OWNER'S MANUAL

AQUASPORT

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OWNER'S MANUAL

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SECTION I

INTRODUCTION

This Owner's Manual must be read carefully and understood in conjunction with all other information supplied with your Aquasport boat and installed engines no matter how much boating experience you have. This manual provides an overview for the operation of your Aquasport boat as well as important information regarding safety, boating rules, proper operation, and maintenance of your boat. It is the owner's obligation to instruct all operators in safe operation as careful operation is your best insurance against an accident. Should the boat be sold, this manual will provide the same important information to the next owner. Please consider it a permanent component of the boat.

If you have any questions, your dealer can provide the information you need to have a safe and pleasurable boating experience. Please read all warnings carefully! They may tell you how to avoid problems and/or endangering yourself, your passengers, and other boaters.

All information in this printed Owner's Manual is based on the latest product information available at the time of publication. All information, illustrations, and specifications in this manual are based on the latest product information available at the time of printing; however, Aquasport reserves the right to change specifications and designs without notice and without incurring obligation. We reserve the right to change specifications, parts or accessories at any time without incurring any obligation to equip the same on models manufactured before the date of the change. Due to changes in specifications, models, parts and/or accessories that may occur after publication of this Owner's Manual, the manual may not cover every circumstance that may arise in owning and operating a Aquasport boat. The illustrations used in this Owner's Manual are intended as representative reference views and may not depict actual model component parts. Information regarding certain on-board components furnished by suppliers other than Aquasport, including the engine, is provided separately by the manufacturers of those components. Current Owner's Manuals are available online at aquasportboat.com. Copies should be kept on board at all times during operation. It is your responsibility to check online to ensure you are using the most up-to-date version of this Manual and all documentation supplied with your Aquasport Boat.

Thank you for purchasing a Aquasport boat. We hope your new boat will provide you many years of enjoyable and rewarding boating experiences. Should service problems arise, remember that your dealer knows your boat best and is interested in your total satisfaction.

BOAT INFORMATION

Record important boat information using the section provided below. This will allow you to retain important information regarding your boat in one location for future reference.

Hull Identification Number	
Date of Purchase	
Dealership	
Dealer's Phone Number	
Registration Number	
Engine Serial Number	
Trailer Serial Number	

Register Your Ownership
Whether you are the original or a subsequent owner of your Aquasport boat, it is important that you register your ownership to receive up-to-date information about your Aquasport and all ownership benefits. Please visit aquasportboat.com to register.

Servicing your Aquasport Vessel
All servicing, maintenance and repair inquiries should be directed to an authorized Aquasport dealer. Please contact 615-797-3193 or visit aquasportboat.com to find a dealer in your area. Please discuss all warranty related issues with your authorized Aquasport dealer.

Privacy Policy
For details about how we collect, use and disclose your personal information, please review our privacy policy at www.aquasportboat.com.

Hull Identification Number
The hull identification number is located on the upper right-hand side of the transom below the rub rail.

BOATING SAFETY

Important Safety Information

The following section is a general outline of boating safety requirements and recommendations. For complete details on boating safety procedures, please consult US Coast Guard (USCG) (visit www.uscgboating.org) and/or Transport Canada (visit www.tc.canada.ca) guidelines, as applicable.

Your safety, as well as the safety of others with and around you, is a direct result of how you operate and maintain your boat. Some basic safety rules are outlined in this section of the manual. Fully read and comprehend this manual. Make sure that you understand all controls and operating instructions before attempting to operate the boat. Improper operation is extremely dangerous.

Boating-related accidents are generally caused by the operator's failure to follow basic safety rules or written precautions. Most accidents can be avoided if the operator is completely familiar with the boat and its operation, and can recognize potentially hazardous situations before an accident occurs.

The basic safety rules are outlined in this section of the owner's manual. Additional precautions throughout the manual are noted with a caution, warning or danger symbol. The types of safety messages, how they appear and how they are used in this guide are described below.

⚠ DANGER

A danger symbol indicates an imminently hazardous situation that, if not avoided, would result in serious injury or death. This symbol is only used in extreme situations.

⚠ WARNING

A warning symbol indicates a potentially hazardous situation that, if not avoided, could result in serious injury or death.

⚠ CAUTION

Indicates a potentially hazardous situation that, if not avoided, may result in minor or moderate injury or property damage.

NOTICE

A notice heading indicates information that helps in understanding of a particular step or action that should be highlighted for importance. A notice may also indicate a situation which, if not avoided, could result in engine or major component failure.

Users of your boat must also comply with the safety labels located throughout your boat, which highlight important safety precautions.

The precautions listed in this manual and on the boat are not exhaustive. If a procedure, method, tool or part is not specifically recommended by Aquasport, you must satisfy yourself that it is safe for you and others, and that the boat will not be damaged or made unsafe as a result of your decision.

In addition to everyday safety, failure to observe safety recommendations may result in severe personal injury or death to you or to others. Use caution and common sense when operating your boat. Don't take unnecessary chances! Be certain that all boat passengers are aware of this information and conform to boat safety principles.

Safe Boating

Safe boating practices may seem obvious, but people do engage in risky and dangerous activities in boats, with boats, and behind boats. Just because you or your passengers have seen a boating maneuver performed or have seen a particular activity promoted, do not assume there is no risk of injury or death. Before you or your passengers go out in the boat and engage in any water sport activity, give careful consideration to the risks. Plan ahead. Think twice before you try something new behind your boat or with your boat. Know the limits of you, your passengers and your equipment and do not exceed them. In addition to careful review of this manual, you should be aware that there are many sources of information available. Aquasport urges you to pursue additional training, such as safety and seamanship courses offered by the U.S. Coast Guard Auxiliary and the U.S./Canadian Power Squadron (see below). Safe boating and safe actions may seem obvious, yet every year U.S. Coast Guard statistics show that many people disregard safe boating practices. Do not take safety for granted. We want all our boat owners and their passengers, friends, and families to have a safe and enjoyable experience on the water.

Operator's Responsibilities

Safety is the first priority when it comes to boating. The operator of a vessel has a responsibility for the safety of all passengers on board. The following are some general recommendations as it relates to fulfilling your responsibility of being safe out on the water:

- Ensure all passengers on board are equipped with an approved United States Coast Guard (USCG) or Transport Canada (as applicable) Personal Flotation Device (PFD).
- Ensure compliance with all applicable laws and regulations regarding the operation of your boat and the required safety equipment that must be on board in the jurisdiction of operation. Note that there may be additional requirements if your boat is being operated commercially rather than recreationally.
- Follow navigational rules, and obey the "Rules of the Road".
- Complete a North American USCG- or Transport Canada-approved (as applicable) boating safety course (see below).
- Familiarize yourself with any licensing requirements in the jurisdiction where your boat is being operated. Do not allow your boat to be operated by anyone not appropriately licensed.
- Familiarize yourself with the features, functions, limitations, handling and performance of your vessel.
- Always travel at a safe speed. Do not accelerate, slow down or turn too quickly.

- Familiarize yourself with the waterways you intend to travel with the aid of nautical charts. Pay particular attention to water depths and underwater obstructions.
- Pay attention to your surroundings while underway and be aware of obstructions. Always be cognizant of people, objects and structures in the water.
- Have passengers board the vessel one at a time by stepping or climbing in using available step zones and while taking care for potentially slippery surfaces.
- Do not overload the vessel with passengers or gear
- Have weight (gear and passengers) distributed equally throughout the vessel when loading.
- Ensure passengers on board are following safety procedures. Brief passengers on location and use of safety equipment.
- Ensure passengers are not sitting anywhere on a boat not specifically designed as a seat. When the boat is underway all passengers should remain seated.
- Check the local weather forecast before your outing and while boating. If you are caught in rough weather conditions, use extra precaution (reduce speed, store loose gear, head for nearest safe refuge, etc.)
- Avoid boating in foggy weather conditions. If you are caught in foggy conditions and you cannot anchor or moor to wait for fog to dissipate, take bearings, log your course and lower your speed since visibility will be reduced.
- Frequently inspect your boat, engine and gear to ensure they are in top condition.
- First aid training is recommended since first responders may not be immediately available when you are out on the water
- Ensure the bilge is clean prior to starting.
- File a float plan.
- Maintain a clear, unobstructed view at all times, especially forward.
- Scan the water and avoid tunnel vision. Boating collisions are frequently caused by inattention.

Personal Flotation Devices (PFDs)
An approved, appropriately sized, and correctly worn PFD is the best protection against drowning and cold water shock.
All personal flotation devices must be approved by USCG or Transport Canada (as applicable), appropriately sized for the wearer, and in good working condition. PFD's should not be locked or stored away in an enclosed space. There should be one appropriately sized USCG/Transport Canada approved PFD for everyone on board. Regardless of local law that may permit PFD's to be readily accessible to adults rather than worn, Aquasport strongly recommends that PFD's be worn at all times by everyone on board. Even if PFD's are readily accessible for adults, in the event that someone suddenly falls overboard and is a non-swimmer or incapacitated or the water is cold, PFDs are only effective if they are being worn at the time. As the owner, obtaining the appropriate PFDs is your responsibility. Your dealer can and will be happy to assist you in all endeavors of safety.

⚠ WARNING

Boaters should always wear a properly fitted, approved life jacket when out on the water. Children and non-swimmers must wear Personal Flotation Devices (PFD's) at all times when aboard.

Cold Water Survival
Unexpected immersion in cold water is a serious risk to life if a boater is not wearing a flotation device, despite the boater's experience, closeness to shore, and swimming ability. A sudden fall into cold water can seriously affect breathing, nerves, and muscle strength. Certain PFD's can provide thermal protection as well as keeping the wearer buoyant. Always wearing a PFD will help survival in rapid immersion situations. In other situations when entry into cold water is necessary:

- Wear a PFD.
- Button all clothing.
- Cover your head if possible and enter the water slowly.
- Keep your head out of the water if at all possible.

Assume the Heat Escape Lessening Posture (HELP) position as taught in a safety course.

USCG and Transport Canada Required Safety Equipment
Before every trip ensure that all required safety equipment is on board, easily accessible, in good working order, and that all passengers are briefed as to its location.

At the time of publication of this Manual, for vessels between 16' and 26' in length operated recreationally, USCG requires:

- 1 Personal Flotation Device for each person on board of Type I, II, III, or V, PLUS one Type IV throwable device
- 1 type B-1 USCG-approved portable fire extinguisher
- Approved visual distress signals for daytime and nighttime use. If pyrotechnic devices are selected, there must be a total of 3 pyrotechnic devices for both daytime and nighttime use
- 1 sound-producing device such as a whistle or horn
- Navigation lights

At the time of publication of this Manual, for vessels between 26' and 39.4' in length operated recreationally, USCG requires:

- 1 Personal Flotation Device for each person on board of Type I, II, III, or V, PLUS one Type IV throwable device.
- 1 type B-II USCG-approved portable fire extinguisher or 2 type B-1 USCG-approved portable fire extinguishers.
- Approved visual distress signals for daytime and nighttime use. If pyrotechnic devices are selected, there must be a total of 3 pyrotechnic devices for both daytime and nighttime use.
- 1 sound-producing device such as a whistle or horn.
- Navigation lights.
- 5" by 8" Oil Discharge placard and 4" by 9" MARPOL Trash placards.

At the time of publication of this Manual, for vessels between 19’8” and 29’6” in length operated recreationally, Transport Canada requires:

- 1 approved Personal Flotation Device for each person on board
- 1 “5BC” fire extinguisher (although type “ABC” is recommended).
- 1 reboarding device (e.g. a swim ladder)
- 1 buoyant heaving line at least 49’3” (15m) long OR 1 lifebuoy attached to a buoyant line at least 49’3” (15m) long
- 1 watertight flashlight (spare batteries are recommended)
- With some permitted exemptions, 6 flares of Type A, B, C or D (but only 2 can be Type D)
- 1 manual propelling device (e.g. a paddle) OR 1 anchor and at least 49’3” (15m) of cable, rope or chain
- 1 bailer or manual bilge pump
- 1 sound-signaling device or appliance
- Navigation lights
- With some permitted exemptions, 1 magnetic compass
- With some permitted exemptions, 1 radar reflector

At the time of publication of this Manual, for vessels between 29’6” and 39’4” in length operated recreationally, Transport Canada requires:

- 1 approved Personal Flotation Device for each person on board
- 1 “10BC” fire extinguisher (although type “ABC” is recommended).
- 1 reboarding device (e.g. a swim ladder)
- 1 buoyant heaving line at least 49’3” (15m) long
- 1 lifebuoy attached to a buoyant line at least 49’3” (15m) long
- 1 watertight flashlight (spare batteries are recommended)
- With some permitted exemptions, 12 flares of Type A, B, C or D (but only 6 can be Type D)
- 1 anchor and at least 98’5” (30m) of cable, rope or chain
- 1 manual bilge pump OR bilge-pumping arrangements
- 1 sound-signaling device or appliance
- Navigation lights
- With some permitted exemptions, 1 magnetic compass
- With some permitted exemptions, 1 radar reflector

Note that many state and local authorities have requirements that exceed those of the USCG. Be sure to check and comply with your local laws before boating.

You must check to ensure that these requirements have not changed.
See www.uscgboating.org and www.tc.canada.ca. Note that there may be additional requirements if the vessel is operated commercially rather than recreationally.

Additional Safety Equipment

In addition to the safety equipment required by law, consider having the following items on board. **Before every trip ensure that all safety equipment is easily accessible, in good working order, and that all passengers are briefed as to its location:**

- ☐ First Aid Kit in a waterproof container
- ☐ Drinking water and/or water purification tablets/device
- ☐ Charts/Maps
- ☐ Mirror for use as a visual signaling device
- ☐ Whistles or other manual sound producing devices (consider attaching a whistle to each PFD)
- ☐ Cell phone or Satellite phone
- ☐ VHF Marine Radio
- ☐ GPS device
- ☐ Emergency Position-Indicating Radio Beacon (EPIRB)
- ☐ Inflatable raft
- ☐ Extra rope
- ☐ Fenders
- ☐ Tool kit with duct tape, screwdrivers, pliers, wrenches, hammer, spare parts set, etc.
- ☐ Spare propeller
- ☐ Lubricating oil
- ☐ Sunscreen
- ☐ Blankets/Towels (can be used to cover up from sun exposure)

Engine Emergency Stop Switch and Lanyard

Your boat is equipped with an engine emergency stop switch located at the helm and attached to your operator lanyard. When activated while underway, the stop switch will immediately shut off your vessel's engines. In the case of an emergency while out on the water, the stop switch can be activated by pulling the lanyard from the ignition. It is important that the operator wear the lanyard at all times during operation. This will ensure that the engines shut off if the operator unexpectedly falls overboard. Otherwise the vessel may continue to operate out of control at the set throttle speed until it hits something or runs out of fuel.

Registration, Numbering and Documentation
All undocumented vessels equipped with propulsion machinery must be registered in the state/country of principal use. A certificate of number will be issued upon registering your boat in the U.S. A pleasure craft license will be issued in Canada. In Canada your boat must be registered if operated commercially. Identification numbers must be properly displayed on your vessel. The owner/operator of the vessel must carry a valid certificate of number or license whenever the boat is in use. Check with your state/country boating authority for licensing and registration requirements.

Numbers must be painted or permanently attached to each side of the forward half of the vessel. In the U.S. validation stickers must be affixed within six inches of the registration number. With the exception of a vessel fee decal, no other letters or numbers may be displayed nearby. There are prescribed size requirements for the numbering.

The owner of a vessel must notify the agency which issued the certificate of number within a prescribed period if the vessel is transferred, destroyed, abandoned, lost, stolen or recovered, or if the certificate of number is lost, destroyed or the owner's address changed. If the certificate of number becomes invalid for any reason, it must be surrendered to the issuing authority in the manner prescribed.

Operator's License
Some jurisdictions have implemented operator's license requirements. These requirements vary widely. Whether operating a boat locally or in a remote location, operators should verify with local authorities regarding whether a license or training is required. This should be checked at least annually.

Safety Training Organizations
A boating safety course is strongly recommended, even if it is not a requirement for operation in your jurisdiction. See:

www.uscgboating.org/recreational-boaters/boating-safety-courses.php

www.safeafloat.com

www.tc.canada.ca/en/marine-transportation/getting-started-safe-boating/find-education-resources-recreational-boaters

Float Plan
A "float plan" is a written record indicating the planned destination and approximate length of time for the outing. Sample forms are available at the USCG's or Transport Canada's websites. One should be completed and left with a friend or relative prior to each trip. In case of an emergency or failure to return within a reasonable period of time, the float plan will supply pertinent information to assist local marine police or the Coast Guard in determining whether a search should be performed. Be sure to notify the float plan holder upon your safe return.

Chart Your Course
Avoid putting your vessel and passengers in unsafe situations by charting a course. Use National Oceanic and Atmospheric Administration (NOAA) and Canadian Hydrographic Service (CHS) charts and maps to help you navigate coastal and inland waterways. Such charts will importantly note water depths and underwater obstructions, which usually cannot be seen. If you find yourself in a situation where you are unaware of your surroundings, or become disoriented, slow the boat down and proceed with caution, or stop and seek assistance.

Weather
Never leave the dock without first checking the local weather forecast. Weather can change rapidly and boaters should always keep an eye out for weather conditions. **While boating, pay attention to the following:**

- Watch for cloud build-up, especially rapid, vertically rising clouds.
- Sudden drop in temperature.
- Sudden change in wind direction and/or speed.
- On-board barometers should be checked every two- to-three hours. A rising barometer indicates fair weather and a rise in wind velocity; a falling barometer indicates stormy or rainy weather.

What to do in severe weather:

- Reduce speed, keeping enough power to maintain headway.
- Have all passengers put on PFDs if not already worn as recommended.
- Turn on running lights.
- Secure and fasten any loose gear and equipment.
- Head for the nearest shore that is safe to approach, if possible.
- Head bow of boat into waves at about a 45-degree angle.
- Keep bilges free of water.
- If the engine fails, tie a sea anchor on a line from the boat to keep the boat headed into the waves. A bucket will work as a sea anchor in an emergency.
- Anchor the boat, if necessary.
- If you are caught in a lightning storm the best action is to disembark at a dock. Stay out of the water.
- If you are caught in dense fog and cannot anchor or moor, do not panic. Chart and landmark your course and proceed with caution, lowering speed accordingly.

⚠WARNING

Avoid boating in severe weather conditions. Death or serious injury can occur. Return to shore before the weather turns bad.

⚠WARNING

Check the weather forecast and weather conditions before departing and while underway.

Inflatable Life Rafts
An inflatable life raft can provide a survival platform for an extended period of time. Be sure the life raft is large enough for everyone on board when the boat operates off-shore. It should have the appropriate emergency equipment pack and should be professionally serviced periodically, according to the manufacturer's instructions. USCG/Transport Canada-approved life rafts must meet a number of stringent material and performance standards.

Anchoring
Anchoring may be done to stop for fishing, swimming, lunch or an overnight stay or to keep a boat from running aground in bad weather or as a result of engine failure. When preparing to anchor, bring the bow of the vessel into the wind or current. Place the engine in neutral. When the boat comes to a stop, slowly lower the anchor. Do not throw the anchor over as it will tend to foul the anchor or tangle line. When the anchor line has been let out, back down on the anchor with the engine in idle reverse to help set the anchor. After it is firmly set, use landmark reference points in relation to the boat to be sure that the boat is not drifting. Check the reference points frequently.

Distress Communications
When boating off-shore, carry communications gear such as a marine VHF-FM and/or HF transceiver(s), appropriate to the operating area. Cellular phone coverage is available in many coastal areas. However, cellular phones should NOT be considered a substitute for VHF-FM marine band radios for emergency purposes. Satellite emergency position-indicating radio beacons (EPIRBs) are designed to quickly and reliably alert rescue forces, indicate an accurate distress position, and guide rescue units to the distress scene, even when all other communications fail.

When activated, the satellite EPIRB transmits a distress signal with a beacon-unique identifying code. The system detects the signal, calculates an accurate distress position, checks the unique identifying code against the EPIRB registration database (vessel and point of contact information supplied by the owner) and routes the distress alert with registration information to the responsible U.S. Coast Guard (or International) Rescue Coordination Center (RCC). 406MHz EPIRBs with GPS (internal or attached) also provide an immediate GPS position in the information passed to the RCC.

Geostationary satellites make detection almost immediate. If the EPIRB does not have the ability to provide a GPS position, the process to determine a position takes about an hour on average and almost always less than two hours. Satellite EPIRBs also include a homing beacon and strobe to help rescue forces quickly locate the distress scene.

Satellite beacons have significant coverage, alerting timeliness, position accuracy, and signaling advantages over other types of EPIRBs (121.5 MHz). Before purchasing or using something other than the 406 MHz EPIRB, be sure to understand the capabilities and limitations.

In distress situations, press the transmit button and clearly say: **MAYDAY, MAYDAY, MAYDAY**. Follow this with the vessel name and/or description, the location, nature of emergency and number of people on-board. Then release the transmit button and wait for 10 seconds. If there is no response, repeat the MAYDAY call.

General Safety Precautions

⚠ DANGER

Failure to adhere to these precautions may result in severe injury or death to you and/or others.

- To avoid serious personal injury do not stand on the stern area of the boat while engine is running.
- To avoid serious personal injury do not operate the engine while anyone is on or about the swim platform or in the water near the boat.
- Improper operation is extremely dangerous. Operators must read and understand all operating manuals supplied with the boat before operation.
- Never stand or allow passengers to stand while the boat is moving. You or others may be thrown from the boat.
- It is the driver's responsibility to ensure all passengers are seated when boat is underway.
- Children in the boat should be accompanied by an adult and wear a PFD at all times.
- Never operate the boat while under the influence of alcohol or drugs.
- On-board equipment must always conform to the governing federal, state/ provincial, and local regulations.
- Gasoline vapors can explode. Before starting the engine, open engine box, check engine compartment for gasoline vapors, and operate blower for at least four minutes. Run blower below cruising speed.
- Leaking fuel is a fire and explosion hazard. Inspect system regularly. Examine fuel tanks for leaks or corrosion annually.
- Never override or modify the engine safety shut-off switch or engine neutral starting safety switch in any way.
- Never remove or modify components of the fuel system in any way except for maintenance by qualified personnel. Tampering with fuel components may cause a hazardous condition.
- Never allow any type of spark or open flame on board. It may result in fire or explosion.
- Avoid sharp and quick turns. Failure to follow this rule could result in the boat capsizing.

Boaters must continuously be aware of weather conditions. Sudden storms, wind, lightning, etc., can unexpectedly put boaters in grave danger. Always check the local weather report before going boating. It is the driver's responsibility to determine if weather or other factors create an unsafe boating environment.

Proper Seating

Passengers should be seated in the recommended seating locations throughout the vessel. Passengers should always remain seated in the provided seating locations while the vessel is underway. Proper seating is an important element of boating safety. Proper seating consists of sitting with your buttocks and back in full contact with a seat anytime the boat is underway, using hand holds and grab handles to secure yourself and prevent loss of balance. Do not sit in locations not designed as a seat. For instance, do not sit on seat backs, do not sit on the sides or gunwale of the boat, and do not sit on the sundeck or stern while the boat is in motion. The driver must be aware of all passengers' locations and positions, and passengers must stay alert to changes in direction.

⚠ WARNING

Always wear a PFD (Personal Flotation Device) when boating.

Carbon Monoxide (CO) Safety

Carbon monoxide is a colorless, odorless, tasteless, and extremely toxic gas. It is produced by combustion engines and is found in the exhaust gasses. Breathing carbon monoxide fumes can kill you. Symptoms of carbon monoxide poisoning are drowsiness, dizziness, irritated eyes, ears ringing, headaches, tightness of chest, nausea, confusion and unconsciousness. A poisoning victim's skin often turns cherry red. Anyone experiencing these symptoms should be immediately moved to an area with fresh air and ventilation, and immediate medical attention should be sought. If breathing stops, resuscitate. A victim can revive and then relapse because organs are damaged by lack of oxygen.

To Prevent Carbon Monoxide Inhalation:

- Shut off the engine when people are on the swim platform or in the water around the rear of the boat.
- Do not teak surf, wake surf, or participate in other activities that put people in close proximity to the transom when the engine is running.
- Although CO itself is odorless and colorless, the smell of exhaust indicates that you are inhaling CO.
- Inspect and maintain fuel and exhaust systems regularly.
- While underway, close all aft facing portholes, doors, and hatches. Keep forward facing hatches open to improve ventilation and pressurize living spaces of the boat.
- Do not operate the engines with drop curtains installed and closed.
- Adjust speed, change course to increase airflow on the vessel.
- Avoid idling the boat for periods longer than 15 minutes at a time.

⚠ DANGER

Carbon Monoxide (CO) can cause brain damage or death.

Engine and generator exhaust contains odorless and colorless carbon monoxide gas.

Carbon monoxide will be around the back of the boat when engines or generators are running.

Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness.

Get fresh air if anyone shows signs of carbon monoxide poisoning.

⚠ DANGER

Fumes from fuel-burning engine(s), equipment, and appliances contain carbon monoxide. Carbon monoxide can be lethal. Maintain proper ventilation to avoid carbon monoxide poisoning.

For the most current information on carbon monoxide, you may call, write, or visit online any of the following:

United States Coast Guard
Office of Boating Safety (G-OPB-3)
2100 Second Street SW
Washington, DC 20593-0001
www.uscgboating.org
1-800-368-5647

Transport Canada
Office of Boating Safety (AMSDS)
Tower C, Place de Ville
330 Sparks Street
Ottawa, ON K1A 0N5
www.tc.canada.com
1-800-267-6687

National Marine Manufacturers Association
200 East Randolph Drive, Suite 5100
Chicago, IL 60601-6528
www.nmma.org
312-946-6200

American Boat & Yacht Council, Inc.
3069 Solomon's Island Road
Edgewater, MD 21037-1416
www.abycinc.org
410-956-1050

Product Misuse
Misuse of the product or use of it in a manner for which it was never intended can create dangerous situations. The driver and passengers are responsible for using the product safely and as intended. The driver must operate the boat in a manner that ensures the safety of all passengers. If you or your passengers are unsure about use of the product, about performing certain boating maneuvers, or are unsure about a particular water activity, refer to this manual or contact a knowledgeable source such as your local dealer, Aquasport, the US Coast Guard, Transport Canada or your local boating authority.

Boat Trip Checklist
Do not operate boat before verifying entire checklist:

Before Starting the Engine:

- ☐ Review and follow all engine pre-operation maintenance and safety checks as provided in the engine owner's manual.
- ☐ Drain plugs installed
- ☐ PFDs – One for every person on board and easily accessible if not worn as recommended
- ☐ All required and recommended safety equipment on board, easily accessible, in good working condition, and all passengers briefed as to its location
- ☐ Check to make sure all required documentation is on board
- ☐ Review nautical charts paying particular attention to water depths and any underwater obstructions
- ☐ Sufficient supplies for planned trip and any unexpected extensions
- ☐ Steering System – Working smoothly and properly
- ☐ Fuel System – Check for adequate fuel, ensure there are no leaks or fumes
- ☐ Check bilge for oil or debris build up; check to see if bilge pump is working correctly.
- ☐ Check oil level
- ☐ Battery – Check to be fully charged, cable terminals clean and tight
- ☐ Weather Conditions – Verify it is safe to go out and will remain safe for the entire trip
- ☐ Electrical Equipment – Lights, horn and bilge pump, are all functional, including anchor light pole
- ☐ Inspect chairs, seats, pedestals and leaning posts for loose mounting connections, cracks, and overall condition.
- ☐ Inspect windshield for cracking and loose mounting connections.
- ☐ Stow and secure any loose items that may move around in the cockpit area.
- ☐ Ensure engine is in neutral, nobody is near the propeller and the propeller is free of obstructions before starting
- ☐ Wear operator lanyard attached to Emergency Engine Stop Switch
- ☐ Leave a detailed float plan with a responsible person ashore.

⚠ WARNING

- Before starting the engine(s), inspect the stern to ensure nobody is in the water near the propeller.
- Do not allow passengers to board or exit the boat from the water when the engine(s) are on.
- Be alert in congested areas. Avoid swimming and diving zones.

⚠ WARNING

Rotating propeller can cause serious injury or death. Shut off engine(s) when near persons in the water.

⚠ CAUTION

Shift controls into neutral before starting the engine(s) and shift only when the engine(s) is at idle.

After Starting the Engine:

- □ Check that engine gauges are reading accurately.
- □ Check engines for any visible leaks.
- □ Let the engines warm up before shifting out of neutral – see Engine Manual for details.
- □ Check engine cooling systems. You should see a stream of water ejecting from your engine(s).
- □ Fasten all lines and cables so they do no fall overboard and interfere with your propeller.

⚠WARNING

Do not launch or operate the boat if any problems are found during the safety check.

When Underway

As you transition from low to higher speeds, the bow of your boat will rise and then lower again once you are established on a plane. Your forward visibility may be temporarily affected. Take care that your course is completely clear of other boats, swimmers, or other obstructions before increasing speed.

⚠WARNING

Ensure continuous visibility of other boats, swimmers, obstructions, and navigational aids during bow-up transition to planing. Adjust engine trim to maximize visibility when boat is on plane.

⚠WARNING

Operating the boat with trim planes hard down can cause excessive heeling or loss of steering control. This can cause the ejections of persons from the boat resulting in serious injury or death. Do not put trim planes down excessively at planning speeds. Learn your boat's reaction and use these trim planes carefully.

⚠WARNING

Reduce speed in congested waterways. Follow navigational aids and markers.

⚠WARNING

Maintain lookout as required by "Rules of the Road". Visibility can be limited by high boat trim angles, persons and gear. These issues are under the control of the operator.

⚠WARNING

Adjust the speed and direction of the vessel to the varying sea and weather conditions.

⚠WARNING

Use caution while accelerating and decelerating. Ensure passengers are seated in designated seating areas of the boat and all gear is stowed securely.

Post Trip:

- □ Stow away required safety equipment in safe, accessible location
- □ Check for any visible leaks
- □ Inspect bilge for leaks and oil and/or debris build up
- □ Sign off with float plan individual

⚠ WARNING

Avoid serious injury or death from fire or explosion resulting from leaking fuel. Inspect system for leaks at least once a year.

⚠ WARNING

Gelcoat surfaces are slippery when wet. Use extreme caution when walking on wet surfaces.

⚠ WARNING

Avoid boating in severe weather conditions. Death or serious injury can occur. Return to shore before the weather turns bad.

Water Sports

There are general rules and safety instructions to follow as it relates to your vessel engaging in water sports:

- Familiarize yourself and your passengers with the hand signals used to communicate with water sports participants. Visit www.discoverboating.com for complete details.
- Non-swimmers are not to engage in water sports.
- Water sport participants should be equipped with PFD's approved for that purpose.
- Always have one passenger on board to act as an observer of the water sport participant and to communicate with the driver. The driver must focus on driving and the forward path of the boat
- Avoid engaging in watersports near the shoreline, where there are obstructions, or in high traffic areas.
- Engage in water sports in daylight and with clear visibility.
- Keep a consistent speed and avoid making any sharp abrupt turns with a water sport participant in tow.
- Obey no wake zone areas and follow designated speed limits.
- Quickly return to the downed water sport participant, circling around on the starboard side and keeping the downed participant in sight on the operator's side of the boat.
- Do not drive boat behind a water sport participant in case the watersport participant falls.
- Turn engine(s) off when water sport participant approaches the transom.

Ski Pylon (Option)

The ski pylon must only be used for a single water skier. The ski pylon unit must not to be used for any towing or tubing activities because it could fail under heavier loads.

See Ski Pylon instruction manual for details.

⚠WARNING

- **Skiers must be equipped with an approved personal flotation device (PFD).**
- **Ski only during daylight and in good visibility.**
- **Avoid shallow water, other vessels, navigational aids and obstructions.**
- **Keep at least 100 feet (30 meters) from other objects.**
- **Never drive directly behind a water skier.**

⚠WARNING

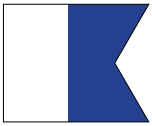
- **Have an observer to watch the skier at all times. The observer should know the water skiing hand signals and be able to assess when a skier is in trouble.**
- **Keep a downed skier in constant sight.**
- **Turn off the engine(s) when approaching a person in the water.**
- **Use caution when a skier is in tow. The sudden release of a tow rope can cause it to backlash into the cockpit.**

⚠WARNING

- **Do not tow more than 1 persons at a time from ski tow pylon.**
- **Only use ski tow pylon for waterskiing, boarding, or recreational towables.**
- **Do not climb, sit, stand or jump off the ski tow pylon.**
- **Failure to follow these warnings can result in serious injury and/or death.**

Diving
Diver flags are used to indicate the presence of a diver or dive operation. A ‘Diver Down’ flag marked by a red background and white diagonal stripe indicates a diver in the water. Maintain a minimum distance of at least 100 feet. A ‘Code Alpha Flag’ marked by a blue and white pennant designates a vessel currently partaking in dive operations.


DIVER DOWN


CODE ALPHA

⚠ DANGER

Make sure engine is off and propeller is stopped before using boarding ladder.

⚠ WARNING

Keep clear of areas designated for swimmers and divers. Recognize markers used to indicate activities in the area.

⚠ WARNING

Never swim when lightning is present.

Environmental Impact and Awareness
We all have a responsibility in being environmentally conscious and protecting our waterways. Discharging waste into inland and coastal waterways is strongly prohibited and heavily enforced. Observe all regulatory policies surrounding discharge practices, and properly dispose of all garbage on board. Use eco-friendly materials and cleaning agents when possible. Respect all noise and ‘no wake’ warnings and regulations.

⚠ CAUTION

Oil and fuel spills are dangerous and extremely harmful to the environment. Offenders can be subject to severe penalties.

Power Capacity
There is a maximum rated power for this vessel in accordance with USCG and Transport Canada regulations. If you are looking to repower your Aquasport please pay attention to maximum horsepower and engine weight restrictions as indicated on the Capacity Plate affixed to your vessel.

⚠ WARNING

Do not exceed maximum engine power rating stated on the certification plate.

Weight Capacity
There is a maximum weight capacity for this vessel in accordance with USCG and Transport Canada regulations. Never carry more weight or passengers than indicated on the certification plate as indicated on the Capacity Plate affixed to your vessel.

⚠ DANGER

Never carry more weight or passengers than indicated on the certification plate, regardless of weather or water conditions. Exceeding these capacities can result in serious injury and/or death.

Explosion
If explosion is imminent, put on PFDs, grab distress signals and survival gear, and immediately abandon ship.

DANGER

Use special care with flames or high temperatures near urethane foams (used in the construction of your boat). Burning, welding, lights, cigarettes, barbeques, space heaters and the like can ignite urethane foam. Once ignited, it burns rapidly, producing extreme heat, releasing hazardous gases and consuming much oxygen.

Fire
Fire can spread quickly on a boat and overwhelm the persons on board. If a fire is out of control and cannot be put out, persons on board should evacuate immediately wearing proper PFDs. It is recommended that a fire not be fought for longer than a few minutes before evacuation in case fire spreads to fuel tanks and causes an explosion. Even after a fire has been extinguished, passengers can still be exposed to harmful fumes. Ensure there is proper ventilation in the affected area and the fumes have dissipated before re-entering.

DANGER

- **Fires can spread quickly. Have proper fire fighting equipment accessible and in good working order to respond quickly.**
- **Small fire extinguishers have short discharge times. Aim at the base of the fire, using a sweeping motion to effectively discharge fire extinguisher contents.**

Prevention and preparation is always key when dealing with a fire emergency. Here are some important notes to remember:

- Routinely inspect bilge area. Keep it clean and free of oil and debris.
- Keep on board equipment easily accessible, in good working order, and make all passengers are aware of its location.
- If you suspect a possible fire hazard on board, address it immediately.
- Turn off engines, generators, stoves, blowers, and all other gas and electric powered equipment.
- Extinguish smoking materials.
- Have portable fire extinguishers ready. Do not breathe fumes or vapors caused by the fire or extinguishant.
- If fire is in engine compartment, discharge portable fire extinguishers through engine compartment access plate, if equipped. Do not open engine hatch as this feeds oxygen to the fire.
- If you have access to the fire, direct contents of extinguishers at base of flames, not at the top.
- Throw burning materials overboard if possible.
- Attempt to keep the fire downwind (i.e. head the bow toward the wind, if the fire is to the stern; if forward move the stern toward the wind)
- Move anyone not needed for firefighting operations away from the flames.
- Signal for help.
- Put on PFD (Personal Floatation Device), grab distress signals, survival gear, and prepare to abandon ship.
- If abandoning ship, swim to a safe distance as a group in case of explosion

Flooding, Swamping or Capsizing

- Stay with the boat! A boat will usually float even if there is major hull damage. Rescuers can spot a boat much easier than a head bobbing in the water.
- Signal for help.
- Swim against the current or wind if you abandon ship. Leaking fuel will float with the current and may ignite.
- When clear of danger, account for all who were on board, and help those in need.
- Use distress signals.
- Keep everyone together to make rescue easier.

Collision

- Account for everyone on board.
- Check for injuries.
- Inspect structural damage.
- Reduce flooding.
- Signal for help.
- Stay with the boat unless unsafe to do so.

Grounding

- Action depends on how hard the boat hits bottom and whether the boat remains stranded. If it is a simple touch, you may need only to inspect the hull. If you are aground, assess the situation before reacting. In some cases, throwing the boat into reverse can cause more damage.

Basic Guidelines

- Inspect damage to hull, propulsion, and steering systems.
- Check for leaks. If water is coming in, stopping the flow takes priority over getting free.
- Determine water depth all around the boat and type of bottom (sand, mud, rocks, etc.). This will help you decide which way to move the boat.
- Determine if tide, wind, or current will drive the boat harder aground or will help free it.

Leaks

- Immediately switch on bilge pumps.
- Assign crew to operate manual pumps, if needed.
- If boat is taking on water, have someone take the helm while you manage damage control.
- Slow or stop to minimize inflow. However, if you can keep the hole above water by maintaining speed, do so.
- If possible, patch the outside with whatever material is available.

Towing

A recreational boat towing another is usually a last resort because of possible damage to one or both boats. The Coast Guard or a private salvage company is better equipped. A recreational boat may assist by standing by, and possibly, keeping the disabled boat's bow at a proper angle until help arrives. Only when conditions are ideal— that is, waters are calm, disabled boat is small, and one or both skippers know the correct technique—should a recreational boat tow another.

⚠ WARNING

Towing or being towed stresses the boat's hardware and lines. Failure of any part can seriously injury people or damage the boat.

Towing Vessel

- Be sure your boat will not run aground.
- Because you are maneuverable and the grounded boat is not, you should pass the towline to the disabled boat.
- Use double-braided or braid-on-braid line. Never use three-strand twisted nylon; it has too much elasticity and can snap back dangerously.
- Fasten the towline as far forward as possible on the upwind or up-current side of the towing boat. Fastening it to the stern will restrict maneuverability of the towing boat.
- If possible, use a bridle.
- Move slowly to prevent sudden strain on tow line.
- Be ready to cast loose or cut the line if the towing situation becomes hazardous.

Vessel Being Towed

- Attach the towline to the bow eye.

Both Vessels

- If you attach the towline to a fitting, be sure the fitting is fastened with a through bolt,is reinforced on the underside, and can take the load.
- Keep lines clear of propellers on both boats. Keep body, hands and feet clear of lines and the other boat.
- Never hold a towline after it is pulled taut.

Person Overboard

- Immediately sound an alarm and keep pointing to the person overboard.
- Throw a life preserver even if the person is wearing a PFD, it will serve as a marker.
- Immediately stop or slow the boat, then circle toward the victim.
- Keep person overboard on helm side so operator has the person constantly in sight.
- Approach from downwind and move alongside into the wind for pickup to avoid drifting over top of the person overboard.
- When almost alongside, stop the engine in gear to prevent dangerous propeller “wind-milling.”
- Use a pole, paddle, boathook or throw a lifebuoy with a line attached to retrieve the person in the water.
- Assist the person in boarding at the stern of the boat. Only when the victim is unable to board the vessel themselves, should a passenger, equipped with a PFD, jump in the water to help the person board. There is a danger that a panicked victim can submerge a would-be rescuer. Wearing a PFD is critically important.
- Check the victim for possible injuries and administer first aid if necessary. If the victim is in immediate danger seek help immediately.
- As part of your emergency plan, consider what to do if you were alone and fell overboard (e.g., wear PFD, keep signal device in PFD, attach emergency stop switch lanyard to yourself).

Drowning

- Swim to rescue a drowning victim only as a last resort and while wearing a PFD. There is a danger that a panicked victim can submerge a would-be rescuer.
- Immediate resuscitation is critical! At least two people on board should be CPR certified.
- Keep the victim warm.
- Use care in handling. Spinal injury may exist if the victim fell overboard.
- Signal for help.

Medical Emergency and First Aid

In an emergency, you may be far from professional medical assistance. Be prepared. Take a first aid course, and carry a first aid kit. Be aware of special conditions that may affect anyone on board.

Propulsion, Control or Steering Failure

- Shut off engine.
- Put out an anchor to prevent drifting.
- Determine if you can fix the problem yourself. See engine operator’s manual if engine is flooded.
- Signal for help.

Radio Communication
Radio is the boat operator's main method of receiving safety information and summoning aid. VHF-FM radio is the primary means of short-range communication. Single sideband radio (SSB) is used for longer range communication. VHF-FM Channel 16 and SSB 2182 kHz are designated for emergency use. Such situations can be categorized as:

- **Emergency**: "MAYDAY, MAYDAY, MAYDAY" is used when a life or vessel is in imminent danger.
- **Urgency**: "PAN-PAN, PAN-PAN, PAN-PAN" is used when a person or vessel is in some jeopardy less than indicated by a Mayday call.
- **Safety**: "SECURITY, SECURITY, SECURITY" is used for navigational safety or weather warning.

SECTION 4

BOATING RULES

Rules of the Open Water
Just as there are rules that apply when driving a vehicle on the street, there are waterway rules that apply when you are driving a boat. These rules are used internationally, and they are enforced by the United States Coast Guard, Transport Canada, and local agencies. You should be aware of these rules and follow them whenever you encounter another vessel on the water. In various geographic locations certain rules prevail that may be unique to the locale, but all are basically the same as the International Rules of the Road.

The rules presented in this manual are condensed and have been provided as a convenience only.
Consult your local U.S. Coast Guard Auxiliary (USCGA), Department of Motor Vehicles (DMV), Department of Natural Resources (DNR), or Transport Canada for a complete set of rules governing the waters in which you will be using your boat.

Steering and Sailing Rules/Sound Signals
Any time two vessels on the water meet one another, one vessel has the right-of-way. It is called the stand-on vessel. The vessel that does not have the right-of-way is called the give-way or burdened vessel. These rules determine which vessel has the right of way, and accordingly, what each vessel should do. The vessel with the right-of-way has the duty to continue its course and speed, except to avoid an immediate collision. When you maintain your direction and speed, the other vessel will be able to determine how best to avoid you. The vessel that does not have the right-of-way has the duty to take positive and timely action to stay out of the way of the stand-on vessel.

Normally, the give-way vessel should not cross in front of the stand-on vessel. You should always move in such a way that the stand-on operator can see what you are doing.

The General Prudential Rule

This rule is called Rule 2 in the International Rules and states, “In obeying and construing these rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances, which may render a departure from the above rules necessary in order to avoid immediate danger.”

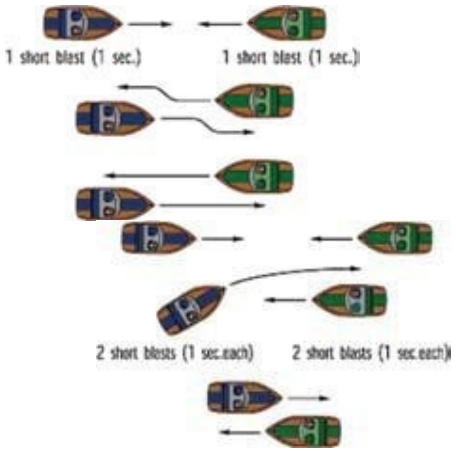
Rules When Encountering Vessels

There are three main situations in which you may encounter other vessels and you must avoid a collision. These are:

- Meeting (you are approaching another vessel head- on).
- Crossing (you are traveling across the other vessel’s path).
- Overtaking (you are passing or being passed by another vessel).

Meeting

If you are meeting another power vessel head-on, and you are close enough to run the risk of collision, neither of you has the right-of-way. Both of you should alter course to avoid an accident. You should keep the other vessel on your port (left) side. This rule doesn’t apply if both of you can clear each other buy continuing your set course and speed.

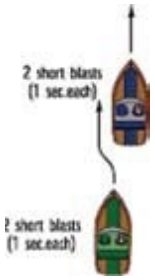


Crossing

When two power-driven vessels are crossing each other's path close enough to run the risk of collision, the vessel that views the crossing vessel to the starboard (right) side must give-way. If the other vessel is to the port (left) side, maintain your course and direction, provided the other vessel gives you the right-of-way as it should.

Overtaking

If you're passing another vessel, you are the give-way vessel. This means that the other vessel is expected to maintain its course and speed. You must stay out of its way as you clear it, altering course and speed as necessary. Conversely, if you are being passed by another vessel, you should maintain your speed and direction so that the vessel can steer itself around you.



Other Special Situations

There are other rules to always remember when driving your boat around other vessels:

- When navigating in narrow channels, you should keep to the right when it is safe and practical to do so.
- If the operator of a power-driven vessel is preparing to go around a bend that may obstruct the view of other water vessels, the operator should sound a prolonged blast on the whistle or horn for four to six seconds.
- If another vessel is around the bend, it too should sound the whistle or horn. Even if no reply is heard, the vessel should still proceed around the bend with caution.

Sailing Vessel Right-of-Way

Sailing vessels should normally be given the right-of- way. The exceptions to this are:

- When the sailing vessel is overtaking the power- driven vessel, the power-driven vessel has the right of way.
- Sailing vessels should keep clear of any fishing vessel.
- In a narrow channel, a sailing vessel should not hamper the safe passage of a power-driven vessel that can navigate only in such a channel.

Fishing Vessel Right-of-Way

All vessels that are fishing with nets, lines or trawls are considered under international rules to be fishing vessels. Boats with trolling lines are not considered fishing vessels. Fishing vessels have the right-of-way, regardless of position. But these vessels cannot impede the passage of other vessels in narrow channels.

Reading Buoys and Other Markers

The waters of the United States and Canada are marked for safe navigation by the lateral system of buoyage. The markers and buoys you will encounter have an arrangement of shapes, colors, numbers and lights to show which side of the buoy a boater should pass when navigating in a particular direction. The markings on these buoys are oriented from the perspective of being entered from seaward while the boater is going toward the port. This means that red buoys are passed on the starboard (right) side when proceeding from open water into port or when proceeding upstream, and the green buoys are to the port (left) side. When navigating out of port or downstream, your position to the buoys should be reversed: red buoys to port and green buoys to starboard.

Many boating bodies of water are entirely within the boundaries of a single state. The Uniform State Waterway Marking Systems have been devised for these waters. This system uses buoys and signs with distinctive shapes and colors to show regulatory or advisory information. These markers are white with black letters and orange borders. The information signifies speed zones, restricted areas, danger areas and general information.

Remember: Markings may vary by geographic location. Always consult local boating authorities before driving your boat in unfamiliar waters.

⚠WARNING

Maintain lookout as required by "Rules of the Road". Visibility can be limited by high boat trim angles, persons and gear. These issues are under the control of the operator.

Throttle/Shift
Your Aquasport is equipped with either a mechanical or drive-by-wire digital gear shift and throttle. The throttle is used to switch gears and regulate your engine's RPM which, in turn, will control the speed of the boat in forward or reverse. Moving the lever forward of center will engage the forward gear and forward speed. Pulling the lever rear of center will engage the reverse gear and reverse speed. Centering the lever will put the engine in "Neutral". The operator must be sure to ease into neutral before switching in and out of forward and reverse. The digital throttle must centered in neutral in order to start your engine(s).

Please take the time to read your engine owner's manual which provides complete details on throttle and gear shift controls.

Engine Trim
The engine trim and tilt controls are located on the throttle(s). These systems will allow the operator to raise and lower the engine(s) so to maximize engine(s) performance. It is also used for trailering, launching, and beaching exercises.

For complete details on engine trim and tilt controls please consult your engine owner's manual.

⚠ CAUTION

Watch your speed and wake. You are responsible for damage caused by your wake.

Dash Panel
Engine diagnostic equipment providing speed, RPMs, trim, volts, fuel level, etc. are installed based on what engine(s) the boat is rigged with.

NOTICE

Refer to your dealer and Tachometer/ Speedometer/Trim Gauge Systems Operation Manual as provided by your dealer for additional details.

Trim Tabs w/ Indicator (Option)
Trim tabs allow the operator to adjust the level of the vessel in the water at different speeds and in varying sea conditions. They are located on the transom where it meets the hull bottom on the port and starboard side and provide additional lift to the stern at their location when lowered. The trim tab controls are located on your vessel's dash indicated by UP and DOWN switches. When properly used, trim tabs can improve:

- Safety — Improve visibility by adjusting the vessel's attitude in the water, reduce wake size, improve handling, and reduce hull stress
- Performance —Increase speed for a given engine RPM, reduce pounding, correct listing (although the proper method to correct listing is by proper weight distribution), eliminate porpoising, and offset prop torque
- Efficiency — Reduce fuel consumption, reduce engine laboring, and eliminate squatting

If your vessel is equipped with electrically powered trim tabs, take care to read the Manual supplied with them because **improper use can lead to vessel instability, obstructed visibility due to a bow-up attitude, or the bow being too low and penetrating the surf rather than effectively riding on top of it. If the bow is too low, penetrating the surf can cause a sudden and significant deceleration that can be hazardous to all on board.** These brief instructions are not meant to replace the detailed instructions in the Manual supplied with optional trim tabs.

- Before accelerating or decelerating, fully retract the trim tabs into "bow up" position.
- Once established at the speed you wish to travel, make small adjustments to the trim tabs, check the effect, and repeat this process until the desired effect is achieved.
- You may have to readjust the trim tabs as your speed or sea conditions change to achieve the desired effect.
- Ensure that trim tabs are fully retracted into the "bow up" position before shutting off your boat, and check that they are fully retracted whenever starting it.
- Avoid being surprised by the effect of an unintentionally extended trim tab.

Please take the time to read your trim tabs option manual for complete details. Consult your Aquasport dealer for more information.

Fuel Gauge
This gauge is installed on the dash and indicates the approximate quantity of fuel remaining in the tank. The rocking motion of the boat during normal operation will cause the fuel gauge to fluctuate. For a more accurate reading, make sure that the boat is level and there is little or no motion.

It is recommended to not run the boat below a quarter of a tank as this may result in damage to the fueling system. Additionally, the operator needs to develop an understanding of how the fuel gauge reading relates to the visual inspection of the fuel left in the tank. Although it may be possible to see fuel in the bottom of the fuel tank, you still may not be able to operate the boat. Rather than relying on visual inspection, you should pay attention to the fuel gauge.

The following conditions may be considered normal operation of the fuel gauge and fuel system:

- Gas station pumps may shut off before the fuel gauge indicates full.
- The amount of fuel required for fill-up may not exactly correspond to the gauge.
- The gauge needle may not move away from full until sometime after fill-up.
- The gauge needle may move around when boat is in motion.

NOTICE

Do not allow the fuel level to fall below one-quarter of a tank. This may affect the reliability of the fuel pump or damage the fuel pump. Damage from running the boat with too low a fuel level IS NOT covered by your warranty.

Ignition Switch
The ignition key switch(s) are installed on the dash. Please refer to your engine owner's manual for complete details.

NOTICE

Never leave the ignition switch in the ON position without the engine running as this will cause the battery to discharge.

NOTICE

Always attach the ignition key to a floating key chain to prevent loss in the water.

NOTICE

All electrical equipment should be turned off when the boat is in storage.

Circuit Breaker
There is a circuit breaker located in the cranking battery box that supplies the power to the dash.

Navigation and Anchor Lights
Coast guard/Transport Canada regulation navigation lights are located in the appropriate locations on the vessel in accordance with governing regulations. These lights can be illuminated using the “NAV LTS” switch located on the instrument panel. The anchor light functions with the use of an anchor light poll.

Switch Panel & Fuses
The switch panel located near the steering wheel allows the operator to control the following operations:

- Navigation Lights/ Anchor Light
- Bilge Pump
- Courtesy/Cockpit lights
- Horn
- Electronics
- Accessories
- Any additional options equipped on the vessel including, but not limited to, baitwell/ livewell pump, underwater lights, livewell/baitwell lights, etc.

The switch panel breakers have been sized appropriately for the respective equipment and appliances. If a short occurs in a circuit the breaker will pop out. The breaker must be pushed back in to reset it. Consult your Aquasport dealer for more details.

Courtesy/Cockpit Lights
Courtesy lights are installed throughout the vessel. All lights are controlled by the courtesy lights switch “CTSY” located on the switch panel.

Bilge Pump
The boat is equipped with an automatic bilge pump with auto float. The manual and automatic bilge discharge system is never completely off. When in the automatic (default) position, a float sensor alerts the system to discharge water from the bilge area. The switch on the switch panel allows you to manually override the bilge pump.

The bilge pump is located in the bilge, which is accessible through a storage hatch in the back storage compartment of the boat. Consult with your Aquasport dealer for details on your vessel’s pump specs, location and accessibility specific to your vessel.

NOTICE

Leaving the switch in the manual mode can result in damage to the pump and may not be covered by warranty.

Cranking Battery
This battery operates all controls on the boat except for the trolling motor and includes the engine, gauges and switch panels.

NOTICE

DO NOT attempt to jump start the engine due to dead battery. If the battery is drained it will need to be charged using a battery charger. Attempting to jump start the engine may results in multiple error codes on the engine.

Hydraulic Steering
These steering systems have been designed with protection against over-pressure situations by a pressure relief valve. Sometimes when returning the wheel from a hard-over position, a slight resistance may be felt and a clicking sound heard. This sound should not be mistaken as a fault, as it is a normal situation caused by the release of the lock spool.

It is important that you get the feel of your boat's steering system. Turn the steering wheel from full left to full right and make sure the motor steering arm is turning accordingly. The system should operate freely and smoothly.

Some models may be equipped with Power Assist Steering. Consult with your Aquasport dealer for more information.

Fuel Fill
The fuel fill has a vent incorporated into the fuel fill. When the cap is removed from the fuel fill the vent can be viewed. Keep the vent free of debris and obstructions.

Baitwell and Livewell (Option)
The function of the baitwell is to store live bait during an outing. The function of the livewell is for holding caught fish and keeping them alive during an outing.

Both the baitwell and livewell have a pump and aerating features that are controlled by switches on the switch panel. The baitwell is controlled by the switch labeled FWD. The livewell is controlled by the switch labeled
AFT on the switch panel. The ON switch position turns on the baitwell or livewell pump that fills the well with water from outside the boat.

The down position of the switch (labeled Recirc) turns on the aerating feature. The aerating feature of the baitwell and livewell recirculates the water in the well to provide aeration to the fish. On the top of the aerator head is a valve for adjusting the aeration strength. It may be adjusted from full strength, half strength or to be shut off.

The baitwell and livewell can be filled or aerated when the boat is in motion or stationary. When filling the baitwell and livewell, the stand pipe that is inserted in the baitwell acts as a water level. Once the water hits the top of the stand pipe the water will drain through the pipe to prevent overfilling of the baitwell or livewell. If the stand pipe is not inserted when the boat is in water then water will feed through the drain and water will get into the baitwell and livewell. To keep the baitwell or livewell dry, keep the stand pipe inserted.

The baitwell and livewell recirculating pump has a stainless steel screen cover as a safety feature that prevents small debris from being sucked up when it is turned on.

To drain the baitwell or livewell, turn the pump off using the switch then remove the stand pipe to allow the water in the baitwell and livewell to drain. It is important to wash out the baitwell and livewell after each use to prevent odor from storing the fish. It is recommended to remove the stand pipe and allow the water to drain when the boat will not be used for longer periods of time. In the event of freezing conditions, removal of water upon finishing the day's fishing is recommended. This will allow the system to drain, avoiding potential damage caused by freezing temperatures.

Anchor Storage
Located in the bow of the boat is an anchor storage compartment with a cleat for tying off the anchor rope.

Fish Box
The boat is equipped with a large storage for fish that do not need to be kept live in the livewell. The fish well may be filled with ice for keeping the fish cool. The fish box may also be used to store life vests or tackle.

Horn
The Horn Switch is located on the switch panel. Sound the horn by toggling the button.

Waterway horn 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 - Engines in Reverse
Four or More Blasts - Danger Signal

SS Steering Wheel
The stainless steel steering wheel has a direction knob for easy rotating during navigation of the boat and allows the operator to rotate the steering wheel and control outboard motor.

Tilt steering may be adjusted up or down in five different locking positions. To adjust, depress the tilt lever located beneath the bezel and move the steering wheel to the desired position. Release the lever to lock the wheel into place.

Rod Boxes
The rod boxes are equipped with a push light. The push light is turned on by pressing on the round button on the right side of the push light. The rod boxes are equipped with rod tubes and bungee cords for holding the rods secure. Consult with your Aquasport dealer for details.

Glove Box
The boat is equipped with a glove box located on the dash panel above the steering wheel. To open the glove box, lift the chrome latch. To close the lid, push down firmly until the latch “clicks”.

Pull Up Cleats
The boat comes equipped with stainless steel pull up cleats for securing the boat to a dock. Never use cleats for lifting or hoisting the boat.

Lifting/Hoisting, Transom Strap Rings, and Bow Eye
Two (2) strap rings are located on back of the boat. Use these strap rings when lifting or hoisting the boat, or strapping the boat to a trailer. Never use cleats for lifting or hoisting the boat. Only the transom strap rings and bow eye should be used for temporary lifting or hoisting. If used for lifting, cleats can separate from the deck material, become projectiles, and the boat may fall.

The bow eye is located at the front of the hull below the rub rail. It is the point of attachment to lead the boat onto the trailer and to secure the boat to the trailer or to tie-off when docking.

⚠WARNING

- **Use only specified lifting points when lifting. Using non-specified lifting points could result in serious injury or death.**
- **Bow and stern tow eyes are specifically designed for temporary lifting, not storage. Never store your boat suspended by the tow eyes.**

NOTICE

You must use a sling with the bow eye when lifting or hoisting the boat

BOAT OPERATION, FUEL PRECAUTIONS, AND FUELING

Fuel Cap
Your boat has a fuel fill located on the vessel's gunwale (upper edge of the vessel's side) for access outside the boat.

DANGER
Gasoline vapors are highly explosive. Use extra caution around fuel vents and caps.

Fuel Vent
The fuel vent is connected to the fuel tank via the vent hose, which releases gasoline fumes from the fuel tank. Keep fuel vent clear of debris and obstructions.

DANGER
Sparks while fuelling could cause an explosion.

Filling the Fuel Tank
Use gasoline with a minimum octane rating of 89. See engine owner's manual provided by your dealer for more information.

CAUTION
Fuel containing a blended mix of ethanol above 10% (E-10) can damage your engine or fuel system. Do not use.

Gasoline stabilizer should be added to the fuel tank when the boat is used infrequently or whenever your boat will not be used for two weeks or more. During storage always add Gasoline stabilizer to reduce gumming or tank sludge.

CAUTION
Be especially careful when filling the fuel tank. Do not over fill the tank. Fuel may empty through the fuel vent and damage to finishes and the environment could result.

Before Fueling:
- Turn off engine.
- Turn off ignition.
- Extinguish cigarettes or any open flame.
- Have all passengers exit the boat before fueling.

NOTICE
The caps are sealed by rubber O-rings. Do not over tighten.

While Fueling:
Keep hose nozzle in contact with fill pipe to provide a ground against static sparks. Fill tank at a slow rate to avoid any spillage.

If fuel is spilled, especially on stripes or decals, apply a common dish soap (nonabrasive) and wipe with a damp cloth. Rinse the spill area with clean water. Watered- down dish soap will also neutralize gasoline spilled in the water. Use absorbents to clean up any fuel spilled to the environment.

CLEANING, CARE, AND STORAGE

Fiberglass Care

Washing and waxing the boat hull and deck regularly will extend the life and beauty of your boat. It is a good routine to rinse your boat with fresh water and towel-dry after each day's use, especially if used in salt water. It is recommended that the hull and deck be cleaned and waxed after every 25 hours of use. This will lessen the potential for staining or spotting on the gel coat surface. If the original gel coat shine cannot be restored by waxing, the shine may be restored by hand buffing with a commercial polishing compound. Be sure to apply a new coat of wax containing Carnauba over the area that has been polished.

⚠WARNING

Porcelain cleaning powders are too abrasive for use on gelcoat and may cause permanent discoloration if used. Household detergents containing ammonia or chlorine should not be used on gelcoat. Never use acetone or ketone solvents to clean your boat finish.

Cleaning the Hull

The easiest way to preserve the beauty of your boat is to clean the hull frequently. When grime and water spots build up on the gel coat surface of the hull, wash the boat with lukewarm or cold water. Wipe the boat down immediately after washing to avoid water spots. Avoid using hot water or washing your boat in direct sunlight. Avoid using strong soaps or chemical detergents. To avoid spotting, all cleaning agents should be thoroughly rinsed from the surface promptly and not allowed to dry on the finish. A great and inexpensive cleanser for the hull is white vinegar. Liberally apply white vinegar to the hull with a spray bottle, then wipe the surfaces with a clean, soft cloth and immediately rinse, then dry. The vinegar will safely remove any water spots accumulated on the hull without hard scrubbing. **Do not get vinegar on the vinyl upholstery.**

Rub Rail Care

Use a sponge or other soft material to wash and wax the rub rail. To wax, use a commercial automotive bumper wax.

NOTICE

Suntan lotion, tree pollen, wet leaves, and some other products can contain dyes that stain permanently.

NOTICE

Failure to care for your vinyl properly, or use of improper cleaners may void your warranty and damage your vinyl. Please see vinyl manufacturer's recommended care guide included in your Owner's Manual Package.

Windshield Care
Aquasport windshields are constructed of tempered safety glass to ensure passenger safety. The glass surfaces should be cleaned regularly to ensure that visibility is not obstructed. Use a commercial glass cleaner to remove any spotting or stubborn stains that develop on the windshield. Never use abrasive cleaners on glass surfaces. “Rain-XTM” is a great windshield wax that will help keep water spots from forming on the windshield.

Upholstery Care
All upholstery items on your Aquasport are made of tough marine grade vinyl that is easily cleaned. To prevent mold and mildew, it is important to provide for the drying of all upholstery and carpet after each use of the boat. To dry upholstery, open all storage compartments and slide all removable cushions out a couple inches to allow air to circulate behind. Clean vinyl with a mild color-safe detergent solution. Thoroughly rinse cleaning agents from vinyl immediately with lukewarm or cold water. Do not use hot water on vinyl. It is recommended that you frequently clean and protect your vinyl with a UV-inhibiting vinyl conditioner, such as “303 Aerospace Protectant TM”. This will help keep stains from forming, and will protect your vinyl from damaging UV radiation.

Certain household cleaners, powdered abrasives, steel wool, and industrial cleaners can cause damage and discoloration and are not recommended. Dry cleaning fluids and lacquer solvents should not be used as they will remove printed pattern and gloss. Waxes should be used with caution as many contain dyes or solvents that can permanently damage the protective coating. They may also leave vinyl surfaces dangerously slippery.

Do not clean the upholstery with power washers as they can generate a high pressure that can damage the surface of the interior. Do not use kerosene, gasoline, or acetone as they will remove the protective marine top coat. Do not use any silicone based protectants. They will extract the plasticizer, leaving vinyl hard and brittle, and eventually cracking will occur.

Recommended Products:
- Mild Dish Soap
- 303 Fabric & Vinyl Cleaning

Non-Recommended Products:
- ArmorAll™
- Bleach
- Baking Soda
- Fantastik™
- Formula 409™
- Murphy’s Oil Soap™
- Simple Green™
- Son-of-a-Gun™

Foreign Deposits
Tree sap, bird droppings, airborne chemicals, petroleum products, and other foreign matter may damage the gel coat and vinyl surfaces if not removed promptly (See Washing Instructions).

Boat Hull Protection
If your boat is to remain in the water for an extended period, the hull below the water line should be painted with marine bottom paint. Boats left in the water for extended periods of time without bottom paint may experience blistering or decolonization. This type of damage is not covered by your boat's warranty.

SECTION 8

SERVICE AND MAINTENANCE

Engine
Your authorized dealer is there to service your engine. They have qualified factory trained mechanics. It is recommended that you have the dealer do periodic maintenance checks. Additionally, have them winterize the boat in the fall and service it before the boating season. This will reduce the possibility of any problems occurring during usage of the boat. It is recommended that any replacement parts used during maintenance or for repair be supplied by an authorized Aquasport dealer. It is a recommended that you create a maintenance log to track the date, maintenance performed and engine hours when maintenance was performed. Save all work orders and receipts.

NOTICE

You are responsible for keeping records of all maintenance on your boat. To maintain your new boat warranty, you may be required to prove that required maintenance was performed.

Hydraulic Steering
The maintenance requirements for the hydraulic steering system will vary depending on usage and climate conditions. Bi-annual inspection by a qualified marine mechanic is recommended.

Maintain steering system as follows:

- Remove, clean and grease the support tube annually with quality marine grease.
- Check the steering fluid level in the helm. It should be maintained at no lower than the bottom of the filler cap threads. If fluid needs to be added, be sure to protect carpeting on the floor under the helm area to prevent spillage of fluid on the carpet. Spillage of fluid on the carpet may permanently discolor and damage carpet and also dissolve glue material holding carpet to the deck.
- Replace any hoses showing signs of wear and remove the cause.
- When adjusting the height of the engine using the jackplate make sure that there is no interference between the jackplate and the steering cylinder. If interference occurs, it may occur during trimming or tilting of the outboard engine. Lift restrictors or tilt restrictors should be implemented to avoid this situation. Consult your dealer for assistance.
- Failure to comply with the maintenance recommended may result in loss of steering, causing property damage and/or personal injury. It is important that steering systems are properly bled of any air in the system. Air in the system will reduce control and handling at the helm and can make the steering system feel loose.
- See your dealer for assistance in bleeding hydraulic lines.

Battery

Your battery is an important part of your boat. It provides the power to all of your electrical components. Because of its important role, using a good quality “Marine Dual Purpose” battery. The “Dual Purpose” rating means that it can provide the cranking Amps needed to start your engine, yet it also has an Amp hour discharge rating so it can handle low electrical drawdown cycle.

⚠WARNING

Hydrogen and oxygen gases are produced during normal battery operation and charging. Sparks or flames near the battery vent openings can cause the mixture to ignite and explode.

⚠WARNING

Sulfuric acid in the battery can cause serious burns. If spilled on skin or in eyes, flush with clean water immediately, then seek medical attention.

Regularly inspect the battery connections and hold- downs. Confirm that the battery post connections are clean and tight. When recharging the battery, remove the battery from the boat and recharge in a ventilated area away from sparks or flames. Your electrical system is a negative ground type. The negative battery cable is grounded to the engine block. The positive battery cable is connected to the starter solenoid. Connect the positive (+) battery cable to the positive (+) post on the battery. Connect the negative (-) battery cable to the negative (-) post on the battery.

⚠ CAUTION

Failure to connect battery cables, as outlined, will damage the system and void the warranty.

WINTERIZATION AND DRY STORAGE

When the boating season comes to a close, it is important to have your boat professionally winterized to prevent damage to the boat. If your boat is exposed to temperatures below 32 degrees F (0 degrees C) it is possible for water in the engine, heater core, etc., to freeze. As this water freezes, it expands and can crack pumps, valves, heat exchangers and the engine block. Replacement of the cracked items and can be very expensive. The procedures detailed in this section will help to minimize potential types of damage during a storage period not to exceed five (5) months.

It is extremely important to follow the proper winterizing procedure. The engine must be correctly winterized for safe storage in your climate. Due to the complexity of properly preparing a boat for winter storage, this should be done by a professional. Your Aquasport dealer will know exactly what must be done to ensure the longest possible life for your boat.

⚠ CAUTION

Consult your Engine Owner's Manual provided by your dealer for more information regarding storage and winterization of the engine.

Fuel System Winterization Treatment

Boats that are going to be stored for over sixty (60) days or winterized should have a fuel system treatment following the steps below:

- Ensure that the fuel tank is 90% to 95% full of top tier gasoline with 0% ethanol
- Add a biocide additive in the fuel tank to limit microbial growth in gasoline following the directions of the additive's manufacturer.
- Add a fuel stabilizer to the fuel tank following the instructions of the stabilizer's
- manufacturer. Fuel stabilizers only work in fresh gasoline. Stabilizers will not cure oxygenated gasoline.
- Run the engine for a minimum of fifteen (15) minutes while in a body of water or on a flush.
- Tank vents should be sealed during storage if possible. If the vent is sealed, the tank MUST NOT be completely filled but rather kept between 90% and 95% filled. It is best to keep the fuel's temperature before 80 degrees Fahrenheit.
- Storage, of even properly prepared gasoline, should never be stored for a period to exceed one (1) year.

General Winterization Preparations

In addition to having your boat professionally winterized, the following tasks should be done to protect your boat during storage:

- Remove the drain plug from the boat immediately after taking the boat out of the water.
- Thoroughly clean the boat including the hull, deck and interior of the boat as soon as it is removed from the water. Be sure to allow a few days of air drying to prevent mildew that results from trapped moisture.
- Inspect the hull for any residue or algae growth and remove if required.
- Clean the bilge area thoroughly and operate the bilge pump to remove any water from the bilge hose.
- Remove all seat cushions and open all storage areas to allow air circulation in the boat interior. When thoroughly dry, replace cushions and close storage areas.
- Top up fuel tank to 90% to 95% filled to prevent any condensation from accumulating in the fuel system. Use a commercially available fuel stabilizer to remove water and prevent gumming.
- If the boat is stored on its trailer, ensure that the boat is properly positioned. If possible, lift the trailer tongue so that the bow is slightly raised to promote drainage from the drain hole.
- Install the canvas cover and secure the straps in accordance with cover instructions.

NOTICE

During the winter months, water is a boat's worst enemy. Always store the boat with the interior completely dry. Periodically check on the condition of the stored boat. Damage due to improper winterization IS NOT covered under your boat's warranty.

Power Package Preparations

The following tasks should be part of the boat being professionally winterized and are meant to protect the power package during winterization:

- Remove the batteries from the boat for winter storage. Batteries should be fully charged before being stored. Store batteries in a cool, dry location that is protected from the elements. Batteries should be fully re-charged prior to being re-installed in the boat.
- Leave the engine box cover propped open several inches to ventilate the engine compartment.

Preseason Preparation

Using the boat again after it has been winterized requires some special treatment. Aquasport recommends having your boat professionally prepared for the season, preferably by the same facility that winterized it. They will be familiar with what items were done in the fall and what items need to be addressed in the spring. In addition to having your boat professionally prepared, the following list of tasks should be done to ensure a successful start to your boating season:

- Fully charge the battery and install it in the boat.
- Always ensure that all drain plugs are correctly and tightly installed before launching boat.
- Remove fuel vent plug if installed.
- Verify that bilge pump is fully operational before launching.
- Check the engine system for fluid levels. Add fluid if necessary..
- Check the engine for cracks or leaks that could be caused by freeze damage..
- Ensure that your dealer has checked the condition of raw water intake impeller. Have your dealer replace impeller if cracks, abrasions or other signs of wear are apparent.
- Check engine owner's manual provided by your dealer for recommended regular services.
- When launching the boat for the first time of the season, always leave boat on its trailer (on the ramp, in the water) until fully warmed-up. During this warm-up procedure, check to ensure that no water is entering bilge area and that all systems are operating normally.
- Carefully watch all gauges to ensure that the boat is not overheating, the alternator is charging, and the engine has proper oil pressure.
- Once engine is warmed up and boat is launched, turn the engine off and check engine oil and transmission fluid levels. Add fluid if necessary.

SECTION 10

TRAILERING

If you have purchased a trailer please consult with your trailer manufacturer and/or Aquasport dealer to determine safe practices on how to trailer and store your Aquasport boat. Trailering of your boat is done at your own risk, Aquasport, its employees and officers, shall have no liability for any property damage or personal injury that results from the trailering of your boat.

LIMITED WARRANTY

1. DISCLAIMER AND LIMITATION OF IMPLIED WARRANTIES

There are no warranties which extend beyond those described herein. This limited warranty is expressly made in lieu of all other expressed or implied warranties. Under no circumstances shall the Ebbtide Holdings LLC DBA TN Composites ("TN Composites") be liable to the original retail purchaser, any subsequent purchaser or any third party, for loss of profits or other direct or indirect costs, losses or consequential damages arising out of or as a result of defects in products herein warranted.

TN COMPOSITES MAKES NO OTHER WARRANTY OF ANY KIND, EXPRESSED OR IMPLIED. ALL IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE WHICH EXCEED THE OBLIGATIONS AND LIMITS STATED IN THIS LIMITED WARRANTY ARE HEREBY DISCLAIMED BY TN COMPOSITES AND EXCLUDED FROM THIS WARRANTY.

This limited warranty contains arbitration and class action waiver provisions and constitutes the final, complete, and exclusive statement of warranty terms, and no other person or entity is authorized to make any other warranties or representations on behalf of TN Composites.
Some jurisdictions do not allow limitations on the duration of an implied warranty. Some jurisdictions do not allow the exclusion or limitation of incidental or consequential damages. This warranty gives you specific legal rights, and you also may have other rights that may vary depending on your jurisdiction. To the extent that your jurisdiction does not allow any exclusion or limitation expressed herein, such exclusion or limitation will not apply to you. All other allowable limitations or exclusions shall apply to you.

2. LIMITED WARRANTY AND TERM

Subject to the terms and conditions hereof and the conditions, exclusions, and limitations set forth in sections 3 and 4 herein, TN Composites warrants to the original retail purchaser of a TN Composites boat that the following components of each new boat shall be free from material defects in materials and workmanship to the extent set forth below, under normal use and when operated, maintained, and stored in accordance with TN Composites instructions, including as described in the applicable Owner's Manual, for the period indicated:

2.1. Deck, Hull, Liner and Stringers. Subject to section 6 herein, from the date of the original retail purchase, the deck, liner, and stringer system is warranted for three (3) years. The limited warranty on the deck, liner, and stringer system does not cover or include any other components fastened or applied to the hull, deck, flooring or stringers on a TN Composites boat.

2.2. Hull. Subject to section 6 herein, from the date of the original retail purchase, the hull is warranted for as long as the original retail purchaser owns the boat. The warranty coverage changes during the relevant years of this time period as follows:

Years	TN Composites Covers	Owner Covers
0-5	100%	0%
6-10	50%	50%
11+	10%	90%

The limited warranty on the hull does not cover or include any other components fastened or applied to the hull, deck, flooring or stringers on a TN Composites boat.

2.3. Gel Coat. For two (2) years from the date of the original retail purchase, the gel coat is warranted to be free of stress crazing. This warranty of the gel coat is subject to the condition that the owner has provided maintenance and care as described in the Aquasport Owner's Manual. No warranty is provided, and TN Composites expressly disclaims any applicable warranty, for gel coat cracks and chips or colorfastness of gel coat finish, chrome-plated anodized or aluminum finish or colorfastness of finish. No warranty is provided for scratching, discoloration or fading of the gel coat because of environmental operating conditions and lack of maintenance, care, or proper storage.

2.4. Other Component Parts (Excluding Engine, Transmission, Zinc Anodes, and Boat Trailer). TN Composites provides the following warranty for other component parts of your boat. All warranties are from the date of original retail purchase of the boat:

- Instrumentation and options installed by TN Composites are warranted for two (2) years from the date of the original retail purchase.
- Upholstery vinyl material, including stitching, installed by TN Composites is warranted for two (2) years from the date of the original retail purchase.

2.5. Warranty Period. All expressed warranties are for the time period set forth in this section, Limited Warranty and Term, unless a longer warranty period is required by applicable law, in which case such longer warranty period will apply.

3. EXCLUSION OF ENGINE, TRANSMISSION, TRAILER AND COMPONENT PARTS
The engines, transmission, zinc anodes, trailer, and all associated component parts used on TN Composites boats are subject to a separate warranty, if applicable. Your dealer should provide all warranty documentation related to these products, if any. TN Composites provides no independent warranty with regard to the engine, transmission, zinc anodes, trailer or any associated component parts sold with or installed on any TN Composites boat.

4. WARRANTY CONDITIONS, LIMITATIONS AND EXCLUSIONS

The limited warranty set forth in Section 2, including all subsections, does not cover the following:

- Any TN Composites boat that has been used at any time for commercial or racing purposes, as a demonstrator or in a promotional program;
- Ordinary wear and tear to the boat;
- Damage caused by misuse, negligence, accident, collision, impact with any object, or an act of God;
- Damage to covers due to transport;
- Damage caused by shrink-wrapping;
- Damage caused by any improper alteration or modification to the boat or any of its component parts or accessories;
- Damage or malfunction resulting from the installation or use of accessories or engines not installed by TN Composites;
- Damage caused by the use of improper or contaminated fuel or fluids;
- Damage caused by the use of customer applied chemicals or accidental spills;
- Damage caused by the failure to maintain the boat in accordance with the maintenance provisions in the applicable Owner's Manual or improper maintenance or storage of the boat;
- Damage resulting from the failure to comply with any recall or request for repair;
- Damage resulting from the use of the boat in or for any racing, speed, commercial competition or performance demonstration;
- Damage resulting from use of the boat for rental, commercial, or industrial purposes;
- Damage to the hardware and other components fastened or adhered to the hull, deck, or liner;
- Damage or malfunction of other manufactured parts including the leaning post, grab rail, pumps, jack plates, and steering;
- Damage caused by fire, theft, freezing, vandalism, explosion, lightning. wind, hail, flooding, or any other natural disaster;
- Damage caused by an electrolytic reaction;
- Damage to any component part and accessory not manufactured by TN Composites, including but not limited to the electrical, plumbing and fuel systems caused by, resulting from or in connection with any party other than TN Composites, or any defect or product failure in the primary systems caused by, resulting from or in connection with any such addition, modification or repair;
- Damage or malfunction resulting from improper use of a trailer, trailer design or improper or inadequate trailering or cradling of the boat;
- Damage to gelcoat finish, including, without limitation, scratching, discoloration, yellowing, fading, crazing, cracking, or osmotic blistering;
- "Pinking" or mildew or mold staining to vinyl upholstery or stains to vinyl from external debris;
- Damage or malfunction resulting from improper loading of the boat;

- Damage to components that become waterlogged;
- Damage caused by improper support of the boat on a hoist system or boat lift;
- Damage to paint, varnish, and gel coat surfaces and colors, chrome-plated or anodized finishes, floor and floor covers and any other surface coating due to in-water storage of over 30 days without proper barrier coat and bottom paints;
- Damage caused by the application of anti-fouling paint;
- Damage caused by dealer-installed options or accessories;
- Damage caused by consumer-installed options or accessories;
- Damage caused by corrosion.

5. LIMITATION OF LIABILITY

5.1. Liability Limitation. The TN Composites limited warranty is for the benefit of the boat owner and TN Composites. The limited warranty does not create or evidence any right in any third party. The repair or replacement of a defective component part as provided under this limited warranty is the exclusive remedy of the owner.

NOTWITHSTANDING ANY OTHER PROVISION OR TERM, OUR LIABILITY SHALL UNDER NO CIRCUMSTANCES EXCEED THE ACTUAL AMOUNT PAID BY YOU FOR THE DEFECTIVE PRODUCT OR DEFECTIVE PORTION THEREOF. TO THE MAXIMUM EXTENT PERMITTED BY APPLICABLE LAW, IN NO EVENT SHALL TN COMPOSITES BE LIABLE FOR ANY INCIDENTAL, CONSEQUENTIAL, SPECIAL, INDIRECT, PUNITIVE OR EXEMPLARY DAMAGES OR LOST PROFITS WHATSOEVER (INCLUDING, WITHOUT LIMITATION, THOSE ARISING OUT OF THE USE OR INABILITY TO USE THE BOAT OR ANY COMPONENT PART THEREOF, OR FOR ANY BREACH OF THIS LIMITED WARRANTY OR OTHERWISE), EVEN IF TN COMPOSITES HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES OR SUCH DAMAGES COULD REASONABLY HAVE BEEN FORESEEN BY TN COMPOSITES.

Some jurisdictions do not allow the exclusion or limitation of incidental or consequential damages. The above limitation or exclusion may not apply to you.

5.2. Purchase Price Limitation. TN Composites' entire liability under any provision of this limited warranty shall be limited to the repair or replacement of the boat or component part, or the refund of the purchase price paid by the consumer for the boat component part found to be defective within the applicable warranty period. This constitutes TN Composites' sole liability and obligation in the event of any claim arising out of its performance or non- performance of any provision of this limited warranty. Some jurisdictions do not allow the exclusion or limitation of liability. The above limitation or exclusion may not apply to you.

6. TRANSFER OF LIMITED WARRANTY

If the TN Composites boat is subsequently sold by the original retail purchaser, the remainder of the TN Composites warranty can be transferred subject to the

terms and conditions set forth in Section 2. In order to effect a valid transfer of the TN Composites warranty, the subsequent owner must deliver a completed warranty registration transfer card, copy of the original retail purchase sates invoice along with a cheque or money order in the amount of USD $100, made payable to TN Composites, 2545 Jones Creek Road., White Bluff, TN, 37187. The warranty transfer card and check or money order must be post-marked within the time period specified in Section 6 above in order for the transfer of warranty to be effective.

Only one (1) transfer (from the original retail purchaser to the second owner) may be made. In the event of a sale or transfer of the boat by a second owner to a subsequent purchaser, all coverage under this limited warranty shall immediately be terminated and shall become null and void. No transfer of this limited warranty will operate to extend the warranty periods set forth in Section 2. In order to effect the transfer of the limited warranty, the original retail purchaser and the new owner must properly fill out and deliver to TN Composites the warranty transfer card together with the applicable warranty transfer fee payment within thirty (30) days of first sale or other transfer of the TN Composites boat by the original retail purchaser, as set out in Section 10 hereof.

7. WARRANTY CLAIMS

Under the terms of this warranty and to maintain warranty service, the owner must return (within the applicable warranty period) the TN Composites boat or affected component part to an authorized TN Composites dealer service department within 5 days of discovery and make the boat or affected component part available for inspection and repairs at that time.
For questions regarding warranty service, to receive information regarding warranty service, or to receive information on local TN Composites Boat dealers, contact the TN Composites using the contact information below.

TN Composites
Head Office: 2545 Jones Creek Road, White Bluff, TN 37187
615-797-3193
warranty@tncomp.com

TN Composites may request pictures of the deficient component or part subject to the warranty claim.
In accordance with the terms of this limited warranty, any boat or component part adjudged defective by TN Composites due to a defect in materials or workmanship during the valid warranty period will be repaired or replaced at TN Composites' option and sole discretion, without charge to the owner for parts and labor. This condition is subject to the following terms and conditions.

- TN Composites will be obligated only to repair or replace those items that prove defective in TN Composites' sole discretion, upon examination by the TN Composites authorized dealer service department or TN Composites personnel;

- TN Composites warrants its repairs or replacements only for the remainder of the applicable warranty period;
- TN Composites, in its sole discretion, will fulfill its obligation to repair or replace any adjudged defective item at its factory or authorized service department;
- The owner shall be responsible for all costs associated with the transportation of the boat, towing bills, trailer, or component part(s) to the authorized TN Composites service department and for any return transportation.

8. MODIFICATION OF WARRANTY

No oral or written information, advice or communication of any nature by or from TN Composites or its representatives, employees, dealers, agents, distributors or suppliers shall create a warranty or in any manner increase or modify the scope of this limited warranty in any manner.

9. TERMS OF DISPUTE RESOLUTION

No joint or class actions. Neither you nor TN Composites shall be entitled to join or consolidate claims in arbitration by or against other customers of TN Composites with respect to other accounts, bring mass, class action, or consolidated claims in arbitration or a court of competent jurisdiction, or arbitrate or litigate any claim as a representative or individual of a class or in a private attorney general capacity. The arbitrator may not consolidate more than one person's claims and may not otherwise preside over any form of a representative or class proceeding.
Arbitration: The following informal dispute resolution procedure is available to you if you believe that TN Composites has not performed its obligations under this limited warranty. You must use this informal procedure before pursuing any legal remedy in the courts.TN Composites and you agree to attempt to resolve any disputes amicably. If, after thirty (30) days we are unable to do so, then you and TN Composites each agree that any controversy, dispute, disagreement, or claim arising out of, relating to, or in connection with this limited warranty, or any breach thereof, including any question regarding its existence, validity, or termination, shall be determined by arbitration under the American Arbitration Association (the "AAA") pursuant to the rules of the AAA, and in accordance with the following additional terms:

- The legal seat of arbitration shall be New York, New York.

- The party seeking to commence arbitration shall send a notice requesting arbitration to the other.

- The arbitration shall take place before a single arbitrator. Within twenty (20) days of a notice requesting arbitration being issued by either party, the parties shall appoint an arbitrator by agreement. Failing agreement or in default of the twenty (20) day period, the arbitrator shall be appointed by the AAA pursuant to the rules of the AAA.

- The arbitrator shall have no power to add to, delete from or modify these limited warranty terms.
- Each of us shall have the right to conduct discovery to which we would be entitled had the dispute been resolved in a court in New York, New York.
- The language of the arbitration, including the hearings, documentation and award, shall be English.
- The governing law of the arbitration and this arbitration clause shall be the law of the State of New York.
- Judgment on the arbitrator's award may be entered in any court having jurisdiction.
- This clause shall not preclude either party from seeking provisional remedies in aid of arbitration from a court in the State of New York.
- The parties shall equally share the fees of the arbitrator and the facility fees, and shall each bear their own legal costs and expenses of the arbitration. Notwithstanding the foregoing, the arbitrator may, as part of the award, allocate all or part of the costs of the arbitration, including the fees of the arbitrator and reasonable legal costs of the prevailing party.
- The arbitrator shall only have the authority to resolve individual disputes between you and TN Composites. Notwithstanding the foregoing, in addition to TN Composites' rights set forth above, TN Composites may initiate proceedings to pursue any claim to collect amounts due and owing by you directly in any court in the State of New York.

10. CHOICE OF LAW AND FORUM

This limited warranty, and all matters arising out of or relating to this limited warranty, are governed by, and construed in accordance with the laws of the State of New York and the federal laws of the United States applicable therein. Any court action or proceeding arising out of or relating to this limited warranty may only be instituted in the courts of the State of New York, and you and irrevocably submit to the exclusive jurisdiction of such courts in any such action or proceeding. You and TN Composites irrevocably and unconditionally waive any objection to the venue of any action or proceeding in such courts and irrevocably waive and agree not to plead or claim in any such court that any such action or proceeding brought in any such court has been brought in an inconvenient forum. You and TN Composites irrevocably and unconditionally agree not to commence any court action, litigation or proceeding against one another in any way arising from or relating to this limited warranty and all contemplated transactions in any forum other than the courts of the State of New York.

11. WARRANTY REGISTRATION

The first retail purchaser of a TN Composites **boat must register the** TN Composites **boat within thirty (30) days of the original retail purchase date. An authorized** TN Composites **dealer** can assist with the process of registering your TN Composites boat.

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