

Read This First!

250 Sundancer  
Owner's Manual  
Supplement

*Sea Ray* 



# INTRODUCTION & TABLE OF CONTENTS

This owner's manual supplement has been written to provide additional specific information about your boat and should be read carefully. Keep this booklet with the owner's manual in the owner's manual packet.

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

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

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

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(This Owner's Manual Supplement contains 35 pages.)

Information in this publication is based upon the latest product specifications available at printing. Sea Ray Boats, Inc. reserves the right to make changes at any time, without notice, in the colors, equipment, specifications, materials and prices of all models, or to discontinue models. Should changes in production models be made, Sea Ray® is not obligated to make similar changes or modifications to models sold prior to the date of such changes.

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## WARRANTY INFORMATION

Sea Ray's® warranty is better than ever. Find the warranty information card in your owner's manual packet for complete details. If for some reason the card is missing, contact your Sea Ray® dealer for a new one.



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 Sea Ray Boats, Inc. 2600 Sea Ray Blvd., Knoxville, TN 37914.  
 For information call 1-800-SRBOATS, or fax 1-314-827-8488  
 Internet address: <http://www.searay.com/boats>

Note: Not all accessories shown in pictures or described herein are standard equipment or even available as options.  
 Options and features are subject to change without notice.

## CONSTRUCTION STANDARDS

Sea Ray's® commitment - Excellence by Design - has enabled us to create a superior craft, providing you with comfort, performance, safety and dependability. All our boats comply with the safety standards set by the United States Coast Guard and are designed, engineered and manufactured in accordance with applicable recommendations and guidelines of the American Boat and Yacht Council (ABYC) certified by the National Marine Manufacturers Association (NMMA).

## HULL IDENTIFICATION NUMBER (HIN)

The “**Hull Identification Number**,” located on the starboard side of the transom, is the most important identifying factor and must be included in all correspondence and orders. Failure to include it only creates delays. Also of vital importance are the engine serial numbers and part numbers when writing about or ordering parts for your engine. Refer to the engine owner's manual for locations.



## SERVICING YOUR SEA RAY®

When your boat needs service beyond regular maintenance it should be taken to an authorized Sea Ray® dealer.

To find a dealer in your area call:  
1-800-SRBOATS.  
Fax: 1-314-827-8488

If a problem is not handled to your satisfaction:

1. Discuss any warranty-related problems directly with the service manager of the dealership or your sales person. Give the dealer an opportunity to help the service department resolve the matter for you.
2. If a problem arises that has not been resolved to your satisfaction by your dealer, contact Sea Ray Boats at 1-800-SRBOATS and the appropriate customer service department information will be provided for you.

# OWNER'S MANUAL PACKET CONTENTS

Sea Ray®  
Owner's  
Manual

Sea Ray®  
Owner's  
Manual  
Supplement

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Specification  
Sheet

Sea Ray®  
Parts  
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Engine  
Operator's  
Manual

Original  
Equipment  
Manuals

Owner's  
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Insert

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AM/FM Cassette Stereo .....						X	
Anchoring .....	X	X	X				X
Battery .....	X	X			X	X	
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Bilge Layout .....	X	X		X		X	
Bilge Pump .....	X	X		X		X	
Canvas .....	X			X		X	
Capacity Plate .....	X			X			
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Cleaning .....	X					X	
Cockpit .....				X			
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Construction Standards .....		X					
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Electrolysis .....	X						
Emergency Engine Shutdown .....	X				X		
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Engine .....					X		
Environmental Considerations .....	X						
Equipment:							
• Recommended .....	X						
• Required .....	X						X
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Fire .....	X						
Fire Suppression Equipment .....	X	X				X	X
Flame Arrestor .....					X		X
Flooding, Swamping .....	X						
Fuel System .....	X			X	X		
Gauges .....	X	X		X			
Gear Shift .....	X			X	X		
Graphics .....				X			
Head System .....		X					
Homologations (International) .....		X					
Hotlines .....	X					X	X
Identification Numbers .....	X	X					

# OWNER'S MANUAL PACKET CONTENTS

	Sea Ray® Owner's Manual	Sea Ray® Owner's Manual Supplement	Sea Ray® Specification Sheet	Sea Ray® Parts Manual	Engine Operator's Manual	Original Equipment Manuals	Owner's Packet Insert
Ignition .....	X				X		
Ignition Protection .....	X				X		
Impaired Operation .....	X						X
Instrument Use & Operation .....	X					X	
Layout .....		X	X	X			
Lifesaving Equipment .....	X						X
Lifting .....	X	X					
Lightning Protection .....	X						
Lights .....	X	X		X			
Load Capacity .....	X	X					
Maintenance .....	X				X	X	
Maneuvering .....	X						X
Monitors .....						X	
Nautical Terms .....	X						
Navigation .....	X						X
Operation .....	X						
Optional Systems .....			X			X	
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Powertrain .....	X				X		
Propeller .....	X	X					
Propulsion .....					X		
Registration .....	X						X
Safety .....	X					X	X



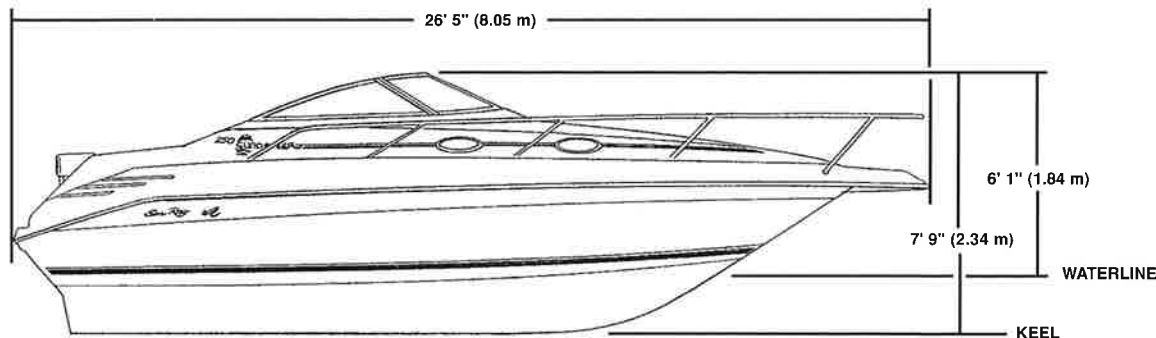
# OWNER'S MANUAL PACKET CONTENTS

	Sea Ray® Owner's Manual	Sea Ray® Owner's Manual Supplement	Sea Ray® Specification Sheet	Sea Ray® Parts Manual	Engine Operator's Manual	Original Equipment Manuals	Owner's Packet Insert
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Steering .....	X	X		X			
Symbols .....	X	X					
Switches .....		X					
Tank Capacities .....		X	X				
Throttle .....	X				X		
Through-Hull Fittings .....		X					
Trim Tabs .....	X	X		X			
Troubleshooting .....	X				X		X
Upholstery .....	X			X			
Ventilation .....	X	X		X			
Warning Labels .....	X			X			
Warranty .....		X					X

To replace any material from the Owner's Manual Packet, contact your Sea Ray® dealer.

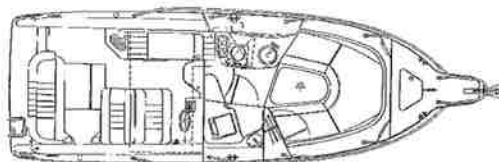
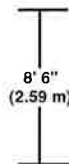
# GENERAL ARRANGEMENTS & DIMENSIONS

**Profile**  
(fig. 9.1)



## SPECIFICATIONS

Overall Length .....	24' 7" (7.49 m)
W/Standard Bow Pulpit .....	26' 5" (8.05 m)
Beam .....	8' 6" (2.59 m)
Draft (Stern Drive Down) .....	36" (91.4 cm)
Draft (Stern Drive Up) .....	18" (45.7 cm)
Dry Weight (lbs.) .....	5,300 (2,404 kg)
Fuel Capacity (Gallons) .....	70 (265 liters)
Usable Fuel (Gallons) .....	66.5 (251.7 liters)
Water Capacity (Gallons) .....	20 (75.7 liters)
Holding Tank (Gallons) .....	28 (106 liters)
Dead Rise .....	19°



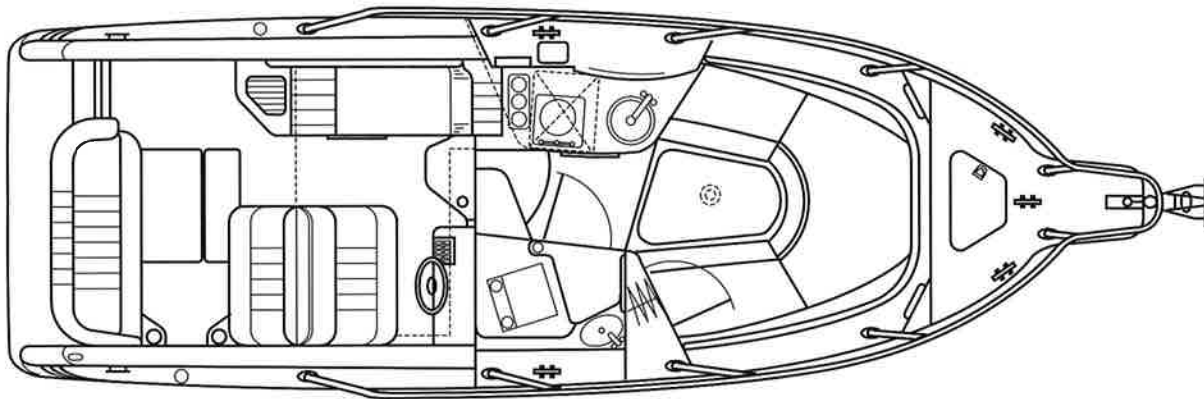
(fig. 9.2)

## HEIGHT DIMENSIONS

Waterline To Top Of Windshield .	6' 1" (1.84 m)
Keel To Top Of Windshield .....	7' 9" (2.34 m)

*Sea Ray*

## SEATING PLAN (INTERIOR PLAN)



### **250 SUNDANCER SEATING PLAN**

(Port Side Sun Lounger, Helm Seat W/Storage Base, Aft Facing Seat  
W/Storage, Aft Cockpit Seat)  
(fig. 10.1)

## BILGE PUMPING SYSTEM

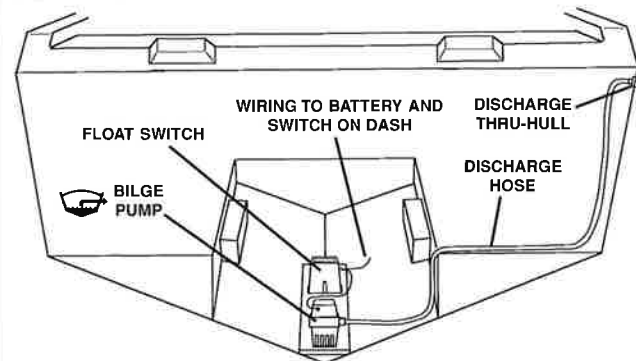


The 250 DA is equipped with an automatic bilge pump system.

REFER TO THE OWNER'S MANUAL AND OWNER'S PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

### Typical Bilge Pump Installation

(fig. 11.1)



## PROPULSION SYSTEM

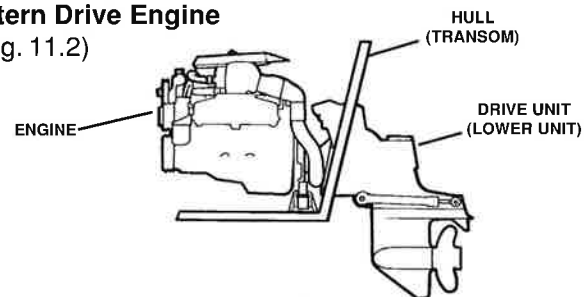


The 250 DA is equipped with a stern drive type propulsion system also known as an inboard-outboard engine. This type of propulsion system has the engine secured to the hull's stringers at the aft end of the hull and covered by an engine box. The drive unit, also called the lower unit because it hangs below the hull, is the part of the propulsion system that attaches to the outside of the hull or transom. The drive unit pivots to steer the boat.

REFER TO THE OWNER'S MANUAL AND ENGINE OWNER'S MANUAL FOR OPERATING INSTRUCTIONS AND WARRANTY INFORMATION.

### Stern Drive Engine

(fig. 11.2)



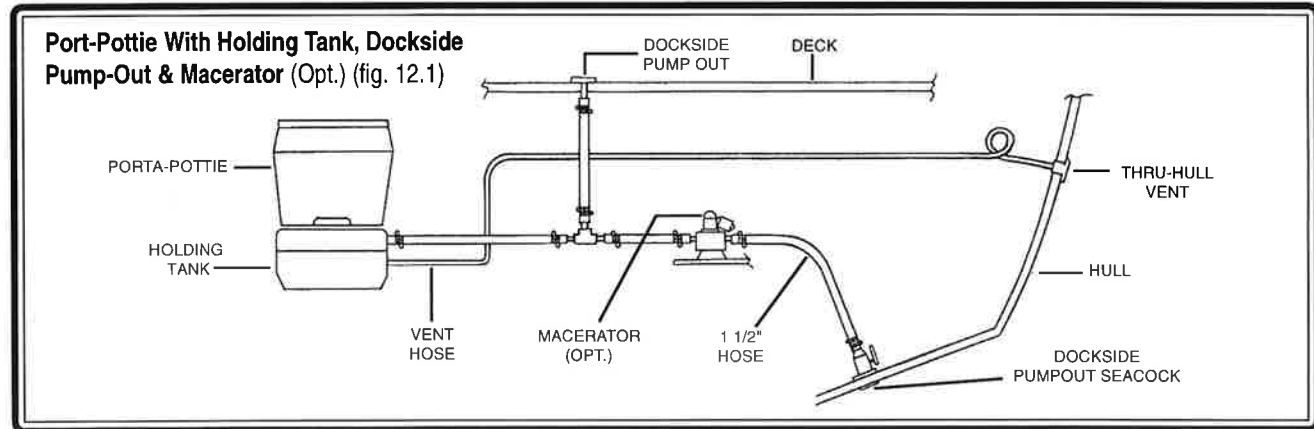
## PROPELLERS

Your Sea Ray® has been equipped with a propeller which our tests have shown to be the best suited for general use under normal conditions and load. In some situations you may wish to change propellers to give your boat slightly different performance characteristics. In general, changing to a lower pitch propeller will increase acceleration and load-pulling ability, but with a slight decrease in top speed. Conversely, moving to a higher pitch propeller will attain higher top speed with a light load, but will sacrifice acceleration and power. Your particular

requirements should be discussed with your Sea Ray® dealer. **Under no circumstances use a propeller which allows the engine to operate at higher than recommended RPM.**

## HEAD SYSTEM

The head system on your Sea Ray® utilizes the following items: Porta-Pottie, Dockside Pump-Out, Holding Tank & Vent Hose. Your boat maybe equipped with these options: Vacu-



Flush Head, Vacuum Generator, Holding Tank, Vent Filter, Waste Deck Plate & Macerator. On the following pages is a brief description of the system. The Owner's Packet in your boat contains information pertaining to your head system that should be carefully read.



### CAUTION

**Do not place facial tissue, paper towels or sanitary napkins in head.**

## REQUIREMENTS FOR VESSEL OPERATORS

The Environmental Protection Agency (EPA) standards state that in freshwater lakes, freshwater reservoirs or other freshwater impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate vessel traffic subject to this regulation marine sanitation devices certified by the U.S. Coast Guard installed on all vessels shall be designed and operated to prevent

the overboard discharge of sewage, treated or untreated, or of any waste derived from sewage. The EPA standards further state that this shall not be construed to prohibit the carriage of Coast Guard-certified flow through treatment devices which have been secured so as to prevent such discharges. They also state that waters where a Coast Guard certified marine sanitation device permitting discharge is allowed include coastal waters and estuaries, the Great Lakes and interconnecting waterways, freshwater lakes and impoundments accessible through locks, and other flowing waters that are navigable interstate by vessels subject to this regulation (40 CFR 140.3).

## PORTABLE SELF-CONTAINED HEAD

The portable self-contained unit has two individual holding tanks. The top tank is fitted with a hand pump and holds fresh water and chemicals. The bottom tank is for holding waste material.

**REFER TO OWNER'S PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.**

The holding tank can be emptied by a dockside sewage pump-out station (see “DOCKSIDE PUMP-OUT OPTION”) or pumped directly overboard using the macerator option (see “MACERATOR OPTION”).

REFER TO OWNER’S PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

## DOCKSIDE PUMP-OUT OPTION

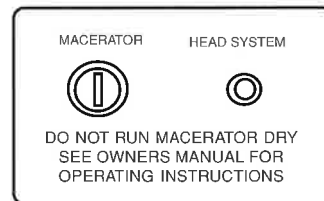
To empty holding tank, the services of a dockside pumpout station will be needed. Follow instructions at the station and make sure pumpout station hose is inserted into the deck plate marked “WASTE.” The holding tank can also be emptied through utilization of the macerator if your boat is equipped with this option (see “MACERATOR OPTION”).



### CAUTION

**Damage will occur to the macerator if operated with the deck waste plate off or loose.**

## MACERATOR OPTION



The macerator gives the boat operator the means of discharging the holding tank contents directly overboard through a seacock in the bottom of the hull. This option is available in conjunction with

the dockside pump-out. **DISCHARGE OF SEWAGE DIRECTLY OVERBOARD IS FOR USE WHERE APPROVED ONLY.**

To direct waste from the holding tank to the macerator, open the overboard discharge seacock.

### To operate the macerator:

1. Turn ON the “HEAD SYSTEM” breaker and open the waste discharge seacock located on the bilge floor.
2. Operate discharge switch located in the head.
3. When tank is empty, release the switch and close waste discharge seacock.

## VENT FILTER (If Equipped)

The vent filter is designed to control odors associated with the head system operations. The filter must be changed at the beginning of each boating season to be effective. The vent filter is installed in-line on the holding/treatment tank ventilation hose.

**NOTE:** Do not overfill the holding/treatment tank as this will flood the vent filter and render it useless. Filter replacement will then be required. Replace filter with Sealand, Part #315-310-000.

### NOTICE

**There is the possibility of being fined for having an operable overboard discharge in U.S. waters. Removing handle of seacock, in closed position, or other means must be utilized to avoid fine.**

## VACU-FLUSH HEAD

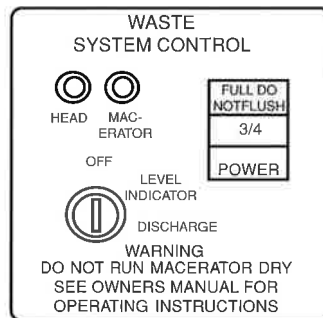
The Vacu-Flush head utilizes a "HEAD SYSTEM" breaker on the helm switch panel or main distribution panel. The foot pedal at the base of the toilet opens a mechanical seal

and vacuum forces waste through the opening in the bowl to an accumulator tank, through the vacuum pump and then to the holding tank.

### To Operate:

1. Turn ON the "WATER SYSTEM" breaker.
2. Turn ON the "HEAD SYSTEM" breaker.

## HOLDING TANK OPERATION



Waste from the head is directed into the holding tank located in the bilge. The holding tank fluid level indicator is located on the main distribution panel or in the head which indicates "3/4 FULL," "FULL" and "DO NOT FLUSH." When the "FULL"

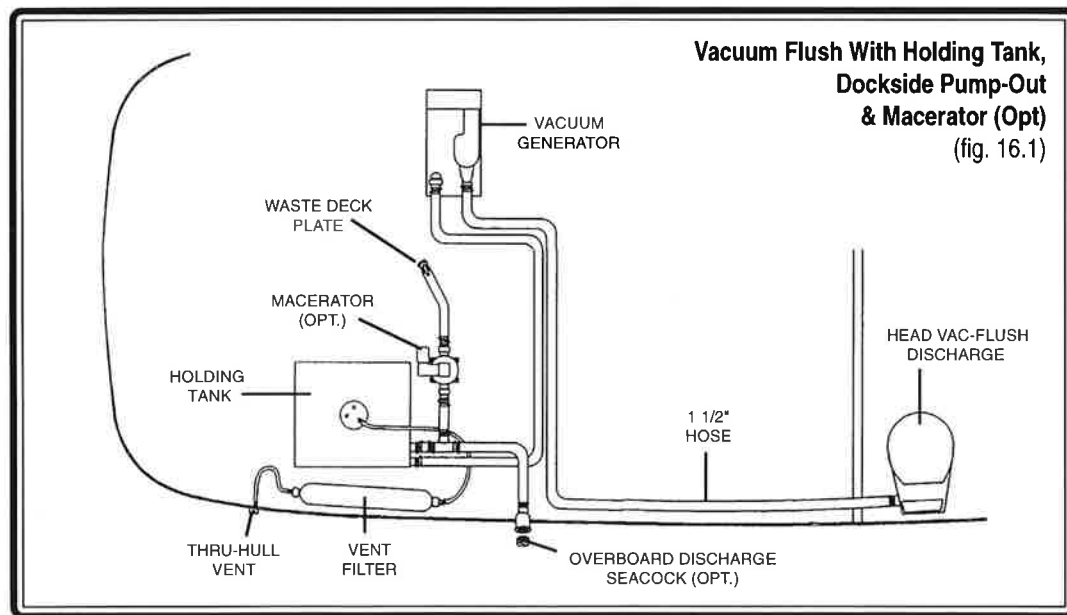


## HEAD SYSTEM INFORMATION

lights is on, the "DO NOT FLUSH" light will also be on. When these lights are ON, the holding tank must be emptied before the head can be reused.

To empty holding tank, the services of a dockside pumpout station will be needed. Follow instructions at the station and

make sure pumpout station hose is inserted into the deck plate marked "WASTE." The holding tank can also be emptied through utilization of the macerator if your boat is equipped with this option (see "MACERATOR OPTION").



## FUEL SYSTEM

The 250 DA is equipped with a gasoline fuel system. A diesel fuel system is used if the 250 DA is equipped with optional diesel propulsion. A detailed drawing of the fuel system can be found in the *Parts Manual*. Fueling instructions and precautions can be found in the *Owner's Manual*.

## EXHAUST SYSTEM

The 250 DA's exhaust system is an integral part of the propulsion system.

REFER TO THE ENGINE OWNER'S MANUAL FOR INSTRUCTIONS AND WARRANTY INFORMATION.

## ENGINE COOLING SYSTEM

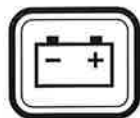
The engine cooling system is an integral part of the propulsion system.

REFER TO THE ENGINE OWNER'S MANUAL FOR INSTRUCTIONS AND WARRANTY INFORMATION.

## ELECTRICAL INSTALLATIONS

This owner's manual supplement contains electrical schematics for your boat. These electrical schematics were generated by technicians at the engineering division for technical reference and service technicians. Sea Ray® does not recommend that you attempt to work on the boat's electrical system yourself. Instead we recommend that you take your boat to your authorized Sea Ray® dealer for service. Sea Ray® reserves the right to change or update the electrical system on any model at any time without notice to the consumer and is NOT obligated to make any updates to units built prior to changes.

## BATTERY



Refer to the owner's manual for battery disconnect and maintenance. When replacing a battery, refer to your engine operation and maintenance manual to find the recommended battery for the engine installed in your boat.

Batteries are available through your Sea Ray® dealer.

**ALWAYS DISCONNECT BATTERY CABLES BEFORE DOING ANY WORK ON THE ENGINE'S ELECTRICAL SYSTEM OR ALTERNATOR WIRING TO PREVENT ARCING OR DAMAGE TO THE ALTERNATOR.**

**CAUTION**

**While the engine is running, the battery terminal clamps must not be loosened or detached nor should the battery switch(es) be turned off, otherwise the alternator and other electronic units will be damaged.**

**DANGER**

- **Never use an open flame in the battery storage area.**
- **Avoid striking sparks near the battery.**
- **A battery will explode if a flame or spark ignites the free hydrogen given off during charging.**

## VENTILATION SYSTEM / BILGE BLOWER

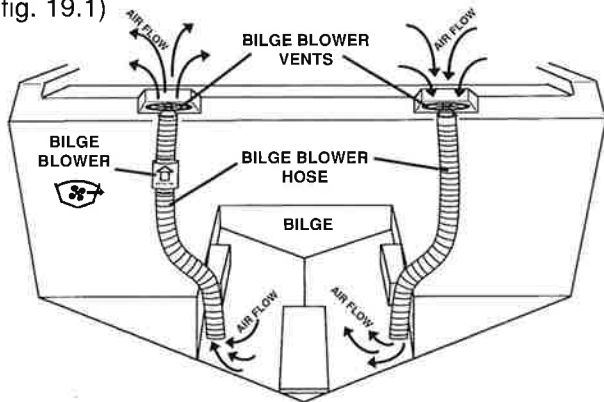


Sea Ray® Sport Cruisers are equipped with an electric bilge blower to remove fumes from the engine compartment and provide ventilation through the deck vents before starting the engine and when operating below cruising speeds. The bilge blower is located on the port side of the transom. The bilge blower switch is located on the dash switch panel.

**REFER TO OWNER'S MANUAL AND OWNER'S PACKET FOR OPERATING INSTRUCTIONS AND SAFETY PRECAUTIONS.**

## Typical Bilge Blower Installation

(fig. 19.1)



## STEERING SYSTEM

The 250 DA is equipped with a power steering system.

REFER TO THE ORIGINAL EQUIPMENT MANUAL IN THE OWNER'S PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

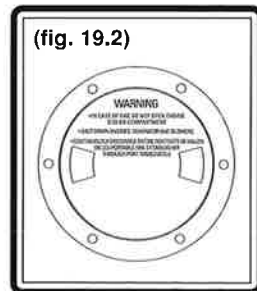
## FIRE EXTINGUISHING SYSTEM



The 250 DA is offered with an optional automatic fire extinguishing system. Refer to *Fire Extinguishers* in the index of the Sea Ray Owner's Manual to find detailed information. If your boat is not equipped with this option, you must carry an approved fire extinguisher.

REFER TO THE OWNER'S MANUAL AND  
OWNER'S PACKET FOR INSTRUCTIONS  
AND WARRANTY INFORMATION.

## FIRE EXTINGUISHER DISCHARGE PORT



Your sport cruiser is equipped with a fire extinguisher discharge port. In the event of a fire, the access plate on the engine compartment can be removed to allow the operator to discharge a fire extinguisher into the engine compartment without having to open the engine box. Do not open the engine compartment immediately! This feeds oxygen to the fire and flashback could occur.





## NOTES

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## NOTES

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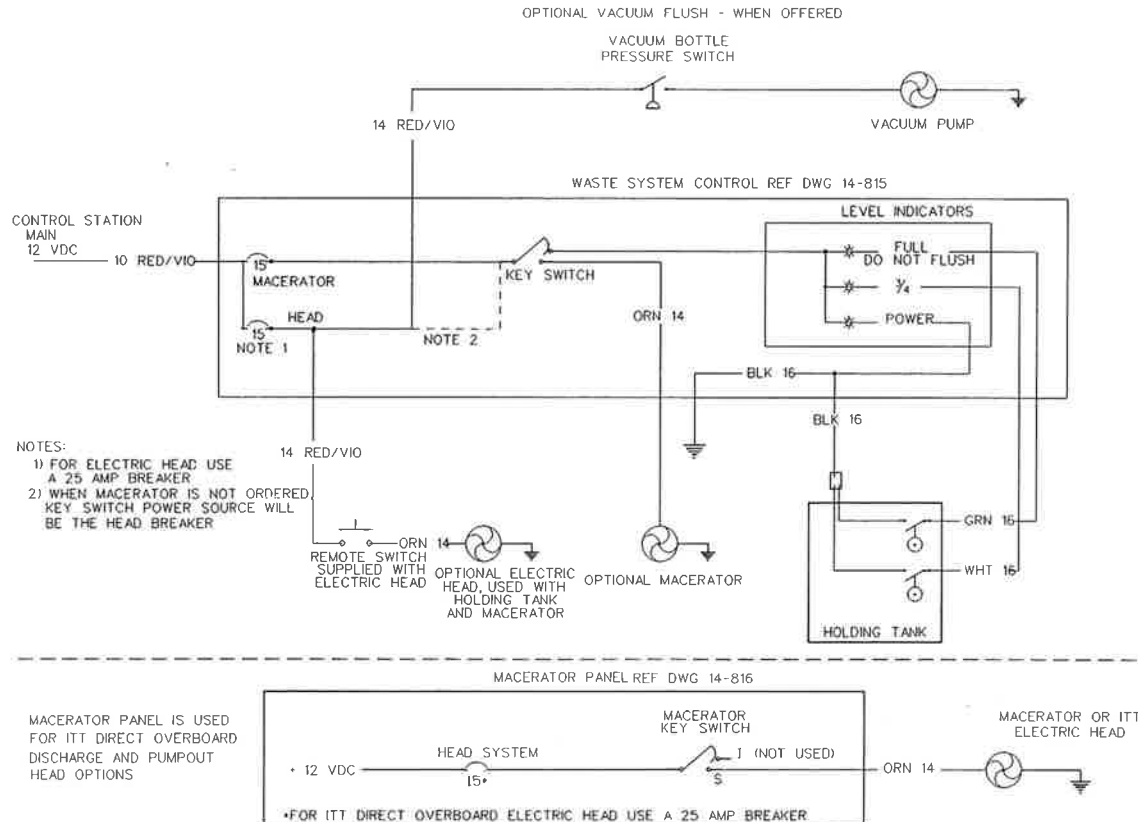
## INTERNATIONAL HOMOLOGATIONS

This vessel and its systems have been constructed in accordance with standards and specifications in effect at the time of manufacture as published by the various regulatory authorities listed below.

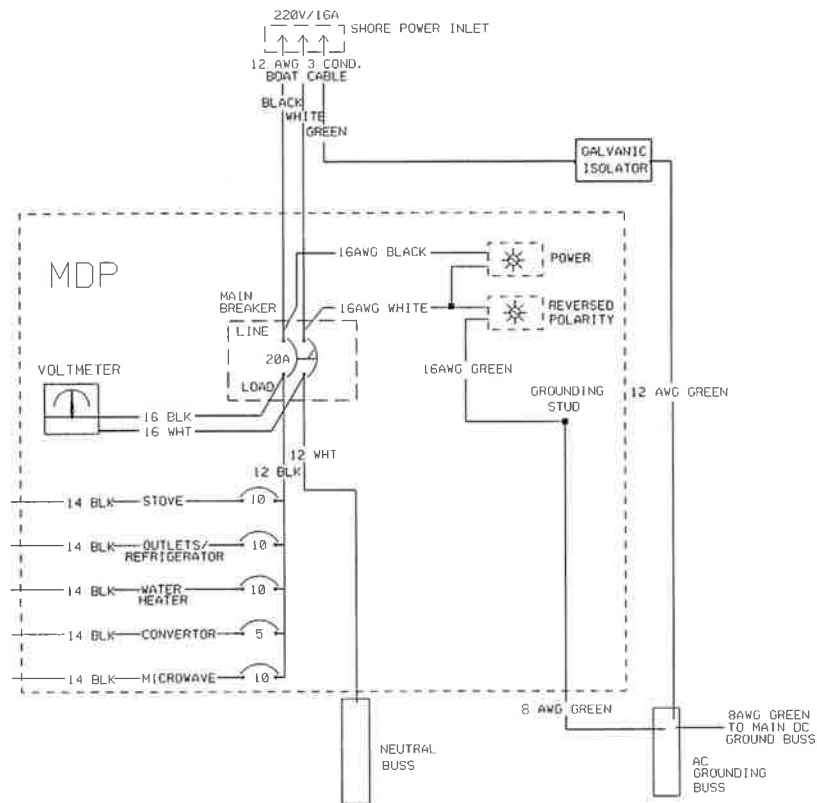
1. Ministere De La Mer - France
2. Registro Italiano Navale - Italy
3. Det Norske Veritas - Norway
4. Securite des Nauires - Canada
5. J.C.I. (Japan Craft Inspection) - Japan
6. N.K.K. (Nippon Kaiji Kyokai) - Japan
7. B.S.I. (British Standards Institute) - England
8. Ministerio Obras Publicas Y Transporters - Spain
9. EC Directive - European Community

Further information may be obtained from Sea Ray® Customer Service: 1-800-SRBOATS.

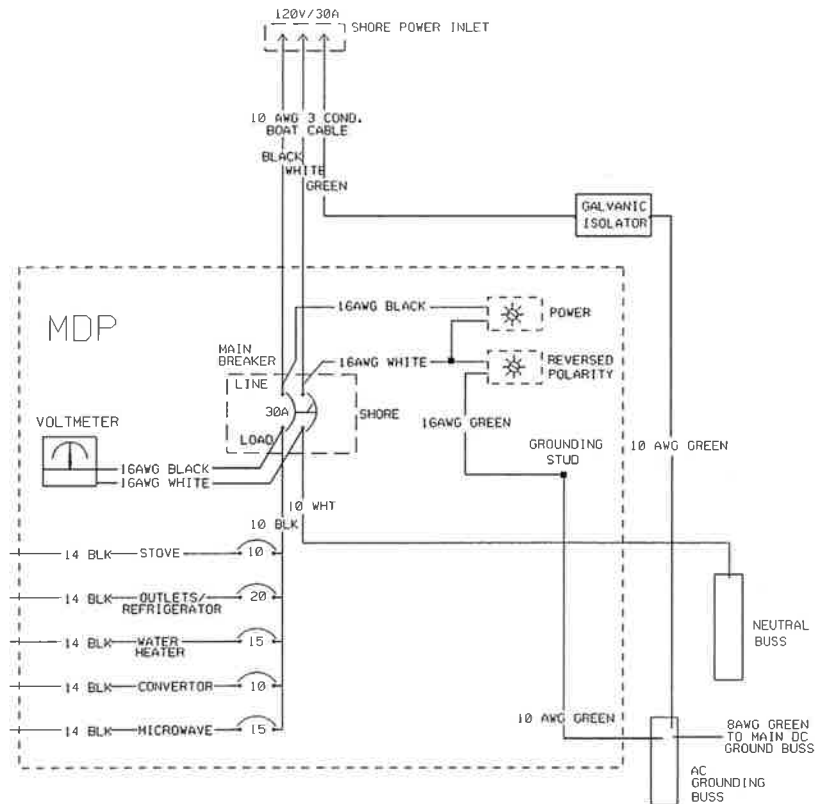
# WASTE SYSTEM WIRING (OPT)



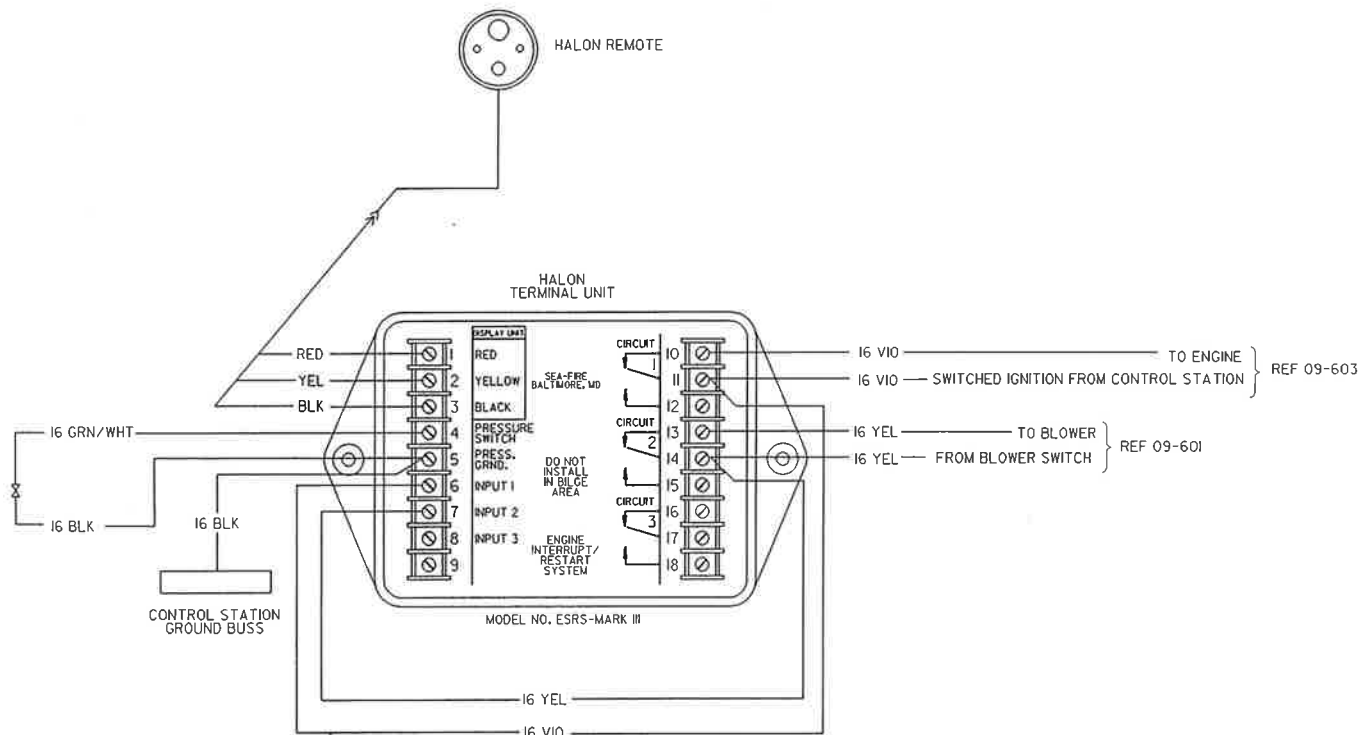
# AC WIRING SCHEMATIC (220 VAC/50 HZ) (OPT)



# AC WIRING SCHEMATIC (120V)

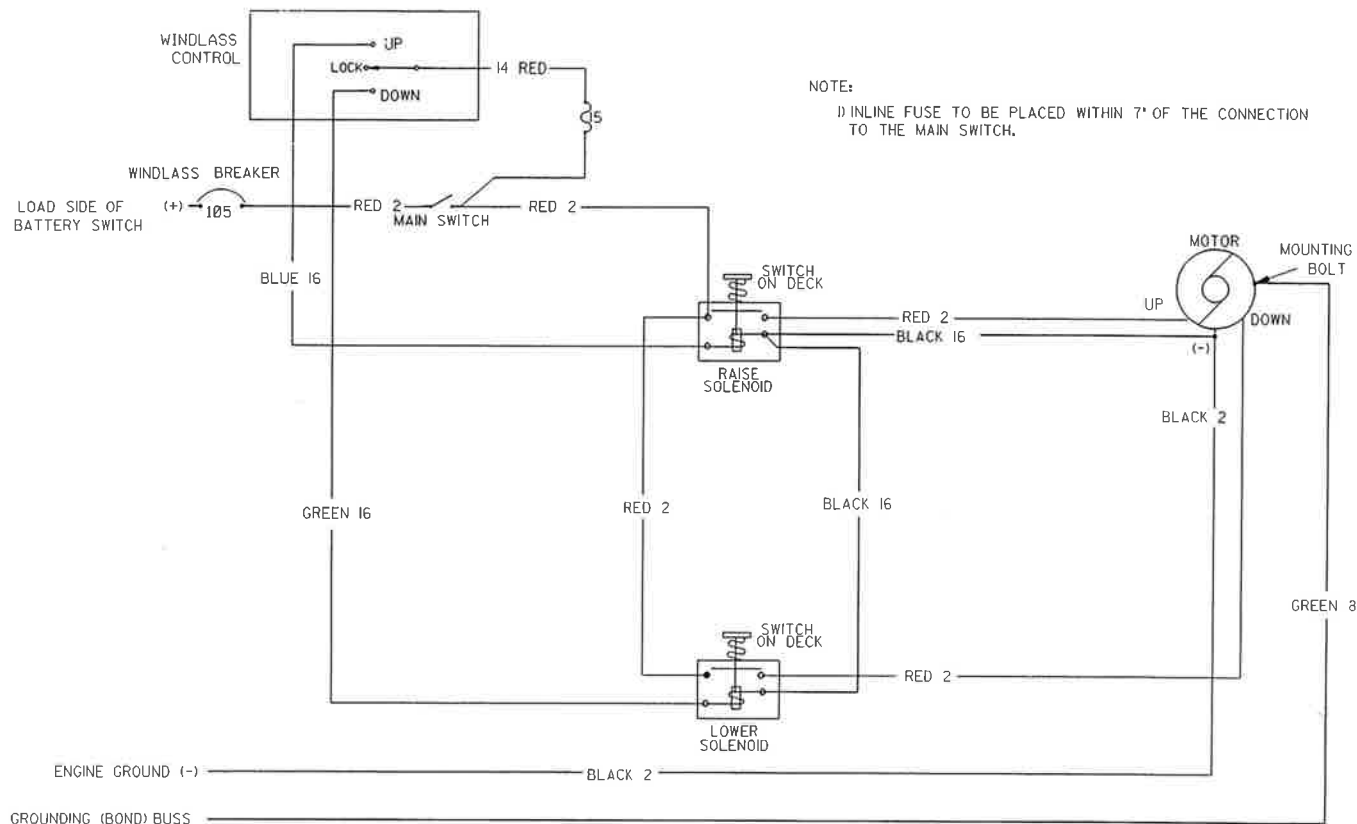


# AUTOMATIC FIRE EXTINGUISHER WIRING FOR MERCURY 2.8L/4.2LD-TRONIC DIESEL ENGINE (OPT)

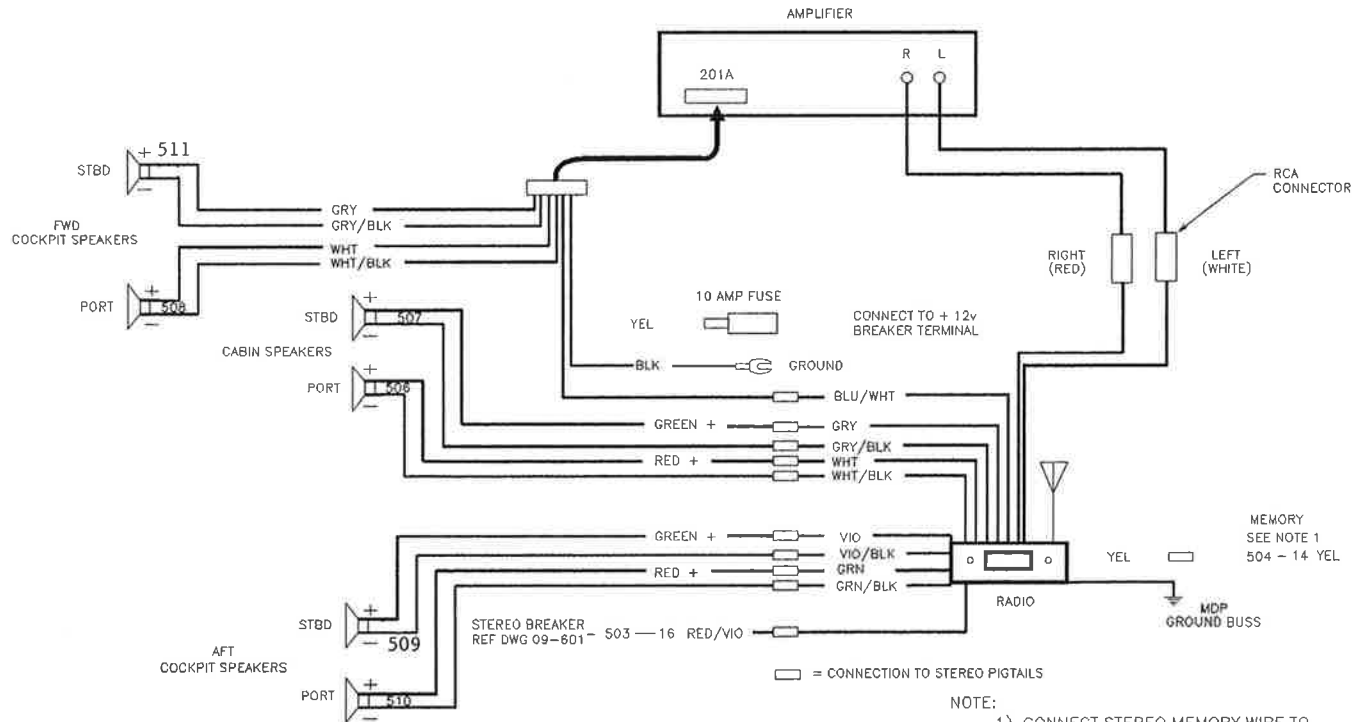


2.8L/4.2L D-TRONIC DIESEL ENGINE

# LOFRANS AIRON & LEOPARD WINDLASS WIRING 12V (OPT)



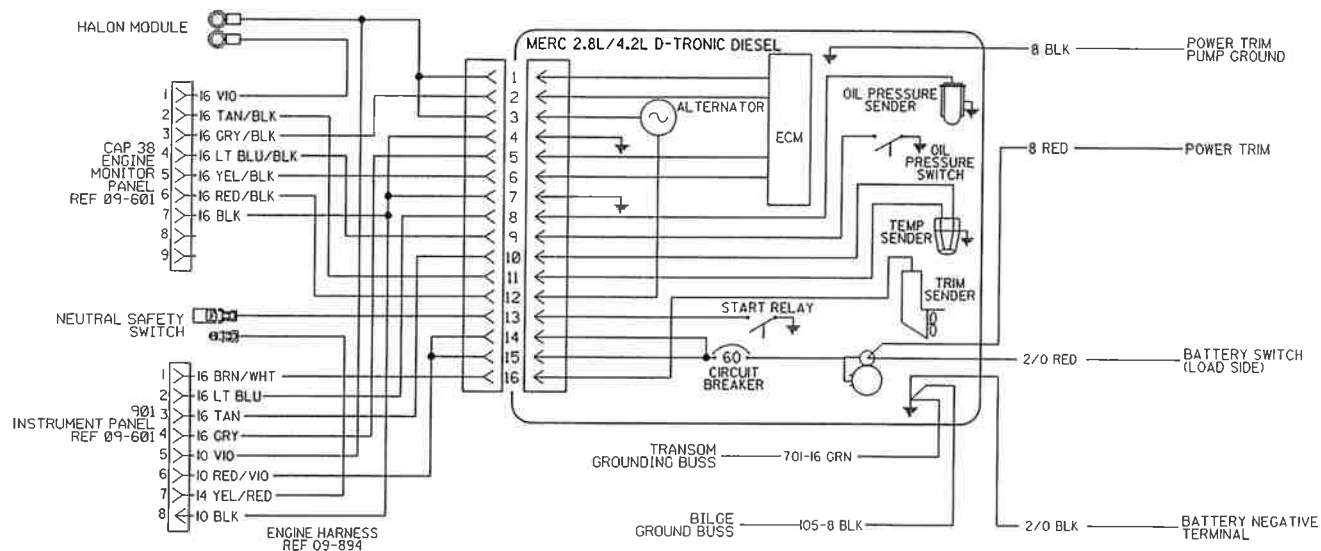
# STEREO WIRING



## NOTE:

- 1) CONNECT STEREO MEMORY WIRE TO CONSTANT HOT IN MAIN DC BREAKER PANEL. FUSE TO BE WITHIN 7" OF CONNECTION POINT.
- 2) REF DWG 09-601 FOR SCHEMATIC

# MERCRUISER 2.8L/4.2L D-TRONIC DIESEL ENGINE DC WIRING DIAGRAM

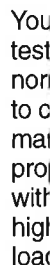


NOTE:



























































REF 09-601 FOR ALL OTHER  
ELECTRICAL CONNECTIONS.



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high  
load



# KEY TO ELECTRICAL SYMBOLS

 LIGHT  BATTERY  SPOTLIGHT  STARTER  COIL  HORN  WATER TEMP. SENDER	 GAUGE  FLOAT SWITCH  CIRCUIT BREAKER  2 CIRCUIT IGNITION SWITCH  VARIABLE RESISTOR  SPST SWITCH  SPDT SWITCH  DPDT SWITCH	 POWER TRIM & TRIM TAB PUMP  FUSE  MALE PUSH ON CONNECTOR  FEMALE PUSH ON CONNECTOR  MALE PLUG  FEMALE PLUG  SPEED PICK UP  SPEED PICK UP ELECTRONIC	 WIRES CROSSING NO SPLICE  WIRES CROSSING SPLICED  GROUND  ANTENNA  RADIO  DEPTH/SUN LOG  12V RECEPTACLE	 SHIFT / THROTTLE CONTROLS  TRIM ANGLE SENDER  LIQUID LEVEL SENDER  TEMP. ALARM  ALARM HORN  RECTIFIER	 PUMP  SPEAKER  OIL PRESSURE SENDER  BLOWER  TRIM TAB SWITCH  VHF RADIO  SOLENOID  PUSH BUTTON SWITCH	 HALON  3 POSITION BATTERY SWITCH  HOUR METER  2 CIRCUIT 5 POLE PROGRESSIVE SWITCH  ALTERNATOR  BATTERY ISOLATOR
RED -RED BLK -BLACK BLU -BLUE LT BLU -LIGHT BLUE BRN -BROWN GRY -GRAY TAN -TAN PNK -PINK ORN -ORANGE VIO -VIOLET WHT -WHITE YEL -YELLOW GRN -GREEN RED/VIO -RED W/ VIOLET TRACER RED/BLK -RED W/BLACK TRACER WHT/RED -WHITE W/RED TRACER	BRN/ORN -BROWN W/ORANGE TRACER BLU/WHT -BLUE W/ WHITE TRACER TAN/BLU -TAN W/BLUE TRACER BRN/WHT -BROWN W/ WHITE TRACER BRN/RED -BROWN W/ RED TRACER ORN/GRN -ORANGE W/ GREEN TRACER VIO/WHT -VIOLET W/ WHITE TRACER GRN/WHT -GREEN W/ WHITE TRACER GRY/WHT -GRAY W/ WHITE TRACER GRY/BLU -GRAY W/ BLUE TRACER YEL/RED -YELLOW W/ RED TRACER GRY/RED -GRAY W/RED TRACER BRN/YEL -BROWN W/YELLOW TRACER ORN/RED -ORANGE W/RED TRACER ORN/BLK -ORANGE W/BLACK TRACER P-U -PICK UP TUBE	 BUTT SPLICE  RING CONNECTOR * 10 RING  FEMALE QUICK CONNECT  MALE QUICK CONNECT  .157 SNAP PLUG RECEPTACLE  .157 SNAP PLUG	 AMP 75 CONNECTOR  FEMALE QUICK CONNECT PIGGYBACK			

1) ALL WIRE IS AMERICAN WIRE GAUGE (AWG) STANDARDS

2) THE CONNECTOR SIZE IS DETERMINED BY THE GAUGE OF THE WIRE THE CONNECTOR IS USED ON.

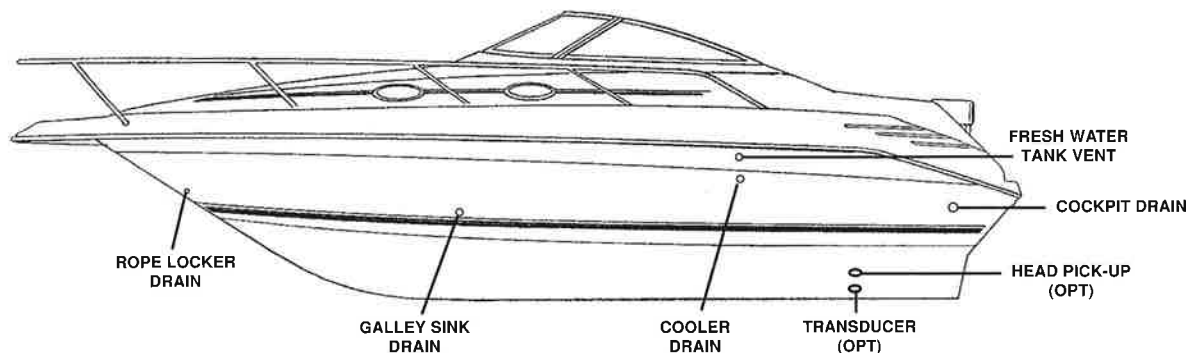
3) QUICK CONNECT TERMINALS TO BE .250 UNLESS OTHERWISE INDICATED, TAB THICKNESS IS .032"

4) TERMINALS ARE TO BE TIN PLATED COPPER WITH NYLON INSULATION AMP, ETC OR EQUIVALENT

# LOCATION OF THROUGH-HULL CUTOUTS

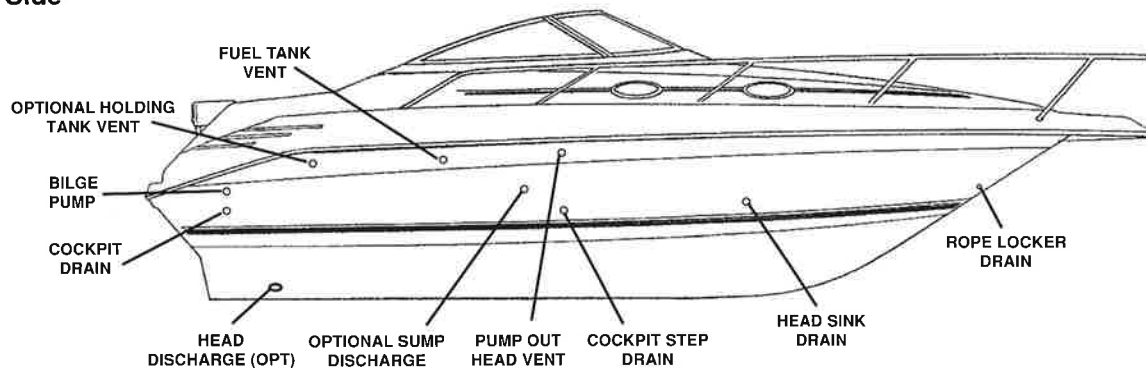
## Port Side

(fig. 25.1)



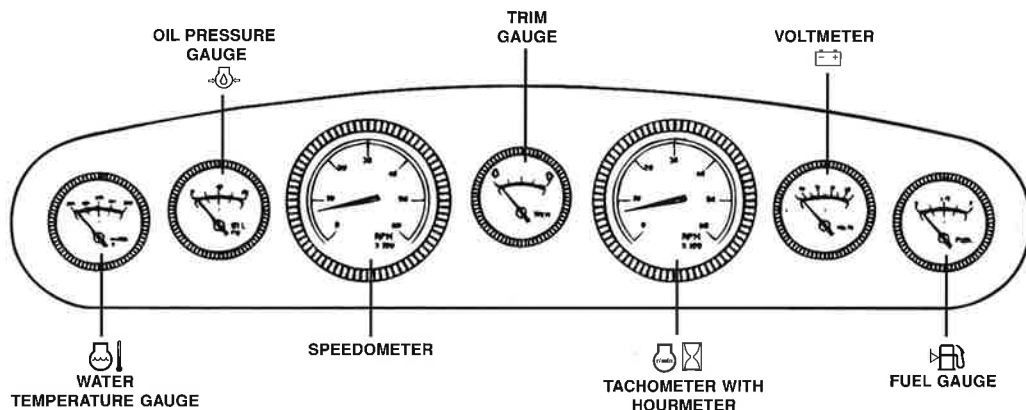
## Starboard Side

(fig. 25.2)

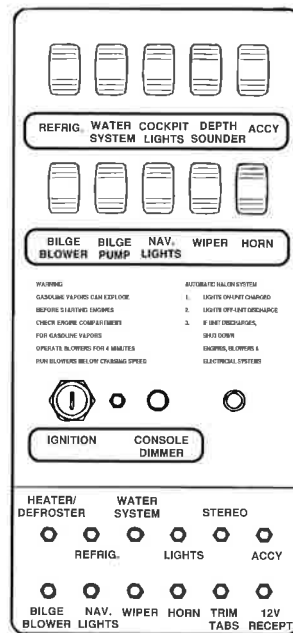


# GAUGE AND SWITCH LAYOUT

**Gauge Panel**  
(fig. 24.1)



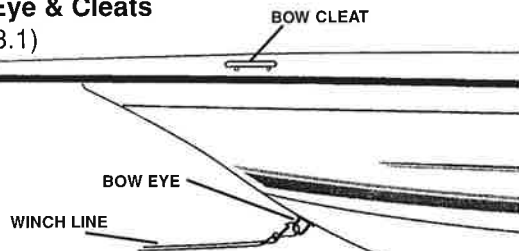
**Switch Panel**  
(fig. 24.2)



## SUPPLEMENTAL GENERAL INFORMATION

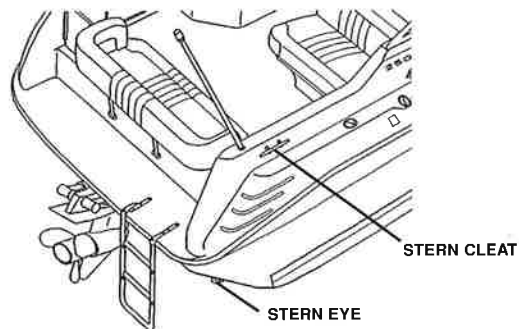
### Bow Eye & Cleats

(fig. 23.1)



### Stern Eyes and Cleats

(fig. 23.2)



## TROUBLESHOOTING

### List of Reference Manuals and Drawings

**PERFORMANCE:** Refer to the owner's manual.

**ENGINE:** Refer to the owner's manual and/or the engine manual.

**ELECTRICAL:** Refer to electrical section of the owner's manual and electrical schematics in this owner's manual supplement. Only a qualified marine electrical technician may service the boat's electrical system.

### Repair and Parts Facilities

To find a Sea Ray® dealer in your area, call: Sea Ray® Customer Service: 1-800-SRBOATS  
FAX: 1-314-827-8488

To find repair and parts facilities for equipment installed on your boat, refer to the original equipment manuals (OEMs) found in the owner's manual packet.

## DOCKING / LIFTING / TRAILERING

**CLEATS:** Cleats must not be used for lifting the boat. They are intended for mooring use only.



**BOW AND STERN EYES:** The bow eye should be used to haul the boat onto a trailer. The stern eyes should be used as tie down points for trailering the boat. The bow and stern eyes may be used for short term lifting of the boat such as for service. Long term lifting with the bow and stern eyes may cause stress on the fiberglass and gel coat.

For long term storage, use flat, wide belt-type slings and spreaders long enough to keep pressure from gunwales. Do not place slings where they may lift on underwater fittings.

REFER TO OWNER'S MANUAL.

## LIFE SAVING EQUIPMENT

### (Personal Flotation Device (PFD))

**STORAGE:** The 250 DA offers storage in the side cockpit storage compartment, under the helm seat and under the aft facing seat.

**OPERATION:** Wear PFD according to manufacturer recommendations. See pamphlet *Federal Requirements And Safety Tips For Recreational Boats* in the owner's packet or get one from your dealer.

**MAINTENANCE:** Rinse with fresh water and let dry thoroughly. Do not store in a damp compartment. Avoid the possibility of mildew.

## BOAT STORAGE

**WET STORAGE PROCEDURES:** Special care for boats that are moored: If permanently moored in salt water or fresh water, your boat will collect marine growth on its bottom. This will detract from the boat's beauty and greatly affect its performance. There are two methods of preventing this:

- Periodically haul the boat out of the water and scrub the

bottom with a bristle brush and a solution of soap and water.

- Paint the hull below the waterline with a good grade of antifouling paint. DO NOT paint the engine drive surfaces.

**NOTE:** There are EPA regulations regarding bottom paint application. Consult your marine paint dealer for proper application methods.

**SECURITY CONSIDERATIONS:** The 250 DA has a lockable sliding cabin door. Be conscious of the security of your boat. Always remove the key from the ignition, store your boat in a secure place, put a lock on the trailer and, if location permits, chain your trailer to a pole or other permanently fixed object. Remove and stow any removable electronic gear (fishfinders, LORAN, etc.) and personal gear (fishing poles, skis, etc.) normally left aboard your boat.





## WARNING

- In case of fire **DO NOT** open engine box or compartment.
- Shut down engines, generator and blowers.
- Continuously discharge entire contents of portable fire extinguisher through port immediately.

## ANCHORING



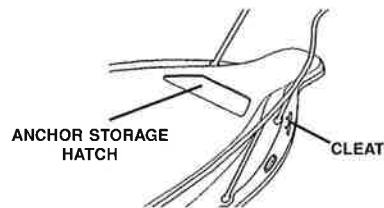
To anchor, bring the bow into the wind or current and put the engine in neutral. When the vessel comes to a stop, lower, do not throw, the anchor over the bow. The anchor line should be 5 to 7 times the depth of water.

## ANCHORING ARRANGEMENT

The 250 DA is equipped with an anchor storage hatch. Also available as options are an anchor chute with cleat and an anchor chute with windlass. If your sport cruiser is equipped with these options, stow the anchor in the chute when not in use. Note: Before using the anchor be sure the anchor line is secured to the boat – to the bow eye or bow cleat.

### Standard Anchoring Arrangement

(fig. 20.1)



### Optional Anchoring Arrangements

(fig. 20.2)

