



Customer Information

Customer: _____

Sales Person: _____

Boat Information

Bill of Sale # _____ **Date:** _____
Boat Purchased: _____
Serial Number: _____
Engine Model Number: _____
Engine/Serial Number: _____
Transom Serial Number: _____
Drive Serial Number: _____
Outboard Serial Number: _____
Trailer Serial # _____
Trailer Model _____

Notes:

This manual is intended to be a quick reference guide to be kept with your boat. It is not intended to replace the manuals provided by the manufacturers. For complete instructions on the correct use of the products that you have purchased, consult your boat, motor and trailer manuals.

Introduction

Thank you for purchasing your new boat from Dockside Marine. We hope that you have found the boat that is just right for you.

To make your purchasing experience more enjoyable we have created this customer handbook to help guide you through the purchase process. This handbook gives a complete explanation of the additional products, services and warranties that are available to you. It also gives you helpful hints for good boating in general. We recommend that you review the contents of this handbook prior to taking possession of your boat. If you have questions regarding your purchase, we encourage you to discuss them with your sales consultant, who is there to assist you from start to finish.

We are working hard to serve you better. Your feedback will help us achieve this goal. If you have any questions or concerns, please contact Dockside Marine Centre at 250 765-3995 or 1 800 663-4737. You may also email us at info@docksidemarine.com

We believe that nothing brings family and friends together better than boating. Our behalf of everyone at Dockside Marine, I would like to thank you for choosing our products. I wish you countless hours of happy boating.

Sincerely,

Rick Buchanan

President

Dockside Marine Center

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What Happens Next?

Your Sales agent will contact you to arrange a suitable time for you to pickup your new boat. Before you take possession of your boat, you will need to:

- Make sure that your vehicle wiring and hitch are suitable for towing.
- If you are financing your boat through us, Bring government issued photo id and a void cheque for your personal chequing account.
- Take a boater's proficiency course if necessary. Our store is a registered testing center for boating licenses.
- An insurance agent will come to the dealership to arrange you boat policy and your trailer plate.

Vessel Registration

All boat powered by motors that are over 9.9 hp need federal vessel registration numbers attached to both sides of the boat, within 3 feet of the bow.

Dockside will assist you in filling out the necessary forms to register your new boat into your name and apply the numbers to the bow.

If you choose to arrange this yourself then you can download all the information and forms.

Transport Canada's Office of Boating Safety has developed an easy to use Pleasure Craft Licence application kit. You can get them:

online at the **Office of Boating Safety website**

http://www.tc.gc.ca/eng/marinesafety/debs-obs-paperwork-paperwork_boat_licence-1898.htm

at any **Service Canada Office**

<http://www.servicecanada.gc.ca/cgi-bin/hr-search.cgi?app=hme&ln=eng>
· [through regional.](#)

Important Note: If your application is incomplete of your supporting documentation is missing your entire package will be returned to you. To avoid any delays, please make sure that all the necessary steps in this process are followed.

Please allow 3-5weeks for your documents to be processed. Delays in receiving vessel numbers from the government are common and out of the control of the dealership. You can, however, go boating before these numbers are attached to your boat. Remember to keep a copy of your vessel registration application form in your boat, as proof that the vessel registration has been applied for. These documents must be represented to a law enforcement officer upon request.

For more information about Office of Boating Safety, vessel registration application forms, and boating restriction regulations please see:
http://www.tc.gc.ca/eng/marinesafety/debs-obs-paperwork-paperwork_boat_licence-1898.htm

The Administration Service

The administration service fee of \$295 is not optional. For this fee you do the following:

- We register all product warranties: Two weeks later we confirm that the product has successfully been registered in your name.
- We fill out all the forms necessary for Pleasure Craft Licence, requiring only your signature.
- We provide and install custom color matched vinyl vessel registration number for your boat.
- Document storage and file maintenance for 7 years.
- We ensure that all liens are removed from used boats.

Why Should I Consider In House Financing?

- You can pay out this loan, at any time, without penalties.
- The only collateral for this type of loan is the boat itself. You do not have to use your house, car or RRSP's for collateral. With bank loans or lines of credit you have to personally guarantee repayment of the debt.
- You can make as many additional payments as you want. All additional payments (above the required payment) are applied directly to the loan principle. Interest is calculated only on the remaining principle. With extra payments, your loan can be paid out well ahead of schedule.
- In house financing guarantees that you pay down the principle every month. Bank lines of credit only requires that the interest be paid monthly, so you have never get around to paying off the principle. You will likely pay less interest with In House Financing, in the long run, since the debt is being paid down on a regular basis.
- This loan is more convenient for you. It can all be done at our dealership. You and your spouse do not have to take time off work.

Credit Life Insurance

- We can insure in house loans for loss of life of the borrower.
- Should you lose your life during the term of the loan, the loan would be paid off. Your family does not have to pay off the remaining balance of the loan.
- Your family would have the security of being able to enjoy the boat or convert it into cash, in time of need.

Accident and Health Insurance

- Accident and health insurance covers your loan payments if you cannot work due to an accident or during a period of poor health.
- 38% of all bank repossessions result from the borrower being unable to make the payments because of injury or health related disabilities. Most people have some disability coverage through work, but the amount of that coverage is usually sufficient only to pay general living expenses. They are insufficient to cover loan responsibilities.
- This insurance protects your credit rating and preserves your family's lifestyle.

Note: You do not have to pay income tax on insurance money collected.

Critical Illness Insurance

- Critical illness insurance in combination with life, accident and health insurance provides credit insurance in the event of a life threatening illness.
- It provides a lump sum benefit when the insured is diagnosed with a critical illness and survives 30 days (talk to a sales person for a list of covered illnesses).
- With the debt paid off, the customer can redirect the funds used for boat payments to their recovery, lifestyle adaptation, or a vacation from work.

Extended Warranty

- In most cases engine manufacturers provide 2-3 years of warranty coverage on new boats and motors. This warranty period is adhered to without exception. When you are past this warranty period you have to pay for all repairs.
- The cost of a 5-4 years (cannot exceed 7 years combined with the standard warranty) extended warranty is less than the cost of a modest repair job. It is almost certain that you will be "money ahead" if you purchase extended warranty coverage for your motor.
- Warranties are transferable when you sell your boat. This makes it easier to resell your boat and it adds to your boat's resale or trade in value.
- Extended warranties are valid throughout Canada and the US. It is not necessary to bring your boat back to your place of purchase for warranty work.
- Warranty work includes parts and labor with a \$25 deductible.

HINT: Warranties are generally designed for the U.S. market where the boating season is much longer then it is here in Canada. In Canada it can take 4 or 5 season to put enough hours on your boat for all of the potential problems to show up. Extended warranty is necessary for adequate cover in Canada.

HINT: The extended warranty with a \$100 deductible is the best buy.

Ski Packages

- Our dealership offers deals on ski shop water toys that are exclusive to you, as a new boat purchaser. We offer five different ski packages.
- The cost of a ski package can be financed with your boat purchase.
- Whether you are just starting wakeboarding, knee boarding, or water skiing, we have everything you need.

Do I Need A Spare Tire?

- If you trailer your boat often, a spare tire is recommended. If your boat stays at a lake for the summer, you may decide not to purchase a spare tire.
- Trailer tires are different than vehicle tires. They may be hard to find on a trip. A repair facility is not always available if a flat tire occurs in a remote location or outside business hours.
- A spare tire and mounting bracket can be financed with your boat purchase. Your sales consultant can help you decide whether or not you need a spare tire.

Do I need a Storage Cover?

- A storage cover protects your windshield from rock damage. It also limits the amount of dust that accumulates in your new boat.
- Bow and cockpit covers are often inappropriately used for trailering and for storage. They are designed to protect your boat while it is on a boat lift or in a mooring slip. They will wear out quickly and provide nominal protection for your boat if they are used for trailering. They are also expensive to replace. Putting a storage cover over your boat while it is in the garage will keep your bow and cockpit cover looking clean and new.

HINT: Never roll your boat cover when removing it. It is important that keep the inside of your storage cover clean. Pull your cover off the side of your boat and fold it in half lengthwise so as to prevent the clean inside of your cover from touching the dirty outside of your cover. If you roll up your cover the dirt from the outside will get on the inside of your boat cover. When you put the cover back on your boat, all of this dirt will be in your boat or trapped between your boat cover and the boat, causing gel-coat damage.

HINT: Use all of the tie down loops on the cover. Tie a separate rope between each loop on the boat cover and the trailer. The cover will stay tight and prevent excess wear to the cover and the boat. All those loops are there for a reason.

Do I Need a Rock Guard?

- A rock guard is a plastic mesh screen in a stainless steel tube frame that attaches to the tongue of your boat trailer. It is approximately two feet high and it spans the full width of your boat. They are easily detached for storage.
- A rock guard will prevent most of the rocks that are lifted by your tow vehicle tires from hitting your new boat. They are also a good defense against freshly laid tar, which can damage your boat's gel coat.

Do I Need a Spare Prop?

- Having a spare prop for your boat is like having a spare tire for your car. You may never use your spare prop; but, it can save a weekend if you have one. A spare aluminum prop is inexpensive compared with the cost of losing an entire weekend at the lake.
- When you are on the water you can't always see what is ahead of below the water level. Sooner or later you will use your spare prop. You will not be wasting money by buying one.

HINT: When purchasing a spare prop, consider purchasing a floating prop wrench and spare washers.

HINT: You may cause additional damage to your drive if you continue to use a damaged prop. You should check to see that you have not bent your prop shaft before you replace a damaged prop. If in doubt, take your boat in for inspection; insurance usually cover collision damage for underwater objects.

What is 20 Hour Service?

All sterndrive and outboard engines require a 20-hour service check up. You may prepay and finance the cost of this service at the time of boat purchase. Marine motors are designed to operate at very high R.P.M. under extreme loads, for extended periods of time. The metal parts in the engine and lower units create wear patterns during the break in period. Metal fillings and possibly shavings will now be present in the break in oil. To prevent excess wear and friction, these metal fillings must be removed. At the 20-hour mark, the break in oil in the engine and leg are drained and inspected for wear filings. The oil is then replaced. During the 20-hour inspection the throttle and shift cables are checked and adjusted. The engine timing and idle is also checked. The cooling system hose clamps are checked and tightened. All pulleys and belts are inspected for premature wear.

Marine motors are high performance engines. Marine motor manufacturers recommend that your engine oil be changed every 100 hours or at the end of each boating season (after the first 20 hour service). Your out drive oil should also be changed at least once per year. We recommend that this service takes place in the fall before you put your boat away for winter. To recap, our certified technicians check for:

- Fuel or oil leakages
- Power trim and steering cable problems
- Throttle cables, drive belt and gauge defects
- Engine coolant system problems
- Accurate fluid levels
- That the metal fillings in the break in oil are within specs.

HINT: Having an experienced mechanic perform the 20-hour check will save you money in the long run. They are trained to solve small problems before they become big ones. DO NOT DO THIS INSPECTION YOURSELF.

First Winterize

- Failure to winterize your motor will result in significant engine damage. Any damage due to freezing temperatures is the sole responsibility of the boat owner. Your boat must be winterized at the end of each boating season.
- You can finance the cost of your first winterize with your boat purchase to avoid extra costs in your first year of boating.
- If we winterize your boat, we assume the risk of damage to your boat motor from freezing. Insurance does not cover this risk.

NOTE: It is the customer's responsibility to arrange for proper winterization of the boat engine before freeze up.

Customer Satisfaction Index (CSI- Why is it important?)

- Manufacturers are rated according to their CSI scores. These scores are published in numerous boating magazines. High Scores for the manufacturer translate into high demand for the boat brand and, therefore, into higher resale values for your boat. **GIVING TOP SCORES IN ALL AREAS OF THE CSI FORMS IS VERY IMPORTANT**
- CSI information helps us improve our service to you.
- You will receive a CSI form from the boat manufacturer and another one from the motor manufacturer. These CSI forms will arrive at your address by mail about one month after you have picked up your boat.
- After completing your CSI please mail it back to the manufacturers' address on the back on the CSI card or complete it online, just follow the instructions provided.
- Top scores are important to our dealership. Please let us know if you haven't earned the right to have top scores from you. We should like to have the opportunity to make the appropriate changes so that we can earn top CSI scores from you.

Note: If you don't feel like filling out or sending in your CSI form to the manufacturers, please return it to your sales person so he/she can process it.

Placing your Boat in Service

WARNING:

Overloading of boats and improper weight distribution are major contributors boating accidents. Overloading of a boat is a violation of Coast Guard regulations.

The capacity plate on your boat indicated the maximum allowable load for your boat under normal operating conditions. These load capacities are calculated by the U.S Coastguard or the Canadian Ministry of Transport using formulas determining a "safe load". Give yourself an extra margin of error in rough water conditions.

SAFETY HINTS:

- When you are loading your boat, make sure that you distribute the weight equally through the boat.
- Passengers should board your boat one at a time and be seated to maintain stability while other board.
- When boarding your boat always step onto the boat rather than jump.
- Pass your gear to the persons on the boat, prior to boarding, rather than attempt to carry it on while you board.
- Stow or secure all gear firmly so that it will not shift and interfere with the operation of the boat.
- Do not allow passengers to dangle legs or arms over the side of the boat while you are near the dock or other boats.
- Do not allow passengers to sit on the suntan deck or on the gunwales of the boat while the boat is moving.
- If you like to bring your pet aboard, don't forget a lifejacket for them. Surprisingly, not all dogs are good swimmers and a life jacket can save their life if they should jump off the boat unexpectedly or become injured. They generally have a handy handle for lifting them also.

Break in Period

Important: It takes 20 hours to operation to break in your new boat motor. AS NOT ALL ENGINES ARE THE SAME, PLEASE THOROUGHLY READ YOUR ENGINE OWNERS MANUAL IN REGARDS TO THE BREAK IN REQUIREMENTS. Correct break- - in procedures will help maximize eventual engine performance. During the break – in period, the following rules must be observed.

- Do not operate your motor below 1500 RPM for extended period of time during the first 10 hours. Shift into gear and advance the throttle above 1500 RPM as soon as condition permit safe operation.
- Do not operate at one speed consistently for extended period. Constant changed in the RPM is important if the engine is to break in correctly.
- Do not exceed $\frac{3}{4}$ throttle during the first 10 hours. During the next 10 hours of operation it is permissible to operate at full throttle for short period of time (ie. 5 minutes.)
- Avoid full throttle acceleration from idle speed.
- Do not operate at full throttle until the engine reaches normal operating temperature.
- Check the engine oil lever each time you use your boat. Add oil as needed. It is normal for oil consumption to be high during the break in period.

After the break in Period:

To extend the life of your engine, we recommend the following:

- Use a propeller that allows your engine to operate at or near the top of the specified Wide Open Throttle (WOT) RPM range for your model of engine, when you have your normal load of people in your boat.
- Refrain from operating your engine at WOT RPM for prolonged period of time.
- Change your engine oil and oil filter frequently. Never store your boat with dirty oil in the engine.

Pre- Start Checks- Vessel Check List

- Check your fuel supply.
- Check the engine oil, power steering fluid and gear lube levels.
- Sniff for gasoline fumes. If you smell gasoline, open your engine compartment and check for leaks.

DO NOT START YOUR ENGINE IF YOU SMELL GASOLINE

- Turn on the bilge blower and allow it to operate for five minutes before starting the motor. Leave the blower on until boat is underway.
- Open motor cover and check engine fluid levels.
- Ensure that close in passenger areas of the vessel are well ventilated to prevent carbon monoxide build up from the exhaust system.
- Check the accessibility and condition of the fire extinguisher.
- Make sure your navigation lights are in working order, in case you have to run after sunset.
- Fuel should be fresh (if it was not stabilized at the end of the previous season.) Fuel filters should be changed at least once per year.
- Ropes and lines should be in good condition and accessible for use.
- Have one appropriate size of life jack for each person on board.
- Children should have suitably sized life jackets, and it is recommended that children wear life jackets at all times while in the boat.
- Ensure that you have a complete first aid kit, as well as all required safety equipment such as paddles, bailing bucket, life jackets, fire extinguisher etc as detailed by coast guard for the waters that you are boating

Starting your Engine

- Do not overload your vessel.
- If your boat is equipped with a master battery switch, set the switch to the Battery 1 position. Your cranking battery should be in this position.
- Check to make sure that your engine kill switch is in the "ON" position. It is located by your throttle/ shift lever.
- Make sure that the throttle/ shift lever is in the neutral position. Your motor won't start if this lever is in the forward or reverse position.
- Confirm that you have vented your engine compartment of all gas and oil fumes. It is recommended that you run the blower for five minutes.
- Turn the ignition key clockwise to start the engine. After the engine engages allowed the key to return to the Run position.

Hint: If you are in a rush and don't feel like waiting for your blower to clear the gas fumes, just open your engine compartment and leave it open while you start your engine

Hint: It is a good idea to open your engine compartment and do a visual inspection after you have started your engine. Look for fuel leaks and water leaks before leaving the shore.

Accelerating

WARNING

FULL THROTTLE ACCELERATION IS NOT RECOMMENDED UNTIL AFTER ENGINE "BREAK IN" IS COMPLETED – USUALLY 20 HOURS.

Practice operating your boat in calm water near the dock. After you have a feel for how your boat handles you are ready to run in open waters. Follow these procedures when accelerating:

1. Make sure that your steering wheel is centered so that you will accelerate in a straight line.
2. Trim the left of your engine down as far as it will go. The trim button is located on the throttle handle.
3. Check to see that there are no obstacles in front of you.
4. Make sure all passengers are safely seated and carry- on's secured
5. Accelerate quickly by shifting the throttle forward firmly.

NOTE: As you throttle up, the bow of the boat will lift. This may obscure your vision for a brief period of time. The bow of the boat will drop as soon as the boat levels out. (ie. When it is "on plane")

HINT: If you try to accelerate quickly, your vision will be obscured for a shorter period of time.

Trimming

Once the boat is up on plane, you can adjust the "TRIM" to improve the performance of your boat. The trim button is located on the throttle handle and is controlled by your thumb. The trim button adjusts the angle between the engine leg and the bottom of the boat. The further you trim the leg down, the lower the bow of the boat will drop.

Once you have accelerated your boat and are up on plane do the following:

- Start by trimming the leg up until the propeller starts to come free of the water. You will be able to hear a change in sounds as engine revs increase and the boat starts to drop in speed.
- Trim the leg back down until the propeller has enough water to run properly. The sound and feel of the boat will indicate when your leg is back in the water.
- Adjusting the trim to achieve the highest speed for your current throttle setting. This is most fuel-efficient setting to run your boat at.

HINT: You need to constantly adjust the trim as you change speeds and as you turn your boat. It will become second nature to you after a while.

HINT: If the water is rough, you can smooth out the ride of you're boat by trimming the leg in until the boat stops bouncing. If you trim in too far, everyone in the boat will get wet.

HINT: Trim the motor leg in a bit just before you enter a turn. This will prevent the prop from coming out of the water while you are in the turn. Trim the leg out as you straighten out from your turn.

Docking

Docking your boat takes a bit of practice. A boat does not react like an automobile. First of all, there are no brakes. You have to slow down well before approaching a dock. To stop the boat, you have to shift the boat into reverse for a brief period of time. If you accelerate in forward gear, with your steering turned to one side, the back of your boat will slide sideways, in the opposite direction. If you accelerate while you are in reverse, the bow of your boat will swing opposite to the direction that you have turned the steering wheel. Docking is a skill that must be practiced a lot to be done well, and there will be a large audience on shore every time you make a mistake.

- Stop well back from the dock and hang out three bumpers (fenders) on the side of the boat that will be next to the dock.
- Make a plan before approaching the dock, then execute it slowly.
- Advise your passengers to keep their arms and legs in the boat.

NOTE: The boat is heavier than you are, don't attempt to use your arms and legs to avoid collision.

Fueling Procedures

Be careful not to spill gasoline while fueling your boat. Spilled gasoline stays in the boat. Gasoline fumes are heavier than air and will accumulate in the lowest part of your boat, the bilge. These fumes must be periodically flushed away or they may be ignited by the boat's electrical system when you start your boat. The Coast Guard and Department of Transport reports increasing numbers of fires and explosions due to careless refueling.

To prevent accidents the following precautions must be taken while fueling your boat:

Prior to fueling your boat:

- Close all doors, hatches and compartments.
- Make sure all electrical equipment is turned off. Don't turn on any switches while fueling. Shut off all engines fans and blowers.
- Make sure you are securely moored.
- Evacuate everyone from the boat before refueling.

When fueling your boat:

- Don't allow anyone to smoke.
- Do not stretch fuel hoses across the deck of another boat.
- Make sure a fire extinguisher is accessible.
- Fuel in good light. Gas spills are difficult to notice in the dark.
- Remove the fuel fill cap and insert the hose nozzle into the filler opening. Hold the nozzle handle securely. The nozzle must touch the metal part of the filler opening to prevent static from producing sparks.
- Allow space at the top of the tank for expansion. Do not fill the gas tank to the top of the filler hose.

After fueling and before starting your boat:

- Replace the fill cap and wipe up any spilled fuel. Discard the rags used to wipe up fuel spillage. Do not keep them in the boat.
- Open all compartments to air out gasoline fumes. Smell for gas fumes in the bilge and in the cuddy cabin.
- Check all fuel lines and connections for leakage. If leakage is present, make the repair and clean up all spilled fuel before starting the boat.
- Run the blower for at least 5 minutes before starting your engine. If you smell fumes in your boat, continue to run blower. **DO NOT START YOUR BOAT IF YOU SMELL GASOLINE FUMES.**
- After all fumes are gone you may start your engine

HINT: Consider leaving your engine hatch open while you are starting your boat. Gasoline fumes will only explode if they are ignited in a closed space.

How To Trailer

Your trailer comes with an operating manual. If you have not received your boat trailer operator's manual, you may contact your sales consultant to obtain one, or download a copy from <http://www.ezloader.com/Brochures/OwnManual/Manual.asp> This Manual will work for most brands of trailers.

Before you pick up your new boat:

- Check to see that you have the correct size of trailer ball on your hitch.
- Check to see that your hitch capacity is enough to tow your new boat.
- Check to see that your vehicle has the correct wiring connector to tow your boat trailer.

Before towing your new boat:

- Check that your drive leg is in the full upright position prior to pulling the boat out of the water.
- Ensure that your boat trailer is securely fastened to the trailer bail. Always attach the trailer safety chains to the tow vehicle.
- Make sure the boat is securely attached to the trailer before towing. Check the transom tie downs, the winch strap and the winch post safety chain to see that they are secured.
- Make sure the jack is stored in the horizontal traveling position before towing the trailer. If it is down it will snag and it can potentially cause the trailer to separate from the tow vehicle.
- Check to see that your wheel lug bolts or nuts are tight before every trip.
- Check to see that the lights on your trailer work before each trip.
- Ensure that the trailer tires are inflated to the recommended pressure, as shown on the VIN decal, before each trip.

HINT: If you have a swing away tongue on your trailer, remember to put the pin back in before you trailer your boat.

Servicing Your New Boat

It is pretty hard to wear out a new boat or motor in Canada. The boating season is too short. Most damage to boats and motors results from poor winter storage or lack of regular maintenance. Under normal usage conditions, your engine should only require servicing once each year. We offer a variety of service packages to take care of all of your motor maintenance needs. Our service staff can describe these packages to you.

HINT: Our most economical service packages are offered in the fall. They are geared towards servicing your motor before your boat goes into storage. Avoid servicing your boat in the busy season and you will save money. Our climate in Canada requires that you pay special attention as to how you store your boat and motor to avoid temperature and weather damage.

- Present- day marine motors are technically advanced pieces of machinery. Electronic ignition and special fuel delivery systems provide greater fuel economies, but are too complex for the untrained technician.
- Shop service manuals are written for trained technician. They are available for sale to the customer, by special order at our parts counter. Expect considerable delays in receiving shop manuals; they are often under revision and they are printed only when the current revisions are completed. Do not attempt repairs if you do not understand the procedures. Do not attempt any maintenance or repairs that are not covered in the service manual.
- Special tools and special diagnostic equipment are required to perform some repairs. Do not attempt these repairs unless you have these special tools.
- It is difficult to diagnose a problem over the telephone. Please understand that you will most likely have to bring your boat back to the dealership for correct diagnosis of operating problems.
- Note: Your warranty may become void if it is worked on by a non certified mechanic. Check the credentials of a marine shop before you ask them to fix your motor.

Before you store your boat, make sure that it is as dry as possible to prevent mildew or mold damage. Water that is left in the boat can freeze and delaminate the floors or the hull of your boat. If the boat is being stored outside, we recommend that you "shrink wrap" the boat and motor. Shrink-wrapping will prevent your tarps from damage by ice and snow. If the boat is shrink-wrapped a "dri-z-air" option can be put in the boat to collect moisture and stop mildew and mold problems. In climates with high winter humidity, such as Vancouver, shrink wrapping for storage is out of the question. Water will condense on the inside of the plastic and accumulate in the boat.

WINTER STORAGE

1. If the internal metal surfaces of an engine are not protected by "storage seal" when an engine is put away for storage, condensation can collect on the metal and causing rusting. Our winterization procedures coat the internal components of the engine to prevent this kind of damage.
2. Fuel has a relatively short shelf life. We run a fuel treatment/ stabilizer additive through your boat's entire fuel system (not only the fuel tank) to prevent potential fuel delivery problems and performance issues in the spring.
3. All fittings that require greasing are greased.
4. All of the water must be removed from the cooling systems of stern drive or inboard engines before freeze up. If the water is not drained it will FREEZE AND BREAK THE ENGINE. To be 100% certain that your engine will not break, we pump biodegradable anti-freeze through its entire cooling system.
5. If the boat is equipped with a toilet or water systems, you must drain them
6. R.V. antifreeze should then be added to those systems to prevent freezing.

HINT: The engines on outboards can be drained of water by trimming the leg all the way down and waiting for the water to flow out.

NOTE: There are drain plugs on your engine. Use of these drain plugs to remove the water from the engine is NOT intended to replace full winterization. They are intended to help you extend your boating season by allowing the cooling system to be drained after each use if there is a risk of light freezing. MerCruiser recommends to use of propylene glycol antifreeze (with a rust inhibitor for marine engines) in the seawater section of the engine cooling system.

We strongly recommend that your engine be winterized by an authorized MerCruiser dealer.

NOTE: Damage caused by freezing or improper winterization is NOT covered by the limited factory warranty, or by the extended warranty, or by the extended warranty.

HINT: Our store gets very busy in the fall as the weather becomes colder and the need for winterization becomes work urgent. Please do not wait until last minute to bring your boat in for winterizing. If the temperature get close to zero you must make sure that your boat is kept somewhere where there is enough heat to prevent water from freezing or you will seriously damage your engine.

NOTE: The boat owner is fully responsible for ensuring that the boat engine is winterized each season before freeze up.

Plumbing systems in boats much also be drained and winterized, with R.V. antifreeze.

Necessary Safety Equipment

For boating safety information and details on how you can obtain a pleasure craft operator card, contact Transport Canada's office for boating safety at 1-800-267-6687, or visit their website at www.tc.gc.ca/BoatingSafety.

Canadian laws are such that you need different safety equipment for different lengths of boats. A complete list of safety equipment for each length of pleasure craft is available at the Transport Canada website.

The necessary safety equipment for most boats is as follows:

- One approved life vest for each passenger on board.
- Waterproof floating flashlight.
- Fire extinguisher.
- Heavy line with float
- Paddles
- Air horn (not powered by the same battery ass the boat)
- Anchor and anchor rope (dependant on the length of boat)
- Bailing device

Navigational Aids

Aids to Navigation are devices or systems that assist a mariner in determining his position and course, or to warn him of dangers or obstruction that are nearby.

Compasses and charts have given way to GPS. GPS Systems tell you your exact coordinates and can be combined with electronic charts to show you your exact position relative to the mapped features around you. GPS models range in price and sophistication.

Radars are common accessories for off shore fishing. They warn the navigator of other boats in the area.

Depth sounder (or fish finder) is useful in determining whether or not there is sufficient water to safely operate your boat.

Your sales consultant can assist you in determining which navigational equipment you may find useful on your intended boating adventures. The cost of purchasing navigational aids can be financed with the boat purchase.

For detailed information on other navigational aids, contact the Canadian Coast Guard at (613) 993- 0999 or visit their website at www.ccg-gcc.gc.ca

Salt Water Protection

There are a number of products that help protect your boat, motor and trailer from salt-water damage, such as:

- Closed cooling systems for stern drive boat motors can be installed by our dealership. If your engine is equipped with a closed water cooling system it is cooled by antifreeze circulating through the block of the engine instead of the lake or ocean water. A closed cooling system is a heat exchanger interface between the water that is pumped up from the ocean for cooling and the anti freeze that is in the engine cooling system. It is, in effect, a radiator that is cooled by water instead of air.
- Trailer brake flush kits can be installed to flush salt water out of the brake drums of your boat trailer. The flush kit attaches to standard garden hose. Disk brakes can be washed out without a flush kit.
- Galvanized trailers are much more resistant to rusting than are painted trailers. You should inquire about purchasing a galvanized trailer if you are boating in salt water or if you are trailering your boat extensively on gravel roads.
- Boat waxes and polishes will protect your boat from sun damage. You should endeavor to wax your boat each spring.
- Zincs sacrificial anodes are attached to your engine at the factory. Sacrificial anodes break down into ions easier than the metal in your motor; therefore, as long as you still have your "zincs" attached to the motor, your motor will not lose metal as quickly as it normally would in salt water. These anodes will be "eaten up" with time and should be replaced regularly if you are boating in salt water. You can purchase additional anodes that can be attached to your motor.
- Mercathode anti electrolysis systems perform the same task as zinc sacrificial anodes. They pass an electric current through the leg that prevents salt water from damaging your motor. Mercathode systems can be installed at our dealership. They are quite inexpensive.
- Oil based sprays can be used to protect the electrical components of your motor from salt-water corrosion. This product can be purchased in a spray can from our dealership.

Propellers

The Pitch of a propeller:

The angle of the slope at which the blades of a propeller are attached to the hub determines the propeller's "pitch." The steeper the angle of the blades, the higher the pitch. Pitch is measured in inches. For example, a prop that has 23 inches of pitch had the blades attached to the hub at an angle that will cause the prop to travel 23 inches forward in one revolution (assuming zero slippage in the water.) A prop with a 15-inch pitch will be the blades.

Attached to the hub at a lower angle and will travel only 15-inches forward in one revolution. It is easier for your engine to turn a prop with a low pitch and your engine can consequently reach a higher RPM. Our dealership has chosen a prop with the pitch that will allow your engine to reach the maximum RPM that is acceptable for your engine, without exceeding it. Consult your engine manual to determine your maximum operating RPM.

WARNING:

At full throttle, your engine will exceed the maximum RPM allowable if the pitch of the prop is too small. Engine damage will occur. If you install a prop with a pitch that is too high for your motor, you will over load the engine and cause engine damage.

Choosing The Best Propeller For You:

Most engine manufacturers offer an array of different styles of propellers for their motors. Props fit primarily into two categories. **Aluminum Propellers** are inexpensive to replace if they are damaged but the blades tend to flex when they are used on higher horsepower engines, thus lowering the performance of your motor. **Stainless steel propellers** are expensive but they tend to enhance the performance of your motor.

Props usually have 3, 4, or 5 blades. A higher blade count generally increases the pulling power of the boat but may lower its top speed.

HINT: A propeller change may enhance the performance of your boat significantly, or it may make no different at all. Talk to your sales consultant about the props that work best for your boat.

Changing Your Propeller:**Removal:**

Using a pair of propeller tab washer pliers, pull the tabs on the tab washer out from the grooves in the brass hub insert. Remove the propeller and hardware. Try to keep the parts in the order.

Installation:

- Lubricate the propeller shaft with waterproof grease. These lubricants can be purchased from our dealership.
- Place the trust washer into the propeller hub with the stepped side of the washer toward the propeller hub; then, install the propeller, tab washer and prop nut.
- Tighten the propeller nut securely (55 lbs. Ft. (75Mn)). Continue tightening the nut until the three tabs on the tab washer align with the grooves in the brass nut insert.
- Bend the three tabs down into the grooves. This will prevent the prop nut from threading off when you put your boat in reverse.

HINT: -- There are numerous expensive propellers at the bottom of the lake because improperly bend tabs did not stop the prop nut from backing off. If the tab washer is to be reused, carefully inspect the tabs for cracks or other damage. Replace the tab washer if necessary.

HINT: --Consider purchasing a floating prop wrench. It comes with spare parts and it will not rust. The first time that you accidentally drop it in the water you will appreciate this purchase.

Cleaning

General Cleaning:

The bilge should be kept clean, dry and free of materials such as fuel, oil, grease, rags, and sponges. Gas fumes can cause explosions.

Our boat dealership carries a number of products that are compatible with the materials that your boat is made up of. Our sales and service staff can show you what products we will use ourselves.

Cleaning and Preparation for Storage:

There are two major concerns with storage of boats:

- When boat is stored in areas that experience long periods of high humidity be sure to allow for ventilation in the boat to prevent mould from growing on the rugs or on the upholstery. We sell products like "Dries-Z-air" that will help keep the moisture from building up in your boat while it is in storage.
- If the boat is stored outside, ensure that the boat cover is well-supported so water and/or snow will not "pocket". Consider having your boat shrink wrapped if you are storing your boat outside. Our dealership is equipped to provide this service to you.

Open your boat up to dry it out and to give it one last good airing before you store it. Don't forget to clean out the icebox or refrigerator. Clean and remove substances that might stain your hull or tarnish chrome or stainless steel parts over the winter. Do not use petroleum products or lacquers to clean fabrics, gel coat, plastic or plexiglass. Waxing gel coat on a regular basis with a high quality wax will help to maintain the finish on your boat and protect it from scratching.

HINT: (preventing mildew)

Boats stored in the lower mainland or Vancouver Island areas of B.C. are particularly susceptible to mildew damage. Remove all curtains, snap in carpets, towels, clothing, and other items that can hold moisture, from the boat. Cushions may be left aboard but should be propped up to allowed plenty of air circulation. Cuddy cabin doors can be left open to make sure that all parts of the boat are well ventilated.

If you are leaving life jackets on board, make sure that they are hung up in the open for a maximum air circulation.

Some Useful Cleaning Agents:

- Ivory Dishwashing liquid diluted with water
- Clean, white towels
- Medium – Soft brush
- Fantastic Spray cleaner

Stain Remedies

- Basic Stains – Grease/Pencil/Dirt: Ivory soap and water or Fantastic Spray Cleaner applied with a medium – soft brush.
- Tough Stains – Adhesive/ Teak Oil/ Rust: 3M Citrus Cleaner; rinse with soap and water.
- Mildew Stains: To kill bacteria creating the mildew, vigorously brush the stained area with a 4-1 mixture of water and ammonia; rinse with water, (Always test on area first)

Some Things to Consider Through your Boating Season**Resolving Warranty Issues:**

Keep a log book on your boat to record problems and deficiencies. Notes should detail when the issues first occurred, what was happening at the time, water conditions, etc. (Anything that is relevant.) If it is clear that the boat and motor will not be damaged by your decision to continue using it, and as long as the problem does not affect your ability to boat safely, you can continue to go boating. Book your boat in at a time where you will not need the boat for a period of 1-2 weeks (preferably in August or early September).

- A. The service advisor will start the process by getting a description of the failure from the customer, and by taking pictures of the problem, if necessary.
- B. The description and digital pictures are then emailed to the manufacturer for assessment.
- C. The manufacturer will, within 1-2 business days, either approve the claim for the repair under warranty or deny the claim. If the claim is approved, the dealership then orders the necessary parts and installs them. If the claim is denied, the repair becomes the responsibility of the owner of the boat or motor. The dealership is not authorized by the product manufacturer to decide whether or not a repair is covered by warranty. The dealership is simply the middleman between you and your manufacturer.

When a claim is approved but the part needed for repair is not currently available we may ask the customer to take their boat home and bring it back to the dealership when the part arrives.

To maximize your hours of boating we suggest that you arrange warranty work for a time when you are not planning to use your boat. If boat parts are needed you should request that we order them in advance.

Summers are very busy times at our store, and service delays at this time are unavoidable. Phone ahead to see how long our service waiting lists are before bringing your boat in for repairs. We try to complete 20-hour service checks as promptly as possible but you can expect delays in peak periods.

TROUBLE SHOOTING GUIDE:

Boat Problem	Possible Cause
1. Poor Speed	Incorrect propeller pitch selection Load too far forward Lower unit too low in water Trim too far in
2. Poor Speed – heavy load	Boat is under powered Incorrect propeller pitch selection Trim too far in or out
3. Slow to Plane- heavy load	Trim too far out Propeller pitch too high Incorrect propeller model selection Too much weight in the stern
4. Bouncy ride in rough water “porpoising”	Too much weight in the stern Trim too far out Traveling too fast
5. Water splashes in the boat	Load too far forward Trim too far in Poor speed management
6. Boat lists (leans to one side)	Load not evenly distributed Trim too far in
7. Boat won't start	Make sure shift is in neutral Make sure kill switch is on Make sure battery cables are fixed tightly to the battery If you have a dual battery switch, see that it is in the “ON” position Make sure your battery is fully charged

Damaged Propellers: Slight propeller damage will result in the loss of performance. A propeller with significant damage will create vibrations that can cause damage to seals, bearings, and other parts of the engine or drive.

Each time you remove your boat from the water you should inspect the propeller for damage. Propellers can be rebuilt by our store.

This manual is intended to be a quick reference guide to be kept with your boat. It is not intended to replace the manuals provided by the manufacturers. For complete instructions on the correct use of the products that you have purchased, consult your boat, motor and trailer manuals.

THANK YOU FOR CHOOSING DOCKSIDE MARINE CENTRE

Dockside Marine Centre Ltd.
770 Finns Rd
Kelowna BC V1X 5B5

Ph 250.765.3995
Toll Free 1.800.663.4737

