck Hatch & Retractable Cleat



Typical Retractable Cleat In Mooring Position

	WARNING	
<p>SCOUT BOATS ARE NOT EQUIPPED WITH HARDWARE DESIGNED FOR TOWING PURPOSES. THE MOORING CLEATS ARE NOT TO BE USED FOR TOWING ANOTHER VESSEL OR HAVING THIS BOAT TOWED.</p>		



Typical Red/Green Bow Running Light



Bow Red/Green Running Light
Integrated In The Rub Rail At The Bow

Running and Stern Lights

The port and starboard running lights are located on the deck at the bow, integrated in the rub rail on each side of the bow or on the hardtop, depending on the model and options selected. Always make sure that nothing is attached to the deck or hardtop that can interfere with the visibility of the running lights when operating the boat at night.

If your boat is **not** equipped with a T-top, it will be equipped with a removable stern/anchor light that mounts in a flush receptacle in the stern of the boat. The light should be removed and properly stowed when it is not in use. You should also make sure the protective cap is in place on the receptacle when the light is stowed to protect it from the elements. A permanently mounted, folding stern/anchor mast light is standard equipment on the optional T-top/hardtop.



Hardtop Mounted Red/Green Running Lights



Typical T-top Mast Stern/Anchor Light



Mast Stern/Anchor Light Folded

Anchor/Rope Locker

The anchor/rope locker is in the bow of the boat and accessed through a hatch in the deck.

The anchor line is always stored in the locker. If the anchor is stored in the anchor locker, it must be properly secured to prevent it from bouncing in the locker and causing damage to the hull or anchor locker. The anchor locker has a molded cradle designed to secure a fluke style anchor.

The anchor locker is designed for one fluke style anchor that is properly secured in the cradle. Do not store additional anchors or any heavy object in the anchor locker. Lunch hooks and weights for floating markers will bounce and damage the hull or rope locker if they are stored in the locker. Always store and secure additional anchors and weights in a storage compartment in the cockpit, as far aft as possible.

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



Anchor Locker & Anchor Cradle



Optional Windlass

CAUTION

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

Periodically remove the anchor line from the locker, rinse it with fresh water and allow it to dry in the sun. Cleaning the anchor line regularly will reduce odors in the anchor locker and increase the life of the line.

The line should also be inspected for abrasions or signs of deterioration. Replace the line if it shows any sign of damage or deterioration. If your boat is equipped with an optional windlass, it is important to replace the anchor line with a new line of the type recommended or supplied by the windlass manufacturer.

Windlass (Optional)

A windlass is an available option on some models. It is mounted to the deck above the rope locker or just aft of the rope locker hatch. The anchor is

stored on the stainless steel roller assembly and is raised and lowered by the windlass. The anchor line is stored in the rope locker and routed out through the windlass to the anchor chain.

The anchor is lowered by removing the safety pin at the rear of the roller assembly and operating a "DOWN" control at the helm. After the anchor is set, the windlass must not be left to take the entire force from the anchor line. Boats lying to their anchor in a high swell or heavy weather conditions will snub on the line. This can cause slippage or apply excessive loads to the windlass. The line should be made fast to a bow cleat to relieve the load on the windlass.

The anchor is hauled in by releasing the line from the bow cleat and operating the "UP" control at the helm. Once the anchor is retrieved, independently secure the anchor to the roller assembly with the

safety the pin to prevent it from being accidentally released. This is especially important while the boat is underway.

WARNING

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

WARNING

A PARTIALLY LOWERED AND LOOSE ANCHOR CAN CAUSE CONSIDERABLE DAMAGE TO THE HULL. DO NOT USE A WINDLASS AS A SOLE MEANS OF SECURING AN ANCHOR IN THE BOW ROLLER. ALWAYS SECURE THE ANCHOR TO THE ROLLER ASSEMBLY WITH THE SAFETY PIN BEFORE OPERATING YOUR BOAT.



Anchor Safety Pin in Bow Roller Assembly

Windshield

Some models are equipped with a heavy duty aluminum windshield with tinted glass. The center windshield section opens to provide ventilation and access to the bow seating area.

The section is opened by releasing the locks on the inside of the windshield. A special automatic latch or a strap and snap secures the section in the open position. To close the windshield panel, pull the quick release button on the latch or un-snap the strap to release the panel. Then close the panel and secure it with the locks. Make sure the center section is properly latched in the open or closed position before cruising.



Typical Walk-Thru Windshield

CAUTION

TO AVOID INJURY, THE CENTER WINDSHIELD SECTION MUST BE SECURED IN THE OPEN OR CLOSED POSITION WHEN VESSEL IS IN MOTION. MAKE SURE TO USE BOTH LOCKS WHEN SECURING THE WINDSHIELD SECTION IN THE CLOSED POSITION.

11.2 Hull

Engine Mounting System

Your Scout is equipped with an engine mounting system that is integrated into the hull and stringer system. It is designed to equally distribute the stresses of engine weight and thrust throughout the entire hull.

On some models, the design of the engine mounting system requires the hatch for the stern well or storage compartment to be closed or the stern seat backrest lowered before tilting the engine to the full up or trailer position. If the hatch is open or the backrest is up when the engine is tilted, the cowling will hit it as the engine tilts, causing damage to the engine cowling and hatch. Always make sure the release hatch is closed and latched or the seat backrest is secured in the down position before tilting the engine or trailering the boat.

Hydraulic Jack Plate (Optional)

A hydraulic jack plate is an available option on some models. The jack plate is an engine mounting system that allows the operator to raise and lower the engine with a switch at the helm. The engine can be moved up for shallow water operation and moved down for normal operation.

On some models, the hydraulic steering cylinder and the boat transom can be damaged if the engine is tilted to the full up position with the Jack Plate set too low. Typically, the Jack Plate should be raised before tilting the engine to the full up position.

Refer to the Hydraulic Jack Plate section of the Helm Control Systems chapter for additional information on jack plate precautions and operation.

Boarding Ladder

A telescopic boarding ladder is recessed into the engine mounting system on the transom. To use the ladder, make sure the engine is not running, then rotate the ladder out of the recess to the down position. Then pull the ladder out to the open position. The ladder must be retracted, folded into the recess and secured before starting the engine.

Unassisted Boarding Situations

When using the boarding ladder in an unassisted boarding situation in deep water, hold the swim platform and or the handrail near the ladder and brace your feet against the hull for stability. Then rotate the ladder out of the recess to the down position with your free hand. Hold the side rail of



Optional Hydraulic Jack Plate



Typical Swim Platform & Boarding Ladder

the ladder for stability, then use your free hand and feet to pull the ladder out to the extended position. Place your lead foot on the bottom ladder step and use the ladder side rails and transom hand rail for stability while boarding. Remember to retract the

ladder, fold it into the recess and secure it before starting the engine.



WARNING



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



Typical Ski Tow Pylon & Backrest

Ski Tow Pylon (Optional)

The optional ski tow pylon is mounted to the transom on each side of the engine. Quick release pins secure the tow pylon to special brackets bolted to the transom making the tow pylon easy to remove when it is not being used.

To remove the tow pylon, pull out the quick release pins and slide the bar straight up until it clears the bracket. Make sure the tow pylon is secured with the pins when it is installed.

If the tow pylon on your boat is equipped with a backrest, always make sure the backrest is folded down before tilting the engine to the full up position. The backrest must be secured in the down position before trailering the boat. If the backrest is not secured, it can be opened by the force of the wind while trailering causing damage to the backrest or engine cowling.

Using the Ski Tow

The tow pylon is designed for pulling one or two averaged sized skiers or wakeboarders. Always use high quality tow ropes with attachment loops when pulling wakeboarders or skiers. The tow rope should always be attached to the ski tow using the attachment loops and never tied to the ski tow or to any type of metal hook. Tied ski ropes are very difficult to remove and metal hooks will damage the ski tow and could also damage the engine cowling. Additionally, metal hooks can cause injury to your skiers if the metal hook breaks under the strain of the tow.

When attaching a tow rope using the attachment loops, hold the attachment loop in one hand and pull a length of rope on the handle side of the loop through the loop, creating another 6" loop. Slide the loop just created over the ski tow fitting and pull the handle side of the rope to tighten the

loop around the tow fitting. This procedure will attach the rope securely to the ski tow, be easy to remove and will not come off if the skier or wakeboarder falls.

Refer to Water Skiing in the Operation chapter for safety information on operating the boat with a skier.

Trim Tabs



The trim tabs are located on the transom. The trim tabs are an important part of the control systems. Please refer to the Helm Control Systems chapter for detailed information on the operation and maintenance of the trim tabs.

Power-Pole™ (Optional)

A power-pole is an available option of some models. The Power-Pole is mounted on the transom and activated by a switch in the helm. It is a hydraulically powered fiberglass stake designed to stop and hold your boat in up to eight feet of water. The unit is designed to hold your boat while fishing in relatively calm waters. Never leave your boat unattended with the Power-Pole™ as the primary anchorage. It is equipped with a safety relief valve in the hydraulic system that will release the pole to protect your boat's transom in high winds or if the pole is accidentally left down when the boat is moved. The relief valve also allows the stake to be lifted manually if the hydraulic system fails.

The Power-Pole must be in the full up position whenever the boat is operating at high speeds. When trailering, make sure it is properly secured with the travel strap. An owners manual for the Power-Pole is included with your boat. It is essential that you read the manual and be completely

familiar with the Power-Pole operation before using your boat.

 **WARNING** 

THE POWER-POLE IS A POWERFUL HYDRAULIC UNIT THAT CAN CAUSE SERIOUS INJURY IF IT IS ACTIVATED WHEN SOMEONE IS HOLDING ON TO THE TRANSOM UNIT OR IS IN THE WATER BELOW THE POLE. ALWAYS CHECK TO MAKE SURE NO ONE IS NEAR THE TRANSOM UNIT BEFORE ACTIVATING THE POWER-POLE.

- KEEP YOUR HANDS AND CLOTHING COMPLETELY CLEAR OF THE POWER-POLE AT ALL TIMES.
- DO NOT USE THE POWER-POLE AS A STEP OR HANDLE TO ENTER OR EXIT THE BOAT.
- NEVER ALLOW CHILDREN TO PLAY WITH OR AROUND THE POWER-POLE.
- BE SURE TO HAVE THE POWER-POLE IN THE FULL UP POSITION WHEN OPERATING THE BOAT AT HIGH SPEEDS.
- BE SURE THE POWER-POLE IS PROPERLY SECURED WITH THE TRAVEL STRAP WHEN EVER THE BOAT IS ON THE TRAILER.



Center Bilge Access in Splashwell

11.3 Cockpit Features

General

Most hatches and doors in the cockpit are secured with special cam action, draw or automatic, push to close, latches. Gas charged springs are used on some hatches above the cockpit sole that help raise the hatches and hold them in the open position.



Always make sure the hatches are closed with the latches in the secured position before operating the boat above idle speed.

Trolling Motor (Optional)

A trolling motor mounted near the bow can be installed as optional equipment on some models. The features, operation and controls are unique to the trolling motor system and options you choose. A special DC electrical circuit activated by a heavy duty main switch and/or circuit breaker in the center console or head compartment connects the trolling motor batteries in series to supply electrical current to the trolling motor system. Make sure the trolling motor circuit is activated before using the motor and turned off when the system is not in use.

A special heavy duty outlet plug with a protective cover, located in the cockpit liner near the bow, provides the connection for the trolling motor. The protective cover protects the plug from the elements when it is not use. Make sure the cover is securely in place whenever the trolling motor power cord is not connected to the plug.

An owners manual will be included with the trolling motor. It is essential that you read the manual and be completely familiar with the operation of the trolling motor and the trolling motor controls before using your boat.

 **WARNING** 

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

Stern Bilge Access

There is a removable access hatch in the splashwell or rear of the cockpit that provides access to the fuel filters, aft bilge pump and other equipment mounted in the stern bilge. Other hatches or removing the stern seat cushions provides access to the port and starboard stern bilge and equipment installed there. Always make sure these hatches or seat cushions are in place, closed and latched before operating the boat.



Stern Seat Backrest Release Button



Stern Seat Backrest Removed

Stern Seat Back Rests

Some models can be equipped with optional removable seat cushions and backrests for the stern seats. The cushions attach to the seat cushion hatches with snaps.

To remove the backrests, press and hold the button at the base of each backrest support while simultaneously lifting the backrest to release locking mechanism. Then slide the backrest up and out of the receivers. To install the backrest, slide the backrest supports into the receivers and push down firmly until each locking mechanism latches. Each seat base hatch is secured in the closed position with a draw latch. Always make sure the hatch is properly closed and latched before operating or trailering the boat. Hatches or seat bases left unlatched can be opened by the force of the wind while trailering or operating at high speeds, causing damage to the hatches or the boat.



Stern Bench Seat Folded Down

Notice:

Periodically inspect the backrest latches and supports for wear, damage, or loose fit. Any problems should be corrected immediately.

Stern Bench Seat

Some models are equipped with a folding stern bench seat and backrest. The seat cushion and backrest are hinged and can be folded to provide a rear casting platform and clearance for the engine

when it is tilted to the full up position. The seat backrest also serves as a wave gate and should always be folded down before tilting the engine and returned to the up position before operating the boat above idle speed.

The stern seat cushion is mounted on special hinges that allow the cushion to be rotated down in front of the stern seat base where it is secure and to allow the backrest to fold down. To fold the seat, lift the front of the seat cushion and pull it toward the bow. The hinge will rotate forward and allow the cushion to clear the front of the seat base. Then lower the cushion until it rests against the vertical face of the seat base. Pull forward firmly on the backrest to release the latches. The backrest is hinged and will lower to rest flat on the seat base.

Baitwells

Baitwells are located below a stern seat hatch, a hatch in the gunnel behind the stern seat backrest or in the leaning post, depending on the model and options selected. Baitwells are insulated and drained by gravity to thru-hull fittings in the transom or hull side. Each baitwell is supplied seawater by a raw water pump located in the stern bilge. Some baitwells are equipped with another pump that can be activated to recirculate and aerate the water in the baitwell. An overflow built into the side of the baitwell or a standpipe automatically controls the water level.

Release Well

Some models are equipped with an optional release well. The release is usually located forward of the engine splashwell. It is accessed through a hatch that is secured in the closed position with a push to close or a draw latch.

The release well is supplied seawater by a raw water pump located in the stern bilge. Another pump can be activated to recirculate and aerate the water in the baitwell. An overflow built into the side of the release well automatically controls the water level.

If the release well is located just forward of the engine splashwell, always make sure the hatch is properly closed and latched before tilting the engine to the full up position. The hatch must also be latched before operating or trailering the boat. If the hatch is not properly latched, it can be opened by the force of the wind while trailering or operating at high speeds, causing damage to the hatch, engine cowling or boat.

Access Plates

Removable access plates in the cockpit sole or sides provide access to hose connections, the fuel gauge sending unit and other components located below the cockpit.

Forward Deck Plate and Casting Seat

Some models are equipped with a bow casting deck. A base plate that accepts the casting seat pedestal can be installed in the casting deck as optional equipment.

The pedestal for some seats is equipped with a gas charged spring and adjustment control lever that allows the seat to be adjusted up or down. To lower the seat, lift the lever and push down on the seat to overcome the gas spring. Release



Typical Stern Release Well Hatch & Cockpit Scuppers



Typical Access Plate



Optional Forward Deck Plate & Casting Seat

the lever to hold the seat in the desired position. To raise the seat, lift the lever and the gas spring will automatically lift the seat.

The seat is designed to be used only while fishing at anchor or at trolling speeds. It is not intended to be a passenger seat and should never be used when the boat is cruising or operating above trolling speed.



WARNING



A PASSENGER SITTING IN THE BOW PEDESTAL SEAT WHILE CRUISING OR OPERATING THE BOAT ABOVE TROLLING SPEEDS CAN BE THROWN FROM THE SEAT TO THE COCKPIT OR OVERBOARD BY THE MOTION OF THE BOAT. THIS CAN CAUSE SEVERE INJURY OR EVEN DEATH. THIS SEAT IS DESIGNED TO BE USED ONLY WHILE FISHING AT ANCHOR OR AT TROLLING SPEEDS. NEVER ALLOW A PASSENGER TO SIT IN THE BOW PEDESTAL SEAT WHILE THE BOAT IS OPERATING ABOVE TROLLING SPEED.



Casting Seat Height Adjustment Lever

Bow Seats and Storage Compartments

Some models are equipped with two storage/cooler compartments located in the bow below the port and starboard seats. The bow seat cushions are secured to the hatches with snaps and should be removed and stored when the boat is not being used.

The bow seat cushions could be equipped with optional removable backrest cushions that convert each bow seat to a forward facing lounge. Removable backrest cushions are equipped with support stanchions that slide into receivers at the rear of each bow seat. The backrests can be removed and stored when not in use.

To install the backrests, slide the backrest supports into the receivers and push down firmly until each locking mechanism latches. To remove the backrests, press and hold the button at the base of each backrest support while simultaneously lifting the backrest to release locking mechanism. Then slide the backrest up and out of the receivers.



Typical Bow Seats & Storage Compartments

The port and starboard compartments are insulated and can be used for dunnage, coolers or fishboxes. They are equipped with cam action draw latches that secure the hatches when they are closed. The compartments drain overboard by gravity through fittings in the hull sides. Drain plugs can be inserted in each drain fitting to control drainage or isolate the compartments from the seawater. If the compartments are used as fishboxes or coolers, they should be cleaned and flushed thoroughly with fresh water after each use.

Folding Cockpit Table

Some models are equipped with a fold out fiberglass table located in the bow between the starboard and port bow seats. It is hinged and secured in the open or closed position with gas springs. A hatch that provides access to the anchor rope locker is located behind the table. A cooler/storage compartment that drains to the bilge is below the table.

To use the table, pull on the knob at the top of the table with enough force to overcome the gas springs securing it in the closed position and rotate the table to the full open position. The gas springs will assist in opening the table and secure it in the open position. Close the table by lifting the rear of the table with enough force to overcome the gas springs and rotate it to the closed position. The gas springs will automatically secure the table in the closed position.

The table should only be used when the boat is moored, at anchor or being operated below cruising speeds. Always make sure to fold the table to the stored position before operating the boat above trolling speed.



Typical Folding Cockpit Table



Folding Cockpit Table, Access Hatch & Cooler

11.4 Center Console Helm

Center Console and Helm

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

An door on the port side of most consoles provides access to a storage or portable head compartment to service the helm equipment or install electronics.

Other consoles are equipped with a door/hatch on the front of the console that is hinged at the top and swings open to provide access to the compartment. Gas springs on each side of the door/hatch help raise the door and support it in the open position. An automatic, push to close latch holds it closed. Pull straps connected to the door/hatch are used to release the latch to open the door from either inside the compartment or outside in the cockpit.

To access the compartment, pull the strap located below the console seat to release the latch. Then lift the front of the seat to raise the door/hatch. Always make sure the door/hatch is closed and properly latched before operating the boat above idle speed.

Console Cooler

The console on some models is equipped with



Front Console Access Door

molded insulated cooler that is installed under the front seat. A seat cushion snaps to the cooler hatch. The cooler drains to the overboard drain system, cockpit or bilge and should be cleaned thoroughly after each use.

Other models are equipped with a special brackets that secure a removable cooler that serves as a console seat. The cooler is secured in the brackets with a stretch cord on each side of the cooler. Always make sure the cooler is seated in the brackets and secured with the stretch cords before operating the boat.

Windshield

The console is equipped with a tinted acrylic windshield mounted to the front of the center console. Acrylic glass scratches easily. Never use a dry cloth or glass cleaning solutions on acrylic. Use a soft cloth and mild soap and water for routine cleaning. Solvents and products containing ammonia can permanently damage acrylic. Refer to the Routine Maintenance chapter for more information on the proper care and maintenance of acrylic plastic glass.

Aluminum Leaning Post

The leaning post is made of welded anodized or powder coated aluminum. It is equipped with rod holders and a grab bar. The base of most leaning posts accommodates a large cooler. Grab rails on the rear provide a handhold for passengers. An optional removable backrest that mounts in the rod holders is an available option for some leaning posts.



Center Console Helm & Windshield



Typical Dorado Helm

11.5 Dorado Helm

Helm and Electronics

The helm and engine controls are located on the helm station. Molded-in electronics storage is located forward of the steering wheel.

On some boats, the back of the helm station is accessed through the storage compartment just forward of the helm. An opening hatch with twist lock latches provides access to the storage compartment. It should be in the closed position and latched whenever the boat is underway.

Helm Pedestal Seat

Some models are equipped with pedestal style helm seats that swivel and adjust fore and aft. There are two levers on the seat base. Lifting

the lever located at the port front of the seat base allows the seat to be adjusted fore and aft. Releasing the lever locks the seat in that position. Lifting the lever on the stbd side of the seat base releases the pivot lock and allows the helm seat to be swiveled on the pedestal. The seat will automatically lock when it is swiveled back to the operating position.

A friction knob adjusts the tension of seat base on the pedestal. It should be adjusted tight enough to allow the seat to be swiveled when desired and eliminate play between the seat base and the pedestal.

11.6 Canvas and T-Tops

Bimini Top (Optional)

The canvas for Scout boats is custom fit to each boat. The Bimini top is designed with a relatively flat profile and a snug fit.

Bimini Top Installation

To install the top, attach the main legs to the deck hinges using the quick release pins and leave the rear stanchions loose. Next, open the Bimini and attach the front straps to the metal eye straps on the deck, forward of the center console or on top of the windshield. Attach the rear stanchions, one at a time, to the rear deck hinges located on the deck aft of the leaning post. Use your body weight on the rear corner of the top to pull down and stretch the fabric until the stanchion eye end lines up with the hole in the deck hinge. Secure each eye end to the deck hinge with the quick release pins. If the top is adjusted to factory specifications, the top will be level and the canvas tight.

Notice:

The front straps of the Bimini must be secured to the front eye straps before the rear stanchions are secured to the deck. If the rear stanchions are secured first, it will be difficult to secure the front straps without loosening them. If the front straps are loosened, the Bimini top will be too loose.

Clear Connector and Side Curtain Installation

A clear connector and side curtains are an available option on Dorado models. To install the curtains, close the center windshield section and attach the clear connector to the zipper at the front of the top and snap it to the top of the windshield frame beginning with the center snaps. If the bimini top is adjusted properly, the clear connector will have to be stretched just enough to pull out the wrinkles and reach the snaps on the windshield. The front straps will continue to bear the main load of the top.



Typical Dorado Bimini Top

Once the clear connector is completely installed, the side curtains can be put on. Attach the side curtains to the zippers on the sides of the bimini and to the front connector. Snap the curtains to the windshield and the deck beginning with the forward snaps on the windshield. If the bimini is adjusted properly, the side curtains will have to be stretched slightly to pull out the wrinkles and reach the snaps. The main load for the top should remain on the front straps and the rear stanchions.

If you have the optional drop curtain, attach it to the zipper on the back of the top and to the rear of the side curtains. Snap the drop curtain to the deck and cockpit.

Notice:

Cold weather can make the clear vinyl material on the curtains stiff and difficult to stretch to the snaps. This can be particularly difficult with new canvas that has been stored off the boat. Laying the curtains in the sun for 30 minutes during the heat of the day will make installing them much easier in cold weather.



Typical Center Console T-Top

T-top (Optional)

A T-top is available as optional equipment on some center console models. The Scout T-top is made of welded powder coated aluminum with a fiberglass hard top. It is designed to accommodate radio antennas, radar antennas and spreader lights. Most are equipped with an electronics box and a courtesy light. It can also be equipped with rod holders, navigation lights, spreader lights and storage for emergency gear and life jackets, depending on the model and options selected.

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

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



T-Top Integrate Windshield

T-top Integrated Windshield

Some T-top options are equipped with a tinted glass windshield. The front and side panels are tempered safety glass. The integrated windshield configuration will vary depending on the model and options selected.

The windshield/T-top frame is powder coated aluminum. Powder coated aluminum is very durable and provides excellent resistance to the corrosive effects of saltwater, however, it must

be maintained properly and certain precautions must be observed.

The windshield should be washed after each use with soap and water to keep it clean and reduce the corrosive effects of the saltwater. Saltwater allowed to remain on the windshield frame will eventually begin to attack the aluminum, usually around fasteners and hardware mounted to the frame.

Refer to the Routine Maintenance chapter for more information on the care and maintenance of powder coated aluminum.

Aftermarket T-top

If an after market T-top is installed, it must be designed with four legs that are bolted to the cockpit sole near the front and rear sides of the center console. The cockpit floor is designed to support the T-top leg bases in these areas. Both front and rear legs should also have brackets that are thru bolted to the console to provide

additional stiffening for the T-top. Avoid a T-top that is designed to mount only on the center console because it will cause excessive flexing to the console and cockpit sole which will result in stress cracks and fractures in the fiberglass. If you have any questions about installing a T-top on your boat, please contact your dealer or Scout Customer Service.

An improperly designed or installed fabrication can cause structural damage to the deck structure and void the Scout Boats Limited Warranty. Additionally, Scout Boats will not be responsible for any damage resulting from the installation of a fabrication not installed at the Scout factory. If you intend to install an after market T-top on your boat, please contact your dealer or Scout Customer Service.

Refer to the Routine Maintenance section for more information on maintaining aluminum fabrications and precautions for adding additional equipment and fasteners.

NOTES

INTERIOR EQUIPMENT

12.1 Marine Head System

Portable Head (Optional)

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

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

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

Maintenance

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



Typical Portable Marine Head

To reduce odor in the head compartment, never allow waste to remain in the waste tank for more than one week.

Important:

In some areas the law requires a waste pump out system on portable heads. If your boat is equipped with the waste pump out, make sure you know the laws for the areas in which you boat before modifying or removing the pump out system.

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

12.2 Porcelain Marine Toilet

A manually activated marine toilet could be installed as optional equipment in some models. The flush water is supplied by the fresh water system to reduce odor in the holding tank and head system. Always make sure the fresh water system is activated before using the toilet.

Before using, depress the foot peddle on the side of the toilet to wet the inside of the bowl. After use, press the foot peddle all the way down to flush and rinse the bowl. The waste is discharged to holding tank below the toilet. Once the waste is discharged, the toilet should be drained dry by opening the discharge valve part way without activating the fresh water valve. Refer to the toilet manufacturer owner's manual for more information on the operation of the marine head system.

Holding Tank and Pump Out System

The holding tank is located below the toilet. When the tank is full it must either be pumped out by an approved waste dumping station through the waste deck fitting on the gunnel or pumped overboard by the optional waste discharge pump, when legal to do so.

If your boat is equipped with a waste discharge system, an overboard macerator discharge pump and discharge valve will be installed in the bilge. The pump discharges holding tank waste to a thru-hull fitting in the hull below the waterline.

To operate the overboard discharge diaphragm pump, make sure the thru-hull valve in the bilge is open. Then turn the switch on to activate the pump. When pumping is complete, turn the switch off and close the pump out thru-hull valve.

Notice:

Monitor the waste level in the holding tank as the overboard discharge pump drains the tank and turn the pump off immediately when draining is complete. The macerator discharge pump will be damaged if it runs dry for an extended period.



Typical Porcelain Marine Toiler



Waste Deck Fitting - Cap Released & Providing Handhold
Note: Press down & turn cap 1/4 turn counter-clockwise to release & provide handhold.

Notice:

In order to comply with current State, Federal and Coast Guard regulations, the waste discharge thru-hull valve must be closed whenever the boat is operating in areas in which the discharge of sewage is prohibited.

CAUTION

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

Maintenance

The marine toilet should be cleaned and inspected for leaks regularly.

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

To reduce odor in the head compartment, never allow waste to remain in the holding tank for more than one week. Make sure to add fresh water to the holding tank and pump the tank several times to flush it out during pump out operations.

NOTICE:

The head system must be properly winterized before winter lay-up. Refer to the Seasonal Maintenance chapter and the toilet manufacturer's manual for winterizing instructions.



Typical Waste Discharge Pump & Thru-Hull Valve



Typical Waste Discharge Diaphragm Pump

ROUTINE MAINTENANCE

13.1 Exterior Hull and Deck

Hull Cleaning-Below The Water Line

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

Bottom Painting

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

Use only standard antifouling paints and fiberglass wax removers and primers recommended by the antifouling paint manufacturer when preparing the hull for bottom paint. Light sanding, just enough to scuff the gel coat or a skip sand primer system can be used to prepare the hull for bottom paint. The use of a coating other than standard antifouling paint or epoxy barrier coatings are not recommended and will void the hull blister warranty.

Do not allow the hull antifouling paint to contact the outboard motor. Most antifouling paints designed for hull bottoms contain copper and can cause severe galvanic corrosion damage to the motor. Always leave a 1/2" barrier between the hull bottom paint and outboard motor.

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

Anodes

Sacrificial anodes are installed on the outboard motor, engine bracket and trim tabs. The anodes are less noble than copper based alloys, stainless steel and aluminum. They will deteriorate first, protecting the more noble underwater hardware against galvanic corrosion.

They must be monitored if the boat is to be left in the water. Anodes should be checked monthly and changed when they are 75% of their original size. When replacing the anodes, make sure the contact surfaces are clean, shiny metal and free of paint and corrosion. Never paint over the anode.

Boats stored in saltwater will normally need to have the anodes replaced every 6 months to one year. Anodes requiring replacement more frequently may indicate a stray current problem within the boat or at the slip or marina. Anodes that do not need to be replaced after one year may not be providing the proper protection. Loose or low quality anodes could be the problem. Contact your engine dealer or Scout Customer Service for the proper size and type of anodes to be used and the specific installation procedure.

There are at least 2 anodes on most engines. There is typically a large anode on the bottom of the clamp bracket and another anode on the anti-cavitation plate, above the propeller.



Fiberglass Gel Coat

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

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

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



If the fiberglass should become damaged and need repair, contact your dealer or Scout Customer Service for assistance in finding an authorized repair person to make the repairs.

 **CAUTION** 

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

Stainless Steel Hardware

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



 **CAUTION** 

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

Anodized Aluminum Surfaces

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

Hard tops, bimini tops or T-tops with canvas and/or fiberglass tops require special attention to the anodized aluminum just below the top. This area is subject to salt build up from salty condensation and sea spray. It is also frequently overlooked when the boat is washed and will not be rinsed by the rain. Consequently, the aluminum just below the top is more likely to become pitted than the exposed aluminum on the structure. Make sure the aluminum in this area is washed frequently with soap and water and rinsed thoroughly. Pay particular attention to places where the top material or lacing contact the frame. Once a month coat the entire frame with a metal protector made for anodized aluminum to protect against pitting and corrosion caused by the harsh effects of saltwater. Do not use automotive or boat wax designed for paint or gel coat on anodized aluminum. The wax can contaminate the aluminum and damage the anodized surface.

 **CAUTION** 

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

Stains can be removed with a metal polish or fine polishing compound. To minimize corrosion, use only high quality stainless steel fasteners on aluminum fabrications. Isolate the fasteners from the aluminum by using fiber washers and caulking compound or Tef gel to bed hardware and fasteners mounted to aluminum fabrications. If the anodized coating is badly scratched, it will require special attention and more frequent cleaning to the damaged area. With proper care, anodized aluminum will provide many years of service.

Powder Coated Aluminum

Powder coated aluminum should be washed periodically with soap and water to keep it clean. If the boat is used in saltwater or polluted water, the aluminum should be washed with soap and

water after each use. Saltwater allowed to remain on powder coated aluminum will penetrate the coating and attack the aluminum, usually around fasteners and hardware mounted to the aluminum.

Pay special attention to the area just below the top. This area is subject to salt buildup from salty condensation and sea spray. It is also frequently overlooked when the boat is washed and will not be rinsed by the rain. Consequently, the powder coating near fasteners and hardware mounted just below the top is more likely to be attacked by the salt and become corroded than the exposed areas on the structure. Make sure the aluminum in this area is washed frequently with soap and water and rinsed thoroughly. Pay particular attention to places where the top material and lacing contact the frame.

Once a month check the entire frame for damaged powder coating and corrosion around fasteners and hardware. Nicked or badly scratched powder coating can be sanded and touched up with enamel paint. Corrosion around fasteners will have to be sanded, then touched up with paint. The fasteners will require fiber washers and sealing with caulk or Tef gel to isolate the fastener from the aluminum and prevent damage to the paint or powder coating when the fastener is installed. Periodically applying automotive or boat wax to the powder coating will provide additional protection from the harsh effects of saltwater.

Always repair scratches, nicks and corroded areas in powder coating as soon as possible. Corrosion left unaddressed will lift the powder coating allowing moisture to travel between the powder coating and the aluminum causing the corrosion to spread below the coating and damage the aluminum.

If excessive chipping and peeling occurs, it could be an indication of an electrical fault in the boat or aluminum fabrication. You should contact a qualified marine electrician to inspect your boat immediately and correct the problem if you suspect that your boat may have a fault in the aluminum frame. You should also contact Scout Customer Service.

Notice:

Boats that are towed behind larger vessels require special attention to the aluminum hardware. The salt spray, salty steam, and chemicals in exhaust gases are particularly corrosive and will damage the surface of anodized or powder coated aluminum. It is imperative that the boat and the aluminum are cleaned thoroughly at the completion of each trip or at the end of each day on long cruises to reduce accelerated deterioration of the anodizing or powder coating and premature corrosion to the aluminum.

Notice:

You should contact Scout Customer Service before making any modifications to aluminum fabrications. Unauthorized modifications can void the warranty.

Chrome Hardware

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

Acrylic Plastic Glass

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

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

Abrasive cleaners	Acetone
Solvents	Alcohol
Cleaners containing ammonia	Glass cleaners

Engine and Fuel

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

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

Proper engine operation requires a good supply of clean, dry fuel. Improper marina fuel storage techniques, limited boat usage, etc. can cause the fuel to become contaminated.

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

In many states, most gasoline is blended with ethanol alcohol. Ethanol is a strong solvent and can absorb water during periods of storage. You should refer to the engine operating manual for information regarding alcohol blended fuels and how it affects the operation of your marine engine.

13.2 Upholstery, Canvas and Enclosures Vinyl Upholstery

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

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

- Dry soil, dust and dirt - Remove with a soft cloth.

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

Acrylic Canvas (Sunbrella)

Modern, bright colored canvas tops are usually fabricated from acrylic fabrics with trade names like Sunbrella®, Argonaut®, etc. Acrylic fabrics look similar to cotton canvas but are much more durable and color fast.

Acrylic canvas can be cleaned by using Ivory Flakes, Ivory Liquid or another mild soap and water. Scrub lightly and rinse thoroughly to remove the soap. Do not use detergents, as they will deteriorate the waterproofing in the fabric. The underside can be brushed with a soft brush and sprayed with a disinfectant to prevent the accumulation of dirt and mildew. The top or accessories should never be folded or stored wet.

In fresh water areas, the top and curtains should be washed weekly. This is particularly important if the boat is stored near a highway, airport or in a large city. Residue from jet fuel, exhaust fumes and industrial pollution can shorten the life of tops and enclosures.

In saltwater areas, the top and curtains should be rinsed with freshwater after each use and at least weekly if it is stored outside. Saltwater attracts moisture and dirt can shorten the life of fabric tops and enclosures. The salt is also abrasive and can cause premature wear in the fabric and stitching.

After several years, the acrylic canvas may lose some of its ability to shed water. If this occurs, wash the fabric and let it dry thoroughly. Then treat the outside surface with a commercially available waterproofing designed for this purpose. Waterproofing is available in bulk at most canvas shops. One-gallon garden sprayers are excellent for applying waterproofing.

Notice:

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

Laminated Vinyl Tops

Laminated vinyl top material is a lamination of two plies of specially formulated vinyl with an inner reinforcing core fabric. The most common trade name for this fabric is Weblon.® It is not unusual for the interior ply to be a different color than the exterior. There is a greater tendency for this type of fabric to leak at the seams than with acrylic or vinyl coated polyester. Paraffin wax that matches the top can be used to seal the seams if necessary.

Laminated vinyl fabrics should be cleaned periodically by using Ivory Flakes, Ivory Liquid or another mild soap and water. Scrub lightly and rinse thoroughly to remove the soap. Do not use detergents, or harsh cleaners like bleach and ammonia. They will attack the vinyl in the fabric and shorten its life. The top or accessories should never be folded or stored wet.

In fresh water areas, the top and curtains should be washed weekly. This is particularly important if the boat is stored near a highway, airport or in a large city. Residue from jet fuel, exhaust fumes and industrial pollution can shorten the life of tops and enclosures.

In saltwater areas, the top and curtains should be rinsed with freshwater after each use and at least weekly if it is stored outside. Saltwater attracts moisture and dirt can shorten the life of fabric tops and enclosures. The salt is also abrasive and can cause premature wear in the stitching.

Clear Curtains and Connectors

Side curtains and clear connectors can be cleaned with mild soap and water. They should not be allowed to become badly soiled. Dirt, oil, mildew, and cleaning agents containing ammonia, will shorten the life of the vinyl that is used for clear curtains. After cleaning the curtains and allowing

them to dry, apply a non-lemon furniture polish or an acrylic glass and clear plastic protector to extend the life of the curtains.

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

Notice:

Do not use any polish containing lemon scents or lemon. The lemon juice will attack the vinyl and shorten its life.

Snaps should be lubricated periodically with petroleum jelly, silicone grease or a lubricant designed for snaps. Zippers should be lubricated with silicone spray, paraffin or silicone stick.

Strataglass



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

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

Depending upon usage, it is recommended that an occasional application of Aquatech Strataglass Cleaner be done. Treat this like a polish, as opposed to a cleaner - wash and dry curtains first, then apply Aquatech Strataglass Cleaner, actually buffing the surface to a beautiful sheen. This is not just a wipe on/ wipe off product...it needs to be buffed to perform.

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

The T-top enclosure must be removed when trailering. Canvas enclosures are not designed to withstand the extreme wind pressure encountered while trailering and will be damaged. Always remove and properly store the enclosure before trailering your boat.

 **WARNING** 

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

Corian Surfaces

A mild liquid detergent and water or ammonia-based cleaners will remove most dirt and stains from Corian. For heavy cleaning, oil, and grease, use Fantastik spray cleaner. Rinse with a clean cloth moistened with freshwater. Wipe dry with a clean cloth.

In most cases, Corian can be repaired if accidentally damaged. Minor damage, including scratches, general or chemical stains, scorches or burns, and minor impact marks, can be repaired with a light abrasive cleanser and a Scotch-Brite® pad. For heavier damage, light sanding and machine buffing may be necessary so contact your dealer or a professional.

- Avoid exposing Corian to strong chemicals, such as paint removers, oven cleaners, etc. If contact occurs, quickly flush the surface with water.
- Remove nail polish with a non acetone-based polish remover and flush with water.
- Do not cut directly on Corian counter tops.

Granicoat Counter Tops

Granicoat is a molded fiberglass/gelcoat product that looks similar to Corian or Karadon. A mild liquid detergent and water or ammonia-based cleaners will remove most dirt and stains from

granicoat surfaces. For heavy cleaning, oil, and grease, use Fantastik spray cleaner. Rinse with a clean cloth moistened with freshwater. Wipe dry with a clean cloth.

In most cases, granicoat can be repaired if accidentally damaged. Minor damage, including minor scratches, general or chemical stains, can be repaired by hand buffing with rubbing compound followed by a coating of boat or automotive wax. Heavier damage can be professionally repaired. Contact your dealer, Scout Customer Service or a fiberglass repair professional for assistance in repairing deep scratches, cracks and chips in granicoat.

- Remove nail polish with a non acetone-based polish remover and flush with water.
- Do not cut directly on counter tops.

Teak Surfaces

The teak and holly cabin sole or cockpit inlays are sealed with teak oil. It is important to avoid tracking sand and dirt on the cockpit sole and teak inlays. Sand and dirt acts like sand paper and will eventually sand off the finish in the traffic areas. The wood can be sanded and refinished as necessary.

We don't recommend that you use varnish on the wood. The wood grain is a natural nonskid and too much varnish or polyurethane will fill the grain and make the wood slippery. It is much better to us high quality teak oil to protect the teak and holly inlays.

13.3 Interior

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

Vinyl headliner material should be cleaned periodically as explained in the previous section. Avoid using products containing ammonia, bleach, or

harsh chemicals as they can shorten the life of vinyl.

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

Notice:

Always read the label carefully on mildew protectors. Remove the protector and allow the cabin to ventilate completely before using the cabin.

Interior Woodwork

Oiled and varnished woodwork can be cleaned with a damp cloth. For heavy duty cleaning, use a mixture of water and Murphy's Oil Soap or a solution of 10% white vinegar and water to clean the wood and wipe it dry with a clean towel. Apply a furniture polish to add luster and help to preserve the finish.

13.4 Bilge

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

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

Frequently test the automatic switches for the bilge pumps for proper operation. This is accomplished by pressing the "Pump Check" switch until the pump is activated. You can also use a garden hose to flood the bilge until the water level is high enough to activate the pump.

13.5 Drainage System

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

- Clean the cockpit drains with a hose to remove debris that can block water drainage.
- Clean the hardtop or T-top leg drain holes. This is especially important just before winter lay-up.
- Flush all gravity drains with freshwater to keep them clean and free flowing.
- Operate the thru-hull valves once a month and service as required.

Notice:

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

NOTES

SEASONAL MAINTENANCE

14.1 Storage and Lay-up

Before Hauling:

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



Chemical changes also occur as the gasoline ages that can cause deposits and varnish in the fuel system as well as reduce the octane rating of the fuel. Severely degraded fuel can damage the engines and boat fuel tank and lines. Therefore, if your boat is not being run enough to require at least one full tank of fresh fuel a month or during winter storage, a fuel stabilizer should be added to the gasoline to help protect the fuel system from these problems. Operate the boat for at least 15 minutes after adding the stabilizer to allow the treated fuel to reach the engine.

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

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

Lifting

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

 **CAUTION** 

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

SEVERE GEL COAT CRACKING OR MORE SERIOUS HULL DAMAGE CAN OCCUR DURING HAULING AND LAUNCHING IF PRESSURE IS CREATED ON THE GUNWALES (SHEER) BY THE SLINGS. FLAT, WIDE BELTING SLINGS AND SPREADERS LONG ENOUGH TO KEEP PRESSURE FROM THE GUNWALES ARE ESSENTIAL. DO NOT ALLOW ANYONE TO HAUL YOUR BOAT WHEN THE SPREADERS ON THE LIFT ARE NOT WIDE ENOUGH TO TAKE THE PRESSURE OFF THE GUNWALES.

Supporting The Boat For Storage

A trailer, elevating lift, or a well-made cradle is the best support for your boat during storage.

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

- Make sure the trailer is on a level surface and the bow is high enough so that water will drain from the bilge and cockpit.
- Make sure the engines are in the down position.
- The trailer must properly support the hull. The bunks and rollers should match the bottom of the hull and should not be putting pressure on the lifting strakes.
- Make sure the hitch is properly supported.

- Check the tires once each season. Add enough air for the correct amount of inflation for the tires.

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

When storing the boat on a lift or cradle:

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



CAUTION



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

Preparing The Boat For Storage:

- Remove the bilge drain plug, if installed.
- Thoroughly wash the fiberglass exterior, especially the antifouling portion of the bottom. Remove as much marine growth as possible. Lightly wax the exterior fiberglass components.
- Remove all oxidation from the exterior hardware, and apply a light film of moisture displacing lubricant, wax or a metal protector.

- Remove propellers and grease the propeller shafts using light waterproof grease.
- Remove the batteries and store in a cool place. Clean using clear, clean water. Be sure the batteries have sufficient water and clean terminals. Keep the batteries charged and safe from freezing throughout the storage period.

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

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

Notice:

It is recommended that a mildew preventer be hung in the head compartment or cabin before it is closed for storage.

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

14.2 Winterizing Freshwater System

The entire freshwater system must be completely drained. Disconnect all hoses, check valves, etc. and blow all the water from the system. Make sure the freshwater tank is completely drained. Use only very low air pressure when doing this to prevent possible system damage. Because of the check valve mechanism built in the pump, blowing the lines will not remove the water from the freshwater pump. Remove the outlet hose on the pump. Turn

the pump on and allow it to pump out any remaining water...about a cupful.

A recommended alternative to the above-mentioned procedure is the use of commercially available non-toxic, freshwater system antifreeze. After draining the potable water tank and lines, pour the antifreeze mixture into the freshwater tank, prime and operate the pump until the mixture flows from all freshwater faucets. Make sure antifreeze has flowed through all of the freshwater drains.

For additional information please refer to the Freshwater System chapter.

Raw Water System

Completely drain the raw water systems. Disconnect all hoses and blow the water from the system. Use only very low air pressure when doing this to prevent possible system damage. Because of the check valve mechanism built in the raw water washdown pump, blowing the lines will not remove the water from the raw water pump. Remove the inlet and outlet hoses on the pump. Turn the pump on and allow it to pump out any remaining water... about a cupful.

A recommended alternative to the above-mentioned procedure is the use of commercially available non-toxic, potable water system antifreeze. If potable water antifreeze is used, pour the mixture into a pail and put the raw water intake lines into the solution. Run the pumps one at a time until the antifreeze solution is visible at all raw water faucets and discharge fittings and drains. Be sure antifreeze has flowed through all of the raw water drains.

Portable Head

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

Marine Toilet

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

Notice:

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

Bilge

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

Outboard Engines

The engines should be flushed with freshwater for at least 15 minutes prior to winter storage. This will remove salt, sand and other contaminants that can damage the engine. It is also important to "Fog" the cylinders, change the gear oil, fill the oil tanks (2-cycle engines) or change the oil in 4-cycle engines, coat the engine with a protector, wax the exterior and properly store and charge the battery. You should refer to the engine owner's manual or contact your dealer for specific instructions on winterizing your engines.

Hardtops

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

Clean the aluminum frame with soap and water and dry thoroughly. Apply an aluminum metal protector to the entire frame on anodized aluminum to reduce corrosion and pitting.



CAUTION



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

Special Notes Prior To Winter Storage

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

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

CAUTION

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

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

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

14.3 Recommissioning

WARNING

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

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

CAUTION

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

Reactivating The Boat After Storage:

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

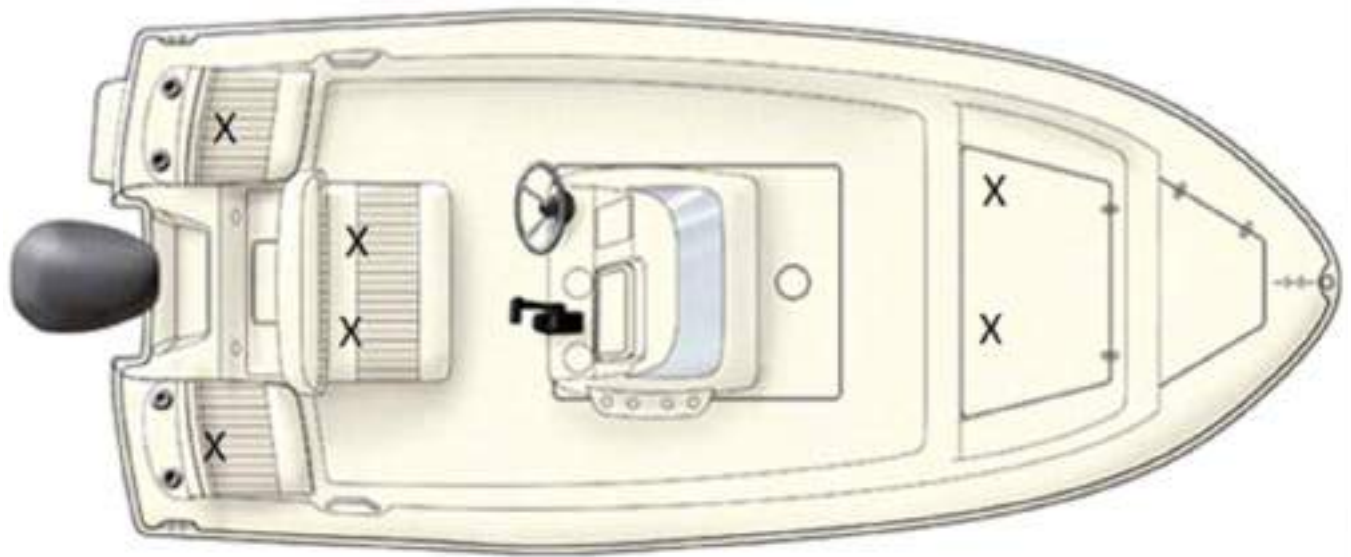
After Launching:

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

NOTES

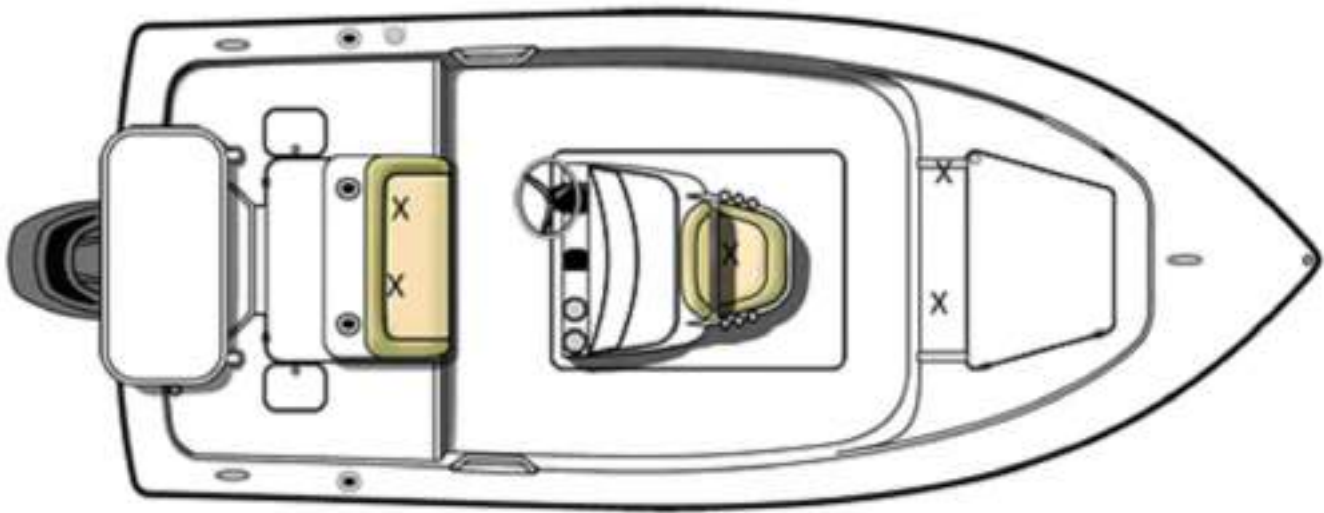
OCCUPANT POSITIONS

175 Series



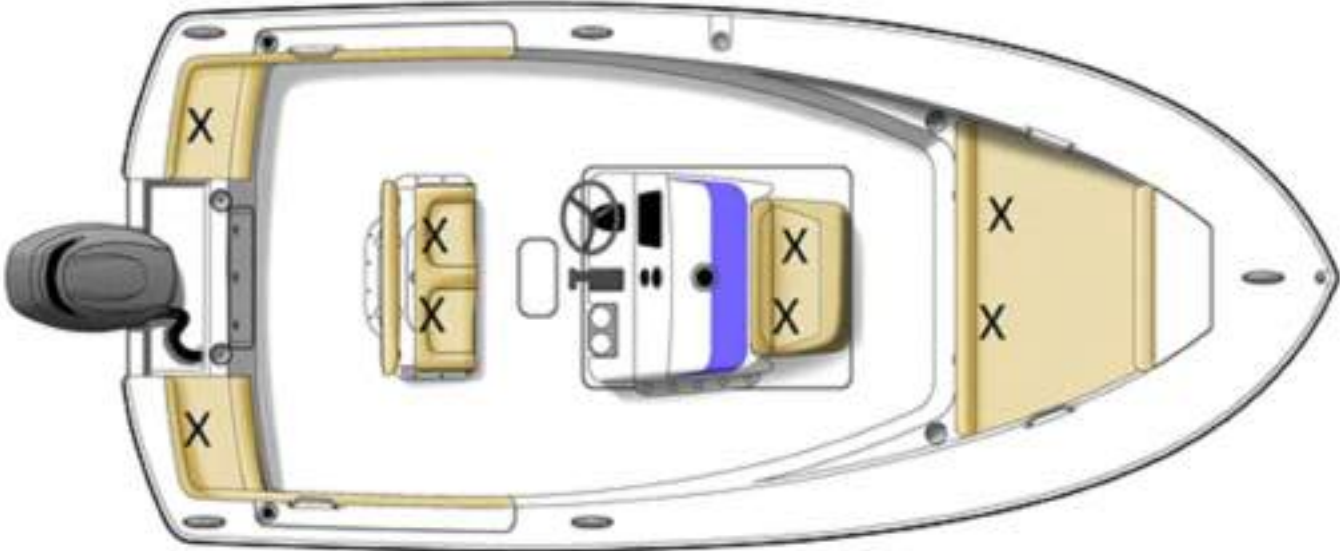
X indicates area where occupant can be seated

177 Series



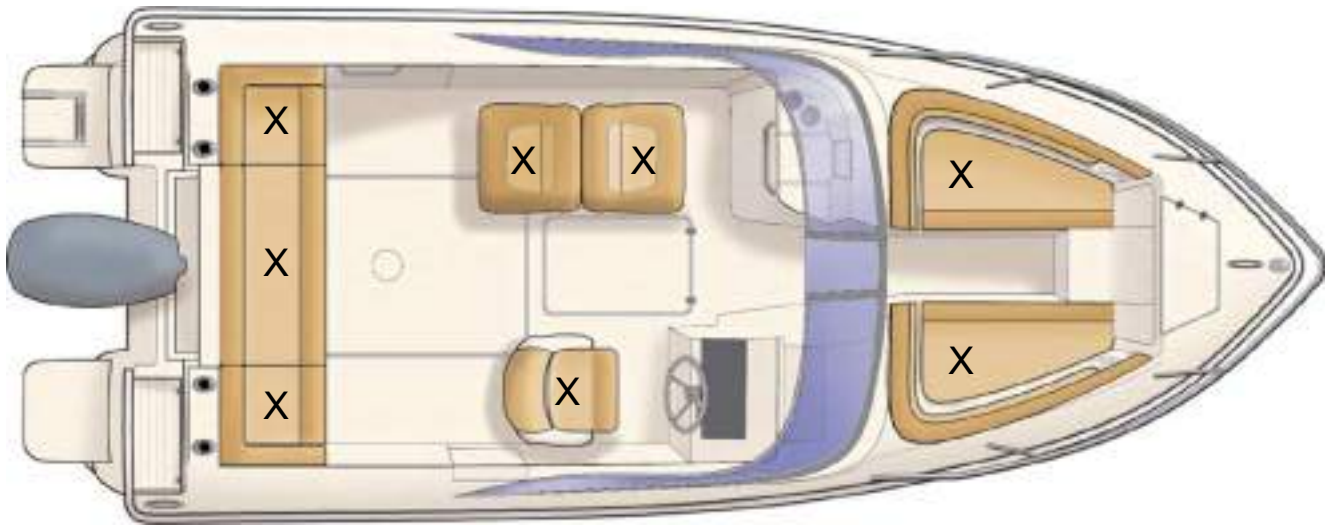
X indicates area where occupant can be seated

195 SF



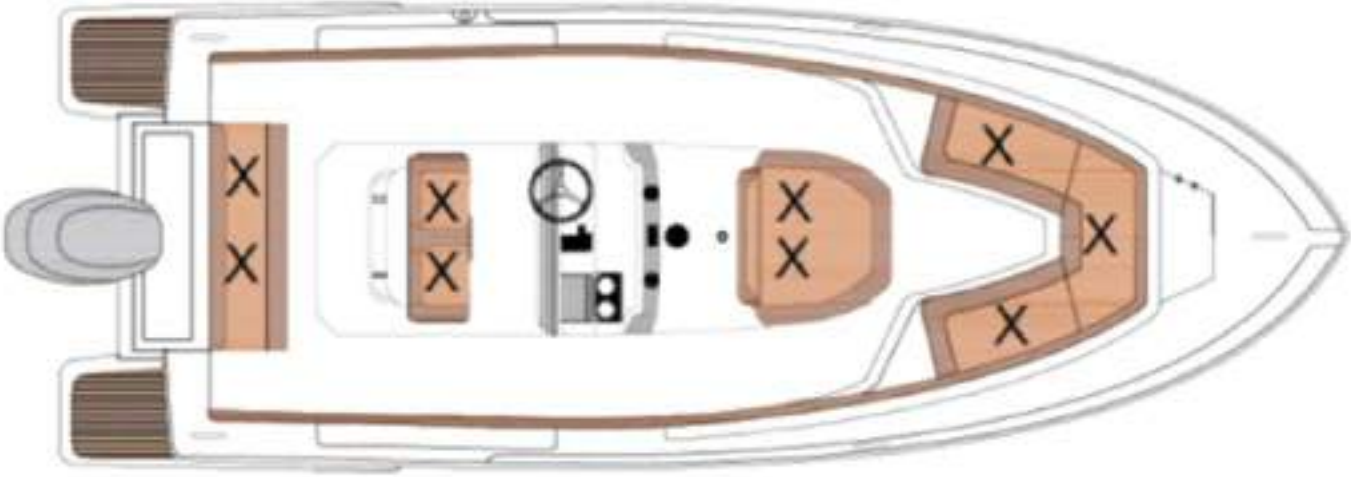
X indicates area where occupant can be seated

210 Dorado



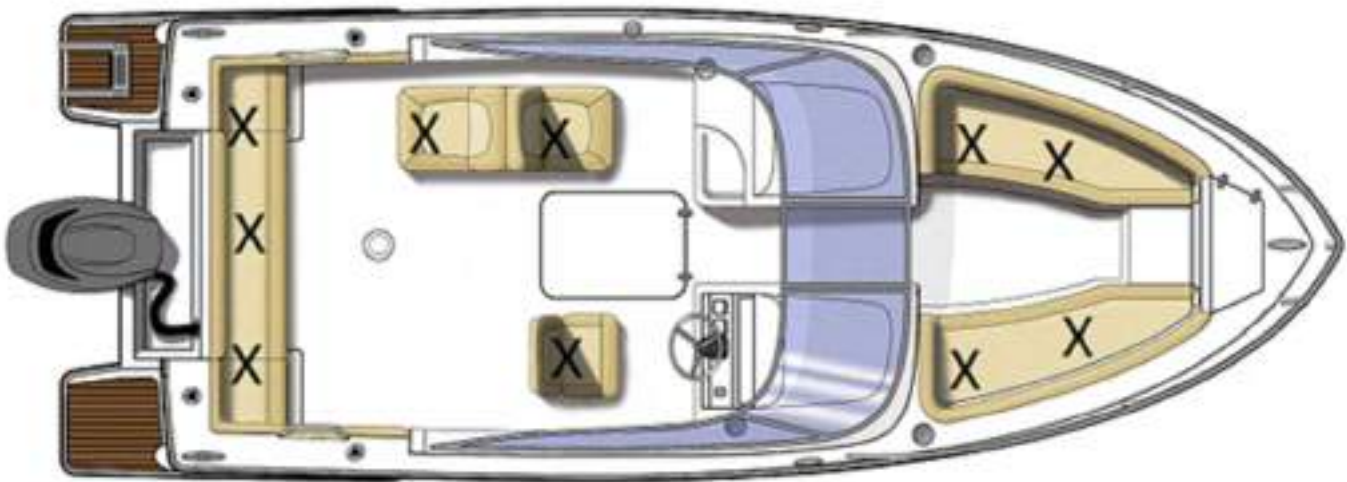
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215 XSF



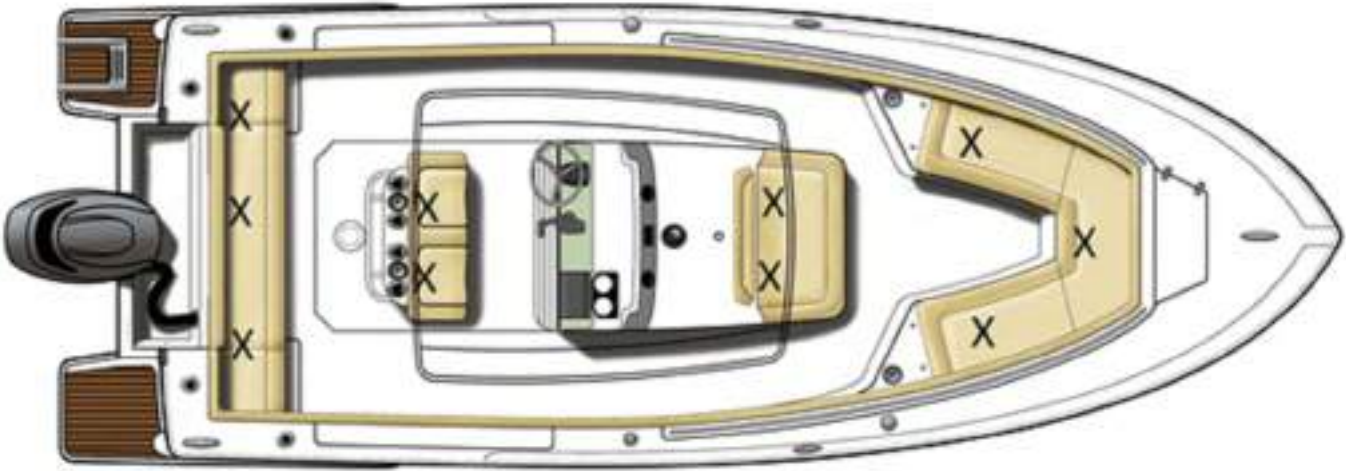
X indicates area where occupant can be seated

225 Dorado



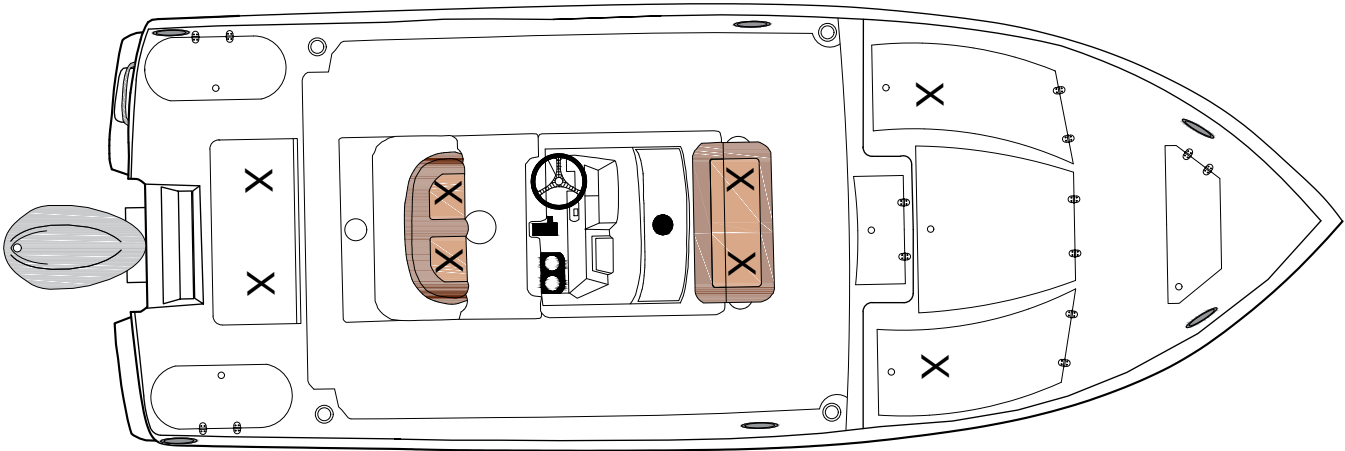
X indicates area where occupant can be seated

225 XSF



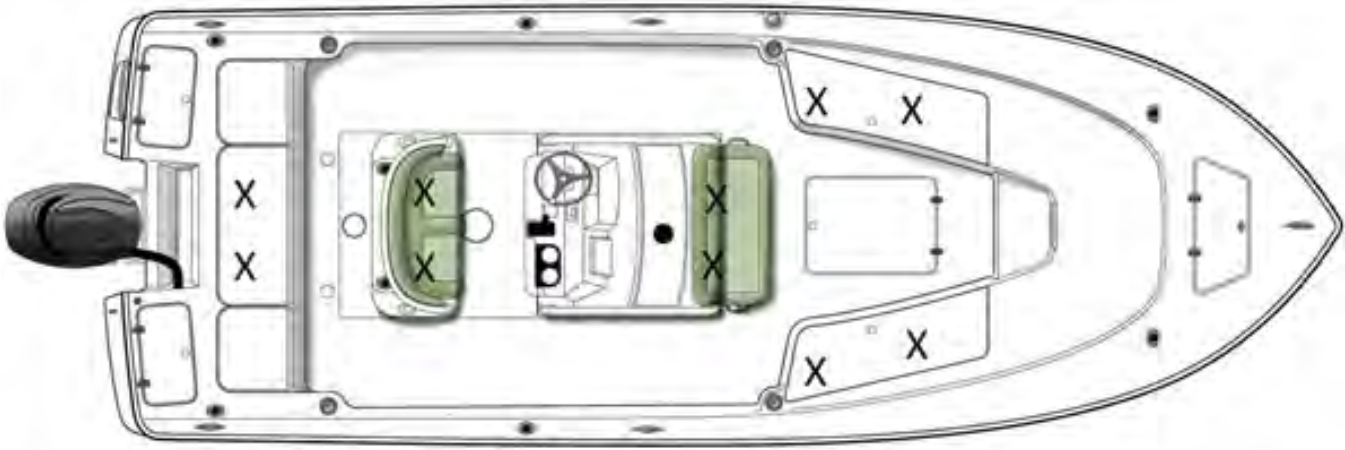
X indicates area where occupant can be seated

231 XS



X indicates area where occupant can be seated

251 XS



X indicates area where occupant can be seated

NOTES

SPECIFICATIONS

175 Series

SPECIFICATION ITEM	US UNIT	METRIC UNIT
Length	17' 5"	5.3 m
Beam	7' 5"	2.3 m
Dry Weight	1310 lbs	594 kg
Fuel Capacity	28 gal	106 L
Deadrise	13 Degrees	13 Degrees
Max Horse Power	90 HP	67 KW
Draft	10"	0.3 m
Max Persons	6	NA

177 Series

SPECIFICATION ITEM	US UNIT	METRIC UNIT
Length	17' 7"	5.36 m
Beam	7' 3"	2.21 m
Dry Weight	1,000 lbs	454 kg
Fuel Capacity	20 gal	76 L
Deadrise	13 Degrees	13 Degrees
Max Horse Power	115 HP	86 KW
Draft	10"	0.25 m
Max Persons	5	NA

195 Sportfish

SPECIFICATION ITEM	US UNIT	METRIC UNIT
Length	19' 5"	5.92 m
Beam	8' 6"	2.6 m
Dry Weight	2150 lbs	975 kg
Fuel Capacity	43 gal	163 L
Deadrise	19 Degrees	19 Degrees
Max Horse Power	150 HP	0.33 KW
Draft	25"	0.64 m
Max Persons	7	NA

210 Dorado

SPECIFICATION ITEM	US UNIT	METRIC UNIT
Length	20' 10"	6.35 m
Beam	8' 4"	2.5 m
Dry Weight	2,040 lbs	925 kg
Fuel Capacity	51 gal	193 L
Deadrise	19 Degrees	19 Degrees
Max Horse Power	200 HP	112 KW
Draft	15"	0.4 m
Bridge Clearance (w/Hardtop)	4' 10"	1.5 m
Max Persons	8	NA

215 XFS

SPECIFICATION ITEM	US UNIT	METRIC UNIT
Length	21' 6"	6.55 m
Beam	8' 6"	2.59 m
Dry Weight	2,776 lbs	1259 kg
Fuel Capacity	82 gal	310 L
Deadrise	20 Degrees	20 Degrees
Max Horse Power	250 HP	186.5 KW
Draft	15.75"	0.4 m
Bridge Clearance (w/Hardtop)	8' 9"	2.66 m
Max Persons	8	NA

225 Series

SPECIFICATION ITEM	US UNIT	METRIC UNIT
Length	22' 5"	6.8 m
Beam	8' 6"	2.59 m
Dry Weight	2,200 lbs	998 kg
Fuel Capacity	90 gal	341 L
Deadrise	20 Degrees	20 Degrees
Max Horse Power	250 HP	186 KW
Draft	16"	0.4 m
Bridge Clearance (w/Hardtop)	8' 3"	2.51 m
Max Persons	10	NA

231 XS

SPECIFICATION ITEM	US UNIT	METRIC UNIT
Length	23' 1"	7.0 m
Beam	8' 6"	2.59 m
Dry Weight	2,100 lbs	953 kg
Fuel Capacity	60 gal	227 L
Deadrise	20 Degrees	20 Degrees
Max Horse Power	300 HP	224 KW
Draft	12"	0.3 m
Outboard Shaft Length	25"	.6 m
Max Persons	8	NA

251 XS

SPECIFICATION ITEM	US UNIT	METRIC UNIT
Length	24' 10"	7.5 m
Beam	8' 6"	2.6 m
Dry Weight	2,300 lbs	1043 kg
Fuel Capacity	68 gal	257 L
Deadrise	20 Degrees	20 Degrees
Max Horse Power	300 HP	224 KW
Draft	13"	0.3 m
Max Persons	10	NA

GLOSSARY OF TERMS

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

Aboard: On or in the boat.

Afloat: On the water.

Aground: A boat stuck on the bottom.

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

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

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

Ashore: On shore.

Astern: Behind the boat, to move backwards.

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

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

Baitwell: A well on a boat used to keep bait alive.

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

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

Berth: A bunk or a bed on a boat.

Bilge: The bottom of the boat below the flooring.

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

Boarding: Entering or climbing into a boat.

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

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

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

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

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

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

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

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

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

Bunks: Carpeted trailer hull supports.

Cabin: Enclosed superstructure above the main deck level.

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

Cast-Off: To unfasten mooring lines in preparation for departure.

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

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

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

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

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

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

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

Console: The helm or control area of the boat.

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

Cranking Battery: The engine starting battery.

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

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

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

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

Dry Rot: A fungus attack on wood areas.

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

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

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

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

Even Keel: When a boat floats properly as designed.

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

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

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

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

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

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

Foundering: When a boat fills with water and sinks.

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

Galley: The kitchen of a boat.

Galvanic Corrosion: The process that erodes metal components submerged in seawater.

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

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

Grounds: A boat touches the bottom.

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

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

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

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

Head: A toilet on a boat.

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

Helm: The steering and control area of a boat.

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

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

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

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

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

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

Leeward: The direction toward which the wind is blowing.

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

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

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

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

L.O.A.: Boat length overall.

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

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

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

Making Way: Making progress through the water.

Midships: The center of the boat.

Marina: A protected facility primarily for recreational small craft.

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

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

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

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

Navigation Aid: Coded structures on land or on the water such as towers, buoys, and lights which are used to identify the boat's position.

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

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

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

Pier: A structure which projects out from the shoreline.

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

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

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

P.F.D: Personal Flotation Device.

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

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

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

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

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

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

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

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

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

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

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

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

Rules of the Road: Regulations for preventing collisions on the water.

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

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

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

Shaft Log: Pipe through which the propeller shaft passes.

Sheer: The uppermost edge of the hull.

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

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

Sole: The deck of a cockpit or interior cabin.

Splashwell: An open well on an outboard boat just forward of the engines that helps prevent water that splashes over the transom from entering the cockpit.

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

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

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

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

Stern: The rear end of a boat.

Stow: To pack away neatly.

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

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

Strut Bearing: See "cutlass bearing."

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

Superstructure: Something built above the main deck level.

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

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

Taffrail: Rail around the rear of the cockpit.

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

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

Transducer: The unit that sends/receives signals for the depth sounder.

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

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

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

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

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

Underway: When a boat moves through the water.

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

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

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

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

Waterway: A navigable body of water.

Wharf: A structure generally parallel to the shore.

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

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

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

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

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

NOTES

MAINTENANCE LOG

Date	Hours	Dealer	Service/Repairs

Maintenance Log



Date	Hours	Dealer	Service/Repairs



Maintenance Log



Date	Hours	Dealer	Service/Repairs



Maintenance Log



Date	Hours	Dealer	Service/Repairs



DEPARTMENT OF TRANSPORTATION U.S. COAST GUARD CG-3865 (Rev. 9/95)		BOATING ACCIDENT REPORT		FORM APPROVED OMB NO. 2115-0010			
		STATE ASSIGNED CASE NO. _____					
THE OPERATOR/OWNER OF A VESSEL USED FOR RECREATIONAL PURPOSES IS REQUIRED TO FILE A REPORT IN WRITING WHENEVER AN ACCIDENT RESULTS IN: LOSS OF LIFE OR DISAPPEARANCE FROM A VESSEL; AN INJURY WHICH REQUIRES MEDICAL TREATMENT BEYOND FIRST AID; OR PROPERTY DAMAGE IN EXCESS OF \$2000 OR COMPLETE LOSS OF THE VESSEL. REPORTS IN DEATH AND INJURY CASES MUST BE SUBMITTED WITHIN 48 HOURS. REPORTS IN OTHER CASES MUST BE SUBMITTED WITHIN 10 DAYS. REPORTS MUST BE SUBMITTED TO THE REPORTING AUTHORITY IN THE STATE WHERE THE ACCIDENT OCCURRED. THIS FORM IS PROVIDED TO ASSIST THE OPERATOR IN FILING THE REQUIRED WRITTEN REPORT.							
COMPLETE ALL BLOCKS (INDICATE THOSE NOT APPLICABLE BY "NA")							
ACCIDENT DATA							
DATE OF ACCIDENT	TIME AM PM	NAME OF BODY OF WATER		LOCATION (GIVE LOCATION PRECISELY)			
NUMBER OF VESSELS INVOLVED	NEAREST CITY OR TOWN	COUNTY		STATE	ZIP CODE		
WEATHER (CHECK ALL APPLICABLE) [] CLEAR [] RAIN [] CLOUDY [] SNOW [] FOG [] HAZY	WATER CONDITIONS [] CALM (WAVES LESS THAN 6") [] CHOPPY (WAVES 6" TO 2') [] ROUGH (WAVES 2' TO 6') [] VERY ROUGH (GREATER THAN 6') [] STRONG CURRENT	TEMPERATURE (ESTIMATE) AIR _____ °F WATER _____ °F	WIND [] NONE [] LIGHT (0-6 MPH) [] MODERATE (7-14 MPH) [] STRONG (15-25 MPH) [] STORM (OVER 25 MPH)	VISIBILITY DAY NIGHT [] GOOD [] [] FAIR [] [] POOR []			
NAME OF OPERATOR			OPERATOR ADDRESS				
OPERATOR TELEPHONE NUMBER ()	DATE OF BIRTH MO DAY YR	OPERATOR'S EXPERIENCE [] NONE [] UNDER 100 HOURS [] > 100 HOURS	INSTRUCTION IN BOATING SAFETY [] STATE COURSE [] U.S. POWER SQUADRON [] USCG AUXILIARY [] AMERICAN RED CROSS [] NONE				
[] MALE [] FEMALE							
NAME OF OWNER			OWNER ADDRESS				
OWNER TELEPHONE NUMBER ()	NUMBER OF PEOPLE ON BOARD	NUMBER OF PEOPLE BEING TOWED	RENTED BOAT? [] YES [] NO				
BOAT NO. 1 (THIS VESSEL)							
BOAT REGISTRATION OR DOCUMENTATION NUMBER		STATE	HULL IDENTIFICATION NUMBER		BOAT NAME		
BOAT MANUFACTURER		LENGTH	MODEL		YEAR BUILT		
TYPE OF BOAT [] OPEN MOTORBOAT [] CABIN MOTORBOAT [] AUXILIARY SAIL [] SAIL (ONLY) [] ROWBOAT [] CANOE/KAYAK [] PERSONAL WATERCRAFT [] PONTOON BOAT [] HOUSEBOAT [] OTHER (SPECIFY)	HULL MATERIAL [] WOOD [] ALUMINUM [] STEEL [] FIBERGLASS [] RUBBER/VINYL/CANVAS [] RIGID HULL INFLATABLE [] OTHER (SPECIFY)	ENGINE [] OUTBOARD [] INBOARD [] INBOARD-STERNDRIVE (I/O) [] AIRBOAT	PROPULSION [] PROPELLER [] WATER JET [] AIR THRUST [] MANUAL [] SAIL	PERSONAL FLOTATION DEVICES (PFDS): WAS BOAT ADEQUATELY EQUIPPED WITH COAST GUARD APPROVED PFDS? [] YES [] NO WERE PFDS ACCESSIBLE? [] YES [] NO			
		FUEL [] GASOLINE [] DIESEL [] ELECTRIC	NUMBER OF ENGINES TOTAL HORSEPOWER	FIRE EXTINGUISHERS ON BOARD? [] YES [] NO USED? [] YES [] NO			
OPERATION AT TIME OF ACCIDENT (CHECK ALL APPLICABLE) [] CRUISING [] CHANGING DIRECTION [] CHANGING SPEED [] DRIFTING [] TOWING [] BEING TOWED [] ROWING/PADDLING [] SAILING [] LAUNCHING [] DOCKING/UNDOCKING [] AT ANCHOR [] TIED TO DOCK/MOORED [] OTHER (SPECIFY)		ACTIVITY AT TIME OF ACCIDENT (CHECK ANY IF APPLICABLE) [] FISHING [] TOURNAMENT [] HUNTING [] SWIMMING/DIVING [] MAKING REPAIRS [] WATERSKIING/TUBING/ETC. [] RACING [] WHITEWATER SPORTS [] FUELING [] STARTING ENGINE [] NON-RECREATIONAL [] OTHER (SPECIFY)	TYPE OF ACCIDENT [] GROUNDING [] CAPSIZING [] FLOODING/SWAMPING [] SINKING [] FIRE OR EXPLOSION (FUEL) [] FIRE OR EXPLOSION (OTHER) [] SKIER MISHAP [] COLLISION WITH VESSEL [] COLLISION WITH FIXED OBJECT [] COLLISION WITH FLOATING OBJ. [] FALLS OVERBOARD [] FALLS IN BOAT [] STRUCK BY BOAT [] STRUCK BY MOTOR/PROPELLER [] STRUCK SUBMERGED OBJECT [] OTHER (SPECIFY)			WHAT CONTRIBUTED TO ACCIDENT? (CHECK ALL APPLICABLE) [] WEATHER [] EXCESSIVE SPEED [] IMPROPER LOOKOUT [] RESTRICTED VISION [] OVERLOADING [] IMPROPER LOADING [] HAZARDOUS WATERS [] ALCOHOL USE [] DRUG USE [] HULL FAILURE [] MACHINERY FAILURE [] EQUIPMENT FAILURE [] OPERATOR INEXPERIENCE [] OPERATOR INATTENTION [] CONGESTED WATERS [] PASSENGER/SKIER BEHAVIOR [] DAM/LOCK [] OTHER (SPECIFY)	
ESTIMATED SPEED [] NONE [] UNDER 10 MPH [] 10 - 20 MPH [] 21 - 40 MPH [] OVER 40 MPH			[] HIT AND RUN				

Boating Accident Report



DECEASED (IF MORE THAN 2 FATALITIES, ATTACH ADDITIONAL FORMS)			
NAME OF VICTIM		ADDRESS OF VICTIM	
DATE OF BIRTH	[] MALE [] FEMALE	DEATH CAUSED BY [] DROWNING [] OTHER	DISAPPEARANCE []
WAS PFD WORN? [] YES [] NO			
NAME OF VICTIM		ADDRESS OF VICTIM	
DATE OF BIRTH	[] MALE [] FEMALE	DEATH CAUSED BY [] DROWNING [] OTHER	DISAPPEARANCE []
WAS PFD WORN? [] YES [] NO			
INJURED (IF MORE THAN 2 INJURIES, ATTACH ADDITIONAL FORMS)			
NAME OF VICTIM		ADDRESS OF VICTIM	
DATE OF BIRTH	MEDICAL TREATMENT BEYOND FIRST AID? [] YES [] NO ADMITTED TO HOSPITAL? [] YES [] NO	DESCRIBE INJURY	
WAS PFD WORN? [] YES [] NO	PRIOR TO ACCIDENT? [] YES [] NO	AS A RESULT OF ACCIDENT? [] YES [] NO	
WAS IT INFLATABLE? [] YES [] NO			
NAME OF VICTIM		ADDRESS OF VICTIM	
DATE OF BIRTH	MEDICAL TREATMENT BEYOND FIRST AID? [] YES [] NO ADMITTED TO HOSPITAL? [] YES [] NO	DESCRIBE INJURY	
WAS PFD WORN? [] YES [] NO	PRIOR TO ACCIDENT? [] YES [] NO	AS A RESULT OF ACCIDENT? [] YES [] NO	
WAS IT INFLATABLE? [] YES [] NO			
OTHER PEOPLE ABOARD THIS BOAT (IF MORE THAN 2 PEOPLE, ATTACH ADDITIONAL FORMS)			
NAME		ADDRESS	
DATE OF BIRTH	WAS PFD WORN? [] YES [] NO AS A RESULT OF ACCIDENT [] YES [] NO	PRIOR TO ACCIDENT? [] YES [] NO	WAS IT INFLATABLE? [] YES [] NO
NAME		ADDRESS	
DATE OF BIRTH	WAS PFD WORN? [] YES [] NO AS A RESULT OF ACCIDENT [] YES [] NO	PRIOR TO ACCIDENT? [] YES [] NO	WAS IT INFLATABLE? [] YES [] NO
BOAT NO. 2 (IF MORE THAN 2 VESSELS, ATTACH ADDITIONAL IDENTIFYING INFORMATION)			
NAME OF OPERATOR		OPERATOR ADDRESS	
OPERATOR TELEPHONE NUMBER ()	BOAT REGISTRATION OR DOCUMENTATION NUMBER		STATE
NAME OF OWNER		OWNER ADDRESS	
OWNER TELEPHONE NUMBER ()			
PROPERTY DAMAGE			
ESTIMATED AMOUNT: THIS BOAT AND CONTENTS:	OTHER BOAT(S) AND CONTENTS:	OTHER PROPERTY:	
\$	\$	\$	
DESCRIBE PROPERTY DAMAGED			
WITNESSES NOT ON THIS VESSEL			
NAME	ADDRESS	TELEPHONE NUMBER ()	
NAME	ADDRESS	TELEPHONE NUMBER ()	
PERSON COMPLETING REPORT			
NAME	ADDRESS	TELEPHONE NUMBER ()	
SIGNATURE	QUALIFICATION [] OPERATOR [] OWNER [] INVESTIGATOR [] OTHER	DATE SUBMITTED	
FOR AGENCY USE ONLY			
CAUSES BASED ON (CHECK ONE): [] THIS REPORT [] INVESTIGATION [] INVESTIGATION AND THIS REPORT [] OTHER			
NAME OF REVIEWING OFFICE	DATE RECEIVED	RECREATIONAL []	NON-REPORTABLE []
PRIMARY CAUSE	COMMERCIAL [] SECONDARY CAUSE		

Call the Coast Guard Infoline 1-800-368-5647 for information on **Federal Requirements for Recreational Boats**



ACCIDENT DESCRIPTION

DESCRIBE WHAT HAPPENED (SEQUENCE OF EVENTS, INCLUDE FAILURE OF EQUIPMENT, INCLUDE A DIAGRAM IF NEEDED. CONTINUE ON ADDITIONAL SHEETS IF NECESSARY. INCLUDE ANY INFORMATION REGARDING THE INVOLVEMENT OF ALCOHOL AN/OR DRUGS IN CAUSING OR CONTRIBUTING TO THE ACCIDENT. INCLUDE ANY DESCRIPTIVE INFORMATION ABOUT THE USE OF PFD'S.)

An agency may not conduct or sponsor and a person is not required to respond to an information collection, unless it displays a currently valid OMB Control Number. The Coast Guard estimates that the average burden for this report form is 30 minutes. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (G-OPB-1), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (2115-0010), Washington, DC 20503.

NOTES

FLOAT PLAN

Scout recommends filling out a float plan each time you use your boat for an offshore day trip or a long cruise. Leave this information with a responsible person ashore, like a close friend or relative that you know well.

1. Name of person reporting and telephone number.

2. Description of boat.

Type _____ Color _____ Trim _____
 Registration No. _____ Length _____
 Name _____ Make _____ Other Info _____

3. Engine type _____ H.P. _____
 No. of Engines _____ Fuel Capacity _____

4. Survival equipment: (Check as appropriate)

<input type="checkbox"/> PFDS	<input type="checkbox"/> Flares	<input type="checkbox"/> Mirror
<input type="checkbox"/> Smoke Signals	<input type="checkbox"/> Flashlight	<input type="checkbox"/> Food
<input type="checkbox"/> Paddles	<input type="checkbox"/> Water	<input type="checkbox"/> Others
<input type="checkbox"/> Anchor	<input type="checkbox"/> Raft or Dinghy	<input type="checkbox"/> EPIRB

5. Radio Yes No Type _____

6. Automobile license _____
 Type _____ Trailer License _____
 Color _____ and make of auto _____

7. Persons aboard _____
 Name _____ Age _____ Address & telephone No. _____

8. Do any of the persons aboard have a medical problem?
 Yes No If yes, what? _____

9. Trip Expectations: Leave at _____
 From _____ Going to _____
 Expect to return by _____ (time)
 and no later than _____

10. Any other pertinent info. _____

11. If not returned by _____ (time)
 call the COAST GUARD, or (Local authority) _____

12. Telephone Numbers.

_____	_____
_____	_____
_____	_____

NOTES

TROUBLESHOOTING GUIDE

PROBLEM	CAUSE AND SOLUTION
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CONTROL SYSTEMS	
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Hydraulic Steering is slow to respond & erratic.

- Steering system is low on fluid. Fill and bleed system.
- Steering system has air in it. Fill and bleed system.
- A component in the steering system is binding. Check and adjust or repair binding component.
- Engine steering spindle is binding. Grease spindle.

The boat wanders and will not hold a course at cruise speeds.

- There could be air in the steering system. Fill & bleed the system.
- The engine steering tab is corroded or out of adjustment. Replace or adjust steering tab.
- Engine steering spindle is binding. Grease spindle.

The engine will not start with the shift control lever in neutral.

- The control cable is out of adjustment & not activating the neutral safety cut out switch.
- The shift control lever is not in the neutral detent. Try moving the shift lever slightly.
- There is a loose wire on the neutral safety switch on the control. Inspect wires and repair loose connections.
- The starter or ignition switch is bad. Replace ignition switch or repair starter.

PERFORMANCE PROBLEMS	
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Boat is sluggish and has lost speed & RPM.

- The boat may need to have marine growth cleaned from hull and running gear.
- Propeller may be damaged & need repair.
- Weeds or line around the propeller. Clean propeller.
- Boat is overloaded. Reduce load.
- Check for excessive water in the bilge. Pump out bilge & find & correct the problem.
- The throttle adjustment has changed and the engine is not getting full throttle. Adjust the throttle cable.

The boat vibrates at cruising speeds.

- Propeller may be damaged & need repair.
- The propeller or propeller shaft is bent. Repair or replace damaged components.
- The running gear is fouled by marine growth or rope. Clean running gear.
- The engine is not trimmed Properly. Trim engine.

PROBLEM	CAUSE AND SOLUTION
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ENGINE PROBLEMS	
-----------------	--

The engine is running too hot.

- The engine raw water pick up strainer is clogged with marine growth. Clean pick up
- The engine raw water pump impeller is worn or damaged. Repair the pump.
- The engine thermostat is faulty and needs to be replaced.

The engine alternator is not charging properly.

- The battery cable is loose or corroded. Clean and tighten battery cables.
- The alternator is not charging and must be replaced.
- The battery is defective. Replace the battery.

The engine suddenly will not operate over 2000 RPM.

- The engine emergency system has been activated. The on board computer has sensed a problem and has limited the RPM to protect the engine. Find & correct the problem.
- The tachometer is bad and needs to be replaced.
- The oil tank on the 2-cycle engine is low on oil. Fill the engine oil tank. Refer to the engine owner's manual.

The engine is loosing RPM. The boat is not overloaded and the hull bottom and running gear are clean and in good condition.

- The engine may be having a problem with a sticky anti-siphon valve, located in the fuel line near the fuel tank, that is restricting the fuel flow. Remove & clean or replace the Anti-siphon valve.
- The remote gasoline fuel filter could be dirty. Inspect and replace the fuel filter.
- The primary fuel filter on the engine may be dirty. Inspect and replace the fuel filter.
- The electronic engine control system on the engine is malfunctioning. Repair the engine control system.
- The fuel injection system on the engine is malfunctioning. Repair the fuel injection system.

PROBLEM	CAUSE AND SOLUTION
ACCESSORY PROBLEMS	
The freshwater pump runs, but will not pump water.	<ul style="list-style-type: none">• The water tank is empty. Fill the tank.• The intake hose is damaged and sucking air. Replace or repair the hose.• The pump is defective. Repair or replace the pump.
The seawater pump runs, but the pump will not pump water.	<ul style="list-style-type: none">• The thru-hull valve is not open. Open valve.• The in-line sea strainer for the pump is clogged. Clean the sea strainer.• The intake hose is damaged and sucking air. Replace hose.• The pump is defective. Repair or replace the pump.
The seawater or fresh water pump fails to turn off after all outlets are closed.	<ul style="list-style-type: none">• There is a leak in a pressure line or outlet. Repair the leak.• There is an air leak in the intake line. Repair the air leak.• The pressure switch is defective. Replace the pressure switch.• The voltage to the pump is low. Check for corroded or loose wiring connections or low battery.• The strainer is clogged. Clean strainer.• The pump is defective. Repair or replace the pump.
Reduction in water flow from the bilge pump.	<ul style="list-style-type: none">• Impeller screen plugged with debris. Clean screen at the base of the pump.• The discharge hose is pinched or clogged. Check discharge hose and clean or repair.• Low voltage to the pump. Check the battery and wire connections.

PROBLEM

CAUSE AND SOLUTION

ACCESSORY PROBLEMS

The automatic float switch on the bilge pump does not activate the pump .

- The circuit breaker for the automatic switch has tripped. Reset the circuit breaker.
- The battery is dead. Charge or replace the battery.
- The pump impeller is jammed by debris. Clean pump impeller housing.
- The wire connections in the bilge have corroded. Replace connectors and secure above the bilge waterline.
- The automatic switch is defective. Replace the switch.
- The pump is defective. Replace pump.

The bilge pump will not run when the manual switch is activated.

- The circuit breaker supplying the switch has tripped. Reset the circuit breaker. Replace if defective.
- The battery switch is off. Turn on the battery switch and bilge pump breaker.
- The pump impeller is jammed by debris. Clean pump impeller housing.
- The wire connections in the bilge have corroded. Replace connectors and secure above the bilge waterline.
- The switch is defective. Replace the switch.
- The pump is defective. Replace pump.

CONTACT INFORMATION

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National Marine Manufacturer's Association (NMMA)

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