



**1901 BAY BOAT**

**2101 BAY BOAT**

**2401 BAY BOAT**

*OWNER'S MANUAL*  
*Supplement*

**TROPHY Owner's Manual Supplement**  
**1901 Bay - 2101 Bay - 2401 Bay**

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## Preface

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All Trophy products meet or exceed USCG (United States Coast Guard) and/or NMMA (National Marine Manufacturer's Association) construction standards. Manufactured with 1,1,1 Trichloroethane, a substance which harms public health and environment during the manufacturing process by destroying ozone in the upper atmosphere.

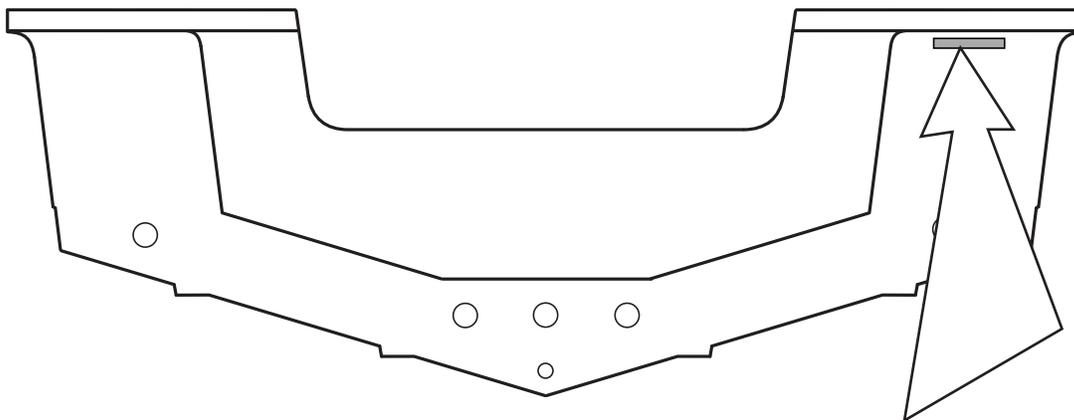
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## HIN (Hull Identification Number)

This is the most important identifying factor of your boat and must be included in all correspondence related to your vessel. Failure to do so will only create delays. Also of vital importance are the engine serial numbers and part numbers when writing about or ordering parts for your engine.

The hull identification number is located on the starboard side of the transom wall.



Hull Identification Number

Engine Serial Number

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### Explanation of Safety Labels

The most important aspect of boating is safety. Although every effort is made to address the numerous issues regarding the safe usage of your boat, it is strongly recommended that you avail yourself of the training and knowledge available through boating safety courses, etc.

#### Warning Labels

Mounted at key locations throughout your boat are warning labels (See page 16) which advise the owner/operator of imperative safety precautions to follow when operating and/or servicing equipment.

The examples below indicate the level of hazard by color and explanation.

 **DANGER**

Denotes an immediate hazard exists that **WILL** result in severe personal injury or death.

 **WARNING**

Denotes hazards or unsafe practices that **MAY** result in severe personal injury or death.

 **CAUTION**

Denotes hazards or unsafe practices that **COULD** result in minor personal injury, product or property damage.

**NOTICE**

Denotes information that is important to know prior to operation and/or maintenance, but is not hazard related.

### Safety Precautions

The examples below are of precautions which appear throughout this manual and must be observed when operating or servicing your boat. Learn to recognize the degree of hazard and understand the explanations of safety prior to reading this manual.

Always use common sense in the operation and servicing of your boat.

 **DANGER**

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 **CAUTION**

Denotes hazards or unsafe practices that **COULD** result in minor personal injury, product or property damage.

**NOTICE**

Denotes information that is important to know prior to operation and/or maintenance, but is not hazard related.

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### Legally Mandated Equipment (Minimum Required)

Consult your National Boating Law Enforcement Agency. The following equipment is the minimum required by the U.S. Coast Guard for a boat less than 26 ft. (7.9M) in length.

#### Personal Flotation Device (PFD)

The law requires one (1) wearable PFD (Type I, II, III or V) for every person onboard and at least one (1) throwable device (Type IV).

A Type V device is acceptable if worn for approved use.  
**ALWAYS WEAR A PFD WHEN BOATING.**

By law, the PFD's must be readily accessible if not worn. "Readily accessible" means removed from storage bags and unbuckled.

Even strong swimmers can tire quickly in the water and drown due to exhaustion, hypothermia or both. The buoyancy provided by a personal flotation device will allow the person who has fallen overboard to remain afloat with far less effort and loss of body heat, extending the survival time necessary to find and retrieve them.

### NOTICE

**Children and non-swimmers must wear a PFD at all times while onboard.**

#### Whistle, Horn

You must have on board, some means of making a loud sound signal. Navigation rules require that a sound made by any audible device be capable of a four (4) second blast, and be audible for 1/2 mi. (.80 Km).

#### Visual Distress Signals

If you operate your boat in coastal waters or on the Great Lakes, you must have visual distress signals for day and night use on board. At least three (3) U.S.C.G. approved pyrotechnic devices marked with date showing service life must be carried, be readily accessible, in serviceable condition and not be expired. Store all pyrotechnic signals in a well marked, waterproof container.

### Additional Recommended Equipment for Safe Operation

In addition to the legally mandated equipment, the following items are necessary for safe boating, especially if your boat is out of sight of land.

- First Aid kit
- Compass
- Charts/Maps
- Manual bilge pump
- Visual distress signals
- GPS or LORAN (for day or night use)
- Spare keys
- Marine VHF radio
- EPIRB-Emergency positioning-indicating radio beacon
- Moisture repellent
- Mooring Lines
- Fenders
- Boat hook
- Waterproof flashlights
- Extra batteries
- High power spotlight
- Instruction manuals
- Spare propeller
- Lubricating oil
- Tool kit:
  - Screwdrivers, (Phillips & flat)
  - Pliers, (regular, vise-grip, tongue & groove)
  - Wrenches, (box, open end, allen & adjustable)
  - Socket set, (metric and U.S.)
  - Electrical tape & duct tape
  - Hammer
  - Spare parts kit, (spark plugs, fuses, etc.)

#### Fire Extinguisher (Portable)

If there is no fixed fire extinguishing system installed in the engine or generator spaces, the Coast Guard requires one (1) Type B-1 fire extinguisher be on board.

The American Boat & Yacht Council (ABYC) recommends that you carry two (2) A,B or C Type fire extinguishers on board and located near the helm for easy reach.

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#### Fire Avoidance & Safety

Fire and explosion can be avoided by:

- Checking for the odor of fuel in the bilge.
- Inspect the fuel tank, connections and fuel vent for leaks, and proper fit.
- Stow all flammable items away from combustion source.
- Clean any fuel spillages immediately.
- Never smoke in the area where fuel is stored or where the odor of fuel is present.
- Always carry or store fuel in approved containers.
- Carry an approved fire extinguisher, check the charge bimonthly and have it readily accessible.
- Know how to use the fire extinguisher, and inform passengers on the proper usage of the fire extinguishing equipment.

#### Fire Port

The deck plate located in the aft cockpit, used to access the fuel tank and valves, can be removed to flood the area with extinguishant in the event of an emergency.



#### General Considerations

High performance boats require intimate knowledge of their handling characteristics for safe high speed operation.

### NOTICE

**The law requires the operator to assist any person or boat in distress as long as rendering assistance does not endanger the operator, the passengers or the boat**

On the water there are no marked traffic lanes, no traffic signs or lights, and boats have no turn signals. The boat operator must keep her or his attention focused not only on what's ahead but what's on the left, right and behind the boat.

The operator must always be alert to approaching boats (from the rear, right and left sides, as well as those ahead). There can be people in the water, partially submerged debris, and other navigational hazards such as rocks, sand bars, dangerous currents, to name a few.

Your passengers are relying on you to operate and maneuver the boat safely so that they are not in danger of going overboard. If you turn too quickly, increase or decrease speed abruptly, your passengers are at risk of being thrown overboard or thrown about the boat.

When visibility becomes impaired because of weather, time of day or high bow angle you must slow down so that you have sufficient time to react if an emergency occurs. Nearby boats face similar risks in avoiding a collision with you.

- Learn the effects of trim, steering and throttle changes at gradually increasing levels of speed.
- Approach full throttle while adjusting trim for safe handling of the vessel.
- Know how your boat handles under different conditions. Recognize your limitations and the boat's limitations. Modify speed in keeping with weather, sea and traffic conditions.
- Instruct passengers on location and use of safety equipment and procedures.
- Instruct passengers on the fundamentals of operating your boat in case you are unable to do so.
- You are responsible for passenger's actions. If they place themselves or the boat in danger, immediately correct them.

 **WARNING**

- Anyone who controls the boat should have taken a boating safety course and have trained in the proper operation of the boat.
- Always operate the boat at speeds that will not put people or property in danger.
- Be constantly aware of conditions in all directions when underway and before turning.
- Reduce speed, use a lookout to identify possible hazards or difficulties, and turn on navigation lights when:
  - visibility is impaired;
  - in rough water; and
  - in congested waterways.
- You are responsible for damage caused by your wake.

 **WARNING**

**Passenger Seating**

- Allow passengers to ride only in areas that do not pose a hazard to themselves or the boat.
- DO NOT allow several passengers to ride in the bow of a small open-bow boat, causing the boat to "plow" into the water.
- DO NOT allow passengers to ride on the gunwales.
- DO NOT overload the stern.
- Observe the manufacturer's recommended on-plane seating locations.
- Passengers should remain seated while boat is moving.

 **WARNING**

**Wet decks are slippery. Wear proper footwear and use extreme caution on wet surfaces.**

**America's Waterway Watch**

In March, 2005, the U.S. Coast Guard officially launched *America's Waterway Watch* to encourage the boating public to report suspicious activities in our nation's ports and waterways. *America's Waterway Watch* simply asks anyone who works, lives, or recreates on the water to keep an eye out for suspicious activities. Anyone who spots such activity is asked to call the National Response Center's 24-hour hotline, 800-424-8802 or 877-24WATCH (877-249-2824).

**Homeland Security Restrictions**

Recreational boaters have a role in keeping our waterways safe and secure. Violators of the restrictions below can expect a quick and severe response.

- **DO NOT** approach within 100 yards, and slow to minimum speed within 500 yards of any U.S. Naval vessel. If you need to pass within 100 yards of a U.S. Naval vessel for safe passage, you must contact the U.S. Naval vessel or the Coast Guard escort vessel on VHF-FM channel 16.

 **DANGER**

**DO NOT approach within 100 yards of any U.S. Naval vessel without first contacting the vessel on VHF-FM channel 16. To do so will result in a quick and severe response.**

- Observe and avoid all security zones. Avoid commercial port areas, especially those that involve military, cruise line or petroleum facilities. Observe and avoid other restricted areas near dams, power plants, etc.
- **DO NOT** stop or anchor beneath bridges or in channels.

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### Servicing Your Boat

When your Boat needs to be serviced or regular maintenance is required, it should be taken to an authorized Trophy dealer.

#### If a problem is not handled to your satisfaction:

Discuss any warranty related problems directly with the service manager of the dealership or your sales person. Give the dealership an opportunity to help the service department resolve the matter for you.

### Construction Standards

Your boat is designed, engineered and manufactured in accordance with applicable recommendations and guidelines of the American Boat and Yacht Council (A.B.Y.C.) and certified by the National Marine Manufacturers Association (N.M.M.A.).

The wood free (no rot) construction and hand laid fiberglass hull with full liner combined with a high density composite transom assure you, the owner, many years of dependable, low maintenance boating pleasure.

### Manufacturer's Certification

All boats must comply with federal regulations regarding maximum capacities. The certification plate located near the control console indicates the maximum weight, number of persons, and horsepower your boat is rated to handle.

The number of persons on board must be reduced if you go out in poor weather and rough water.

The information present on the certification plate does not relieve the operator from responsibility. Use common sense and sound judgement when placing equipment and/or passengers in your boat.

**An NMMA Certification** means that your boat has been judged by the National Marine Manufacturers Association to be in compliance with applicable federal regulations and American Boat and Yacht Council standards.

A **Canada Conforming Sticker** means that your boat has been certified to comply with construction standards for small vessels by Transport Canada.

An **Australian Builder's plate** means that your boat has been certified to comply with safety standards set by the National Marine Safety Committee.

A **CE mark** means that your Boat has been certified with the applicable international Organization for Standardization directives.

### CE Mark Certification Design Category

**A (Ocean):** Designed for extended voyages where conditions may exceed wind force 8 on the Beaufort scale (47 mph and above) and significant wave heights of 4 meters (13.12 feet) and above, and vessels largely self-sufficient.

**B (Offshore):** Designed for offshore voyages where conditions up to, and including, wind force 8 (39-46 mph) and significant wave heights up to, and including 4 meters (13.12 feet) may be experienced.

**C (Inshore):** Designed for voyages in coastal waters, large bays, estuaries, lakes and rivers where conditions up to, and including, wind force 6 (25-31 mph) and significant wave heights up to, and including, 2 meters (6.56 feet) may be experienced.

**D (Sheltered waters):** Designed for voyages on small lakes, rivers and canals where conditions up to, and including, wind force 4 (13-18 mph) and significant wave heights up to, and including, 0.5 meters (1.64 feet) may be experienced.

The significant wave height is considered to be the primary factor for determining design category. Other parameters (e.g. meteorological) are descriptions of when these wave heights may be expected to occur.



### WARNING

**It is imperative that you follow the recommendations listed on your capacity plate regarding the maximum amount of weight the boat can safely carry as well as the design category of your vessel.**

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**Power Capacity**

The certification plate, as well as “Specifications & Dimensions” has the maximum rated power listed for your boat. **DO NOT EXCEED THIS RATING.** The various engine types offered today are more powerful and require periodic maintenance to stay at optimal performance. It is required of the owner/operator to read all information regarding safety features, warning notices and maintenance schedules for continued safe operation of the engine.

The engine on your boat has been tested and proven to be best suited for general use under normal conditions and load.

If you are re-powering your boat, you should pay particular attention to the maximum/minimum horsepower and maximum safe engine weight load for which your boat is rated.



**WARNING**

**High performance boats require intimate knowledge of their handling characteristics for safe high speed operation.**

- **Learn the effects of trim, steering and throttle changes at gradually increasing levels of speed.**
- **Approach full throttle while adjusting trim for safe handling of the vessel.**



**WARNING**

**A qualified operator must be in control of the boat at all times. Do not operate the boat while under the influence of alcohol or drugs. Never operate your boat at speeds which exceed the operator's ability to react if an emergency develops. At night, turn on the appropriate navigation lights and cruise at a reduced speed that will allow you plenty of time to avoid dangerous situations.**

**NOTICE**

**Always adjust the speed and direction of the craft to the varying sea conditions.**

**Specifications & Dimensions**

**1901 Bay**

Overall Length	19'6"	5.94 m
Beam	8'0"	2.43 m
Weight	1900 lbs	861 kg
Fuel Capacity	56 gal.(U.S.)	211 L
Maximum Horsepower	150HP	111 kw
Outboard Shaft Length	25"	.63 m
Deadrise at Transom	15°	
Draft, (Hull Only) <sup>1</sup>	16"	.40 m

**2101 Bay**

Overall Length	21'8"	6.6 m
Beam	8'6"	2.59 m
Weight	2200 lbs	997 kg
Fuel Capacity	56 gal.(U.S.)	211 L
Maximum Horsepower	225HP	167 kw
Outboard Shaft Length	25"	.63 m
Deadrise at Transom	15°	
Draft, (Hull Only) <sup>1</sup>	16"	.40 m

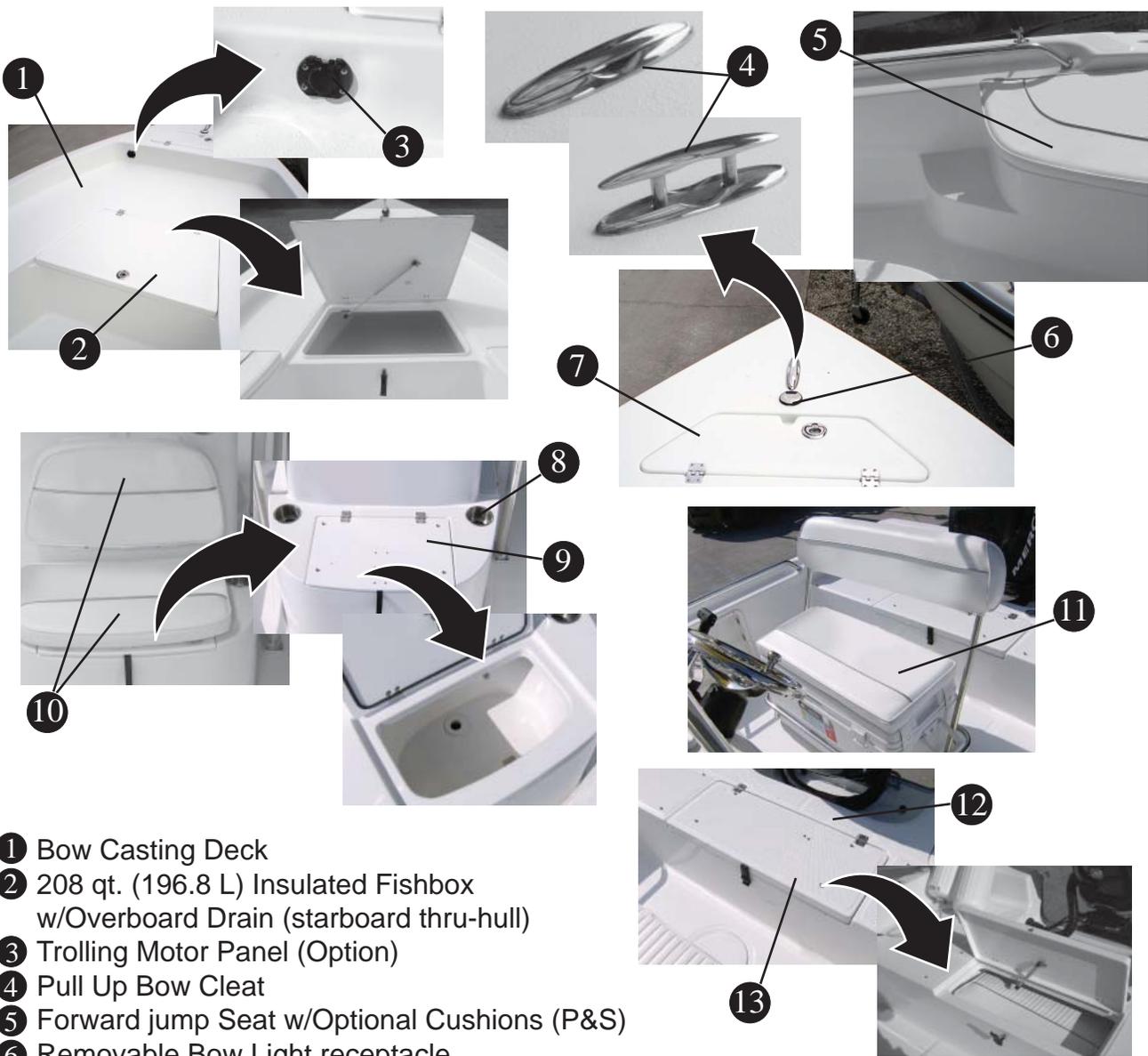
**2401 Bay**

Overall Length	23'8"	7.2 m
Beam	8'6"	2.59 m
Weight	2400 lbs	1088 kg
Fuel Capacity	86 gal.(U.S.)	325 L
Maximum Horsepower	300HP	224 kw
Outboard Shaft Length	25"	.63 m
Deadrise at Transom	15°	
Draft, (Hull Only) <sup>1</sup>	18"	.46 m

<sup>1</sup> Optional equipment and loading of the boat will affect the draft measurements. Follow the recommendations listed on your capacity plate regarding the maximum amount of weight your boat can safely carry.

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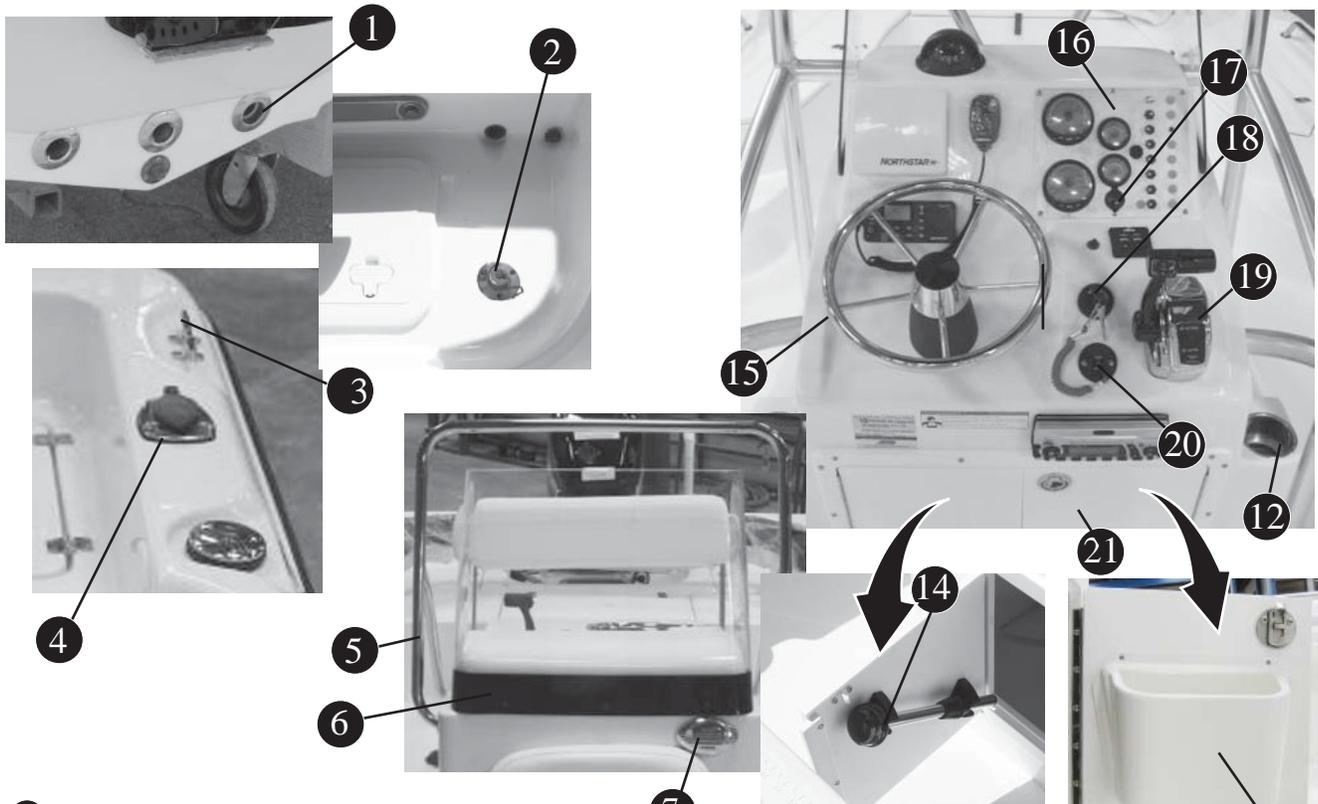
**Standard Features**



- ① Bow Casting Deck
- ② 208 qt. (196.8 L) Insulated Fishbox w/Overboard Drain (starboard thru-hull)
- ③ Trolling Motor Panel (Option)
- ④ Pull Up Bow Cleat
- ⑤ Forward jump Seat w/Optional Cushions (P&S)
- ⑥ Removable Bow Light receptacle
- ⑦ Anchor Locker w/Latch
- ⑧ Stainless Steel Drink Holders (P&S)
- ⑨ 15 gal. (56.7 L) Forward Console Livewell
- ⑩ Forward console Seat w/Cushions
- ⑪ 94 qt. (88.9 L) Reversible Cooler Seat
- ⑫ Stern Casting Deck
- ⑬ 28 gal. (106 L) Livewell
- ⑭ Stainless Steel Side Rails
- ⑮ Stainless Steel Rod Holders

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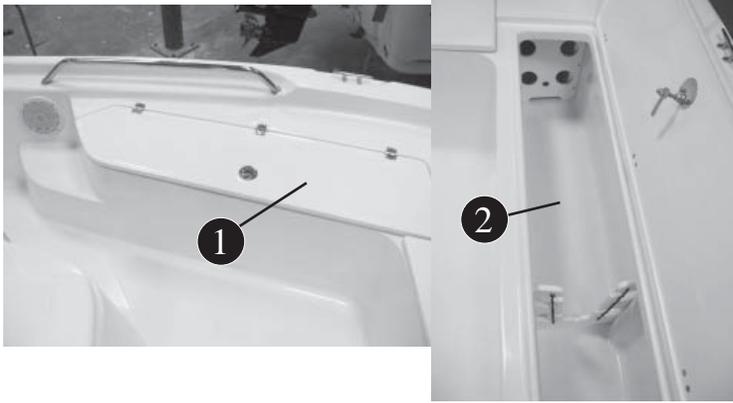
Standard Features (Cont'd)



- ① Stainless Steel Thru Hull Fittings
- ② Raw Water Washdown
- ③ Stainless Steel Fixed Cleats (4)
- ④ Gunnel Mounted Rod Holders (2)
- ⑤ Console Grab Rail
- ⑥ Acrylic Windshield
- ⑦ Electric Horn
- ⑧ Console Vertical Rodholders (6, 3 ea. P&S)
- ⑨ Forward stainless Steel Side Rail (P&S)
- ⑩ Aft Stainless Steel Side Rail (P&S)
- ⑪ Cockpit Courtesy Light P&S
- ⑫ Console Stainless Steel Cupholder (2) (P&S)
- ⑬ Console Storage Bin
- ⑭ Removable Bow Light (Stowed)
- ⑮ Stainless Steel 5-Spoke Steering Wheel
- ⑯ Deluxe Instrument Panel
- ⑰ 12 Volt Accessory Receptacle
- ⑱ Ignition Keyswitch
- ⑲ Gear Shift/Throttle Control
- ⑳ Emergency Shut Down Switch & Lanyard
- ㉑ Lockable Console Storage

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**Standard Features (Cont'd)**



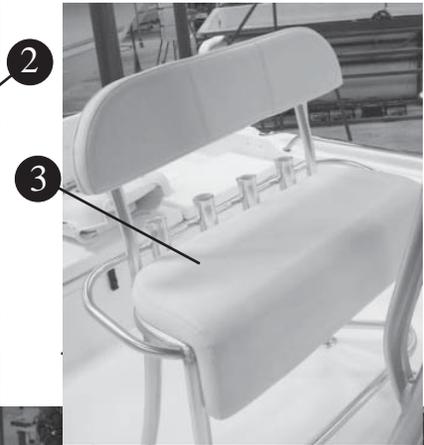
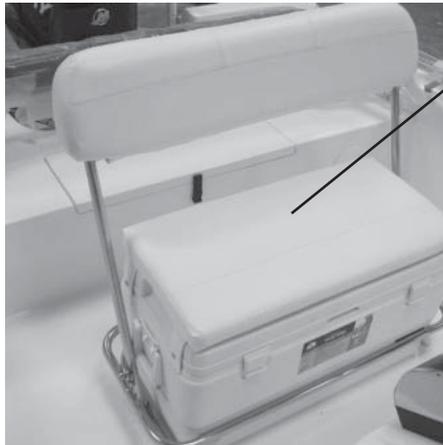
- ① 92 qt. (87 L) forward port fishbox/storage\*
- ② FWD Starboard Lockable Rod Storage\*
- ③ 115 EXLPT Optimax Mercury engine with Bay Star hydraulic Steering (1901 Bay)
- ⑤ 150 XL Optimax Mercury engine with Bay Star hydraulic Steering (2101 Bay)
- ⑥ 200 XL Optimax Mercury engine with Sea Star hydraulic Steering (2401 Bay)

\* 2101 Bay & 2401 Bay only

Optional Engine Availability		Hydraulic Steering			SmartCraft™ Gauges
		Mercury	Bay Star	Sea Star	
Model	Engine				
1901 Bay	115 EXPLT EFI 4-Stroke		●		
	150 XL EFI 2-Stroke		●		
	150 XL OptiMax		●		
	150 XL Verado	●			●
2101 Bay	150 XL EFI 2-Stroke		●		
	150 XL Verado	●			●
	175 XL Verado	●			●
	200 XL OptiMax			●	
	200 XL Verado	●			●
	225 XL OptiMax			●	
2401 Bay	200 XL Verado (L-4)	●			●
	225 XL Verado	●			●
	225 XL OptiMax			●	
	250 XL Verado	●			●

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Seating

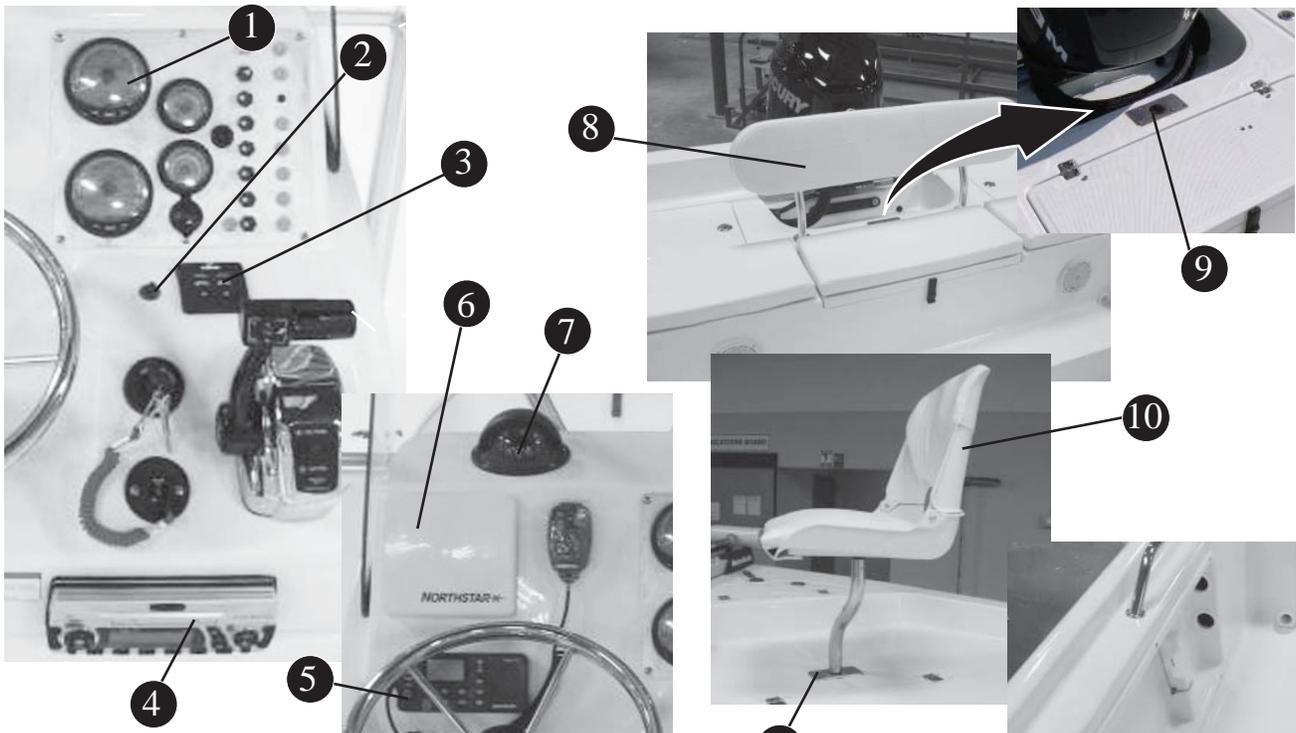


- ① Forward Console Seat W/Backrest
- ② 94 qt. (88.9 L) Cooler Seat W/Reversible Backrest
- ③ Leaning Post W/ Rocket Launchers (Option)
- ④ Aft Bench Seat W/ Removable Backrest (Option)
- ⑤ Forward Jump Seats W/cushions (P&S)\*

\* Not Shown

**⚠ DANGER**  
Never permit passengers to ride on the bow, gunwale, transom, seatbacks, or other locations where they might fall overboard.

Optional Features



- ① Mercury SmartCraft™ Gauges
- ② MP3 Receptacle
- ③ Electric Trim Tab Control Pad\*
- ④ Stereo\*\*
- ⑤ Northstar 710 VHF Radio\*
- ⑥ Electronics\*\*\*
- ⑦ Magnetic Compass\*
- ⑧ Aft Bench Seat w/Removable Backrest
- ⑨ Stern casting chair base plate
- ⑩ Stowable Casting Chair (2)
- ⑪ Bow casting chair base plate
- ⑫ Under Gunnel Rod Rack (P&S)
- ⑬ Pull-up Cleats (Replaces Fixed Cleats)
- ⑭ T-Top with Electronics Box, Rocket Launchers,  
Storage Net & 2 Spreader Lights
- ⑮ 15 gal. (56.7 L) aft livewell  
(Replaces aft port fishbox)
- ⑯ Half Swim Platform
- ⑰ Electric Trim Tabs\*

\* Also Part of Pro Package

\*\* Jensen Marine CD w/4-Speakers & MP3 Jack (Sirius Satellite Ready)  
Jensen Marine CD w/4-Speakers & MP3 Jack (Sirius Satellite Rec/Ant)

\*\*\* Northstar 430 Color Fishfinder  
Northstar 650 Color Chart Plotter/GPS/Fishfinder

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**Optional Features Available (not shown)** 

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**Mechanical and Electrical**

- Dual Battery Switches
- Electric Jack Plate
- MotorGuide Great White hand-control trolling motor
- MotorGuide saltwater wireless remote trolling motor
- Trolling Motor Charging System

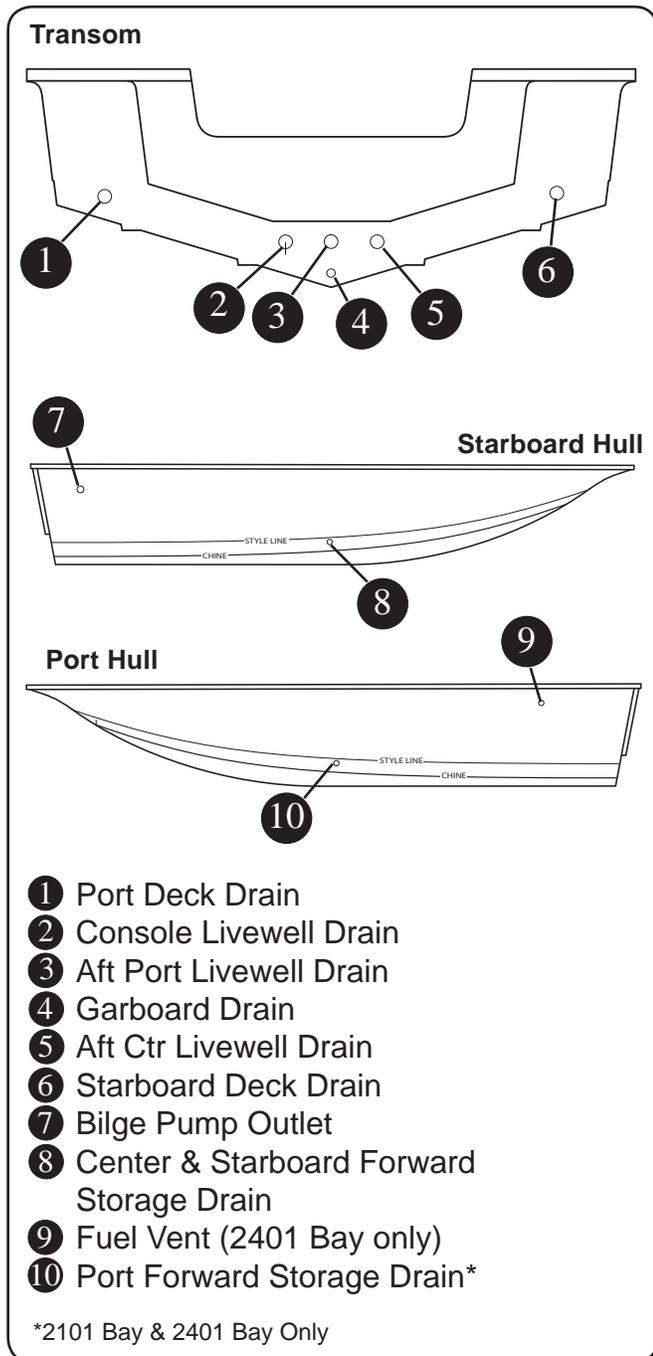
**Aluminum Single Axle Trailer**

- Torsion Suspension
- LED Lighting
- Guide on Stanchions
- Tongue Jack

**Tops and Canvas**

- Bimini top
- Console cover
- Console cover with T-Top
- T-Top spray shield

## Through Hull Locations

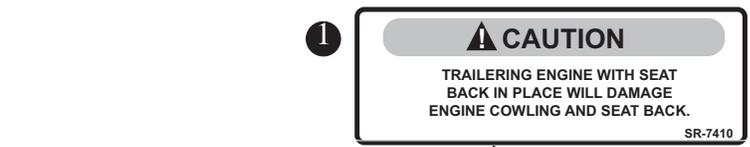


## NOTICE

- The deck drain provides self-bailing capabilities while the boat is static in the water and no passengers on board. This feature prevents the accumulation of water in the cockpit. The drain plug must be in place when underway.
- Depending on the type of boat you have, you may have underwater fittings that need drain plugs. Garboard drain plugs and fishbox drain plugs need to be in place before the boat goes into the water. Any fitting that will be underwater needs to be plugged or the seacock needs to be closed.
- Through hull fittings should be checked for proper seal annually. When the boat is in the water the underwater fittings can be checked for dripping. It is recommended that the underwater fittings be removed, cleaned and resealed every other year.
- If the through hull fittings need to be replaced, it is recommended that an authorized TROPHY dealer perform this type of repair. Through hull fittings that are improperly installed can cause premature hull failure and may void the limited warranty.

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## Label Location



**Proposition 65**

**WARNING**

A wide variety of components used on this vessel contain or emit chemicals known to the State of California to cause cancer and birth defects and other reproductive harm.

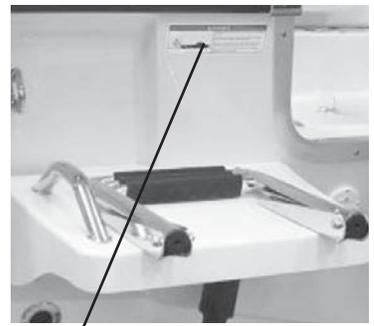
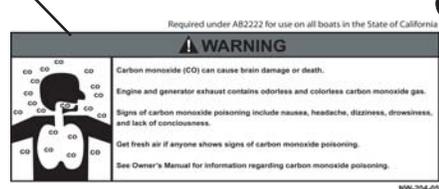
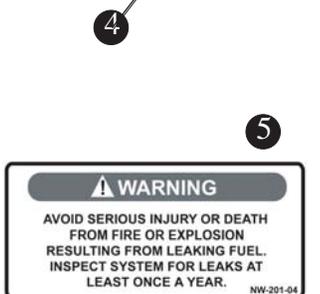
**EXAMPLES INCLUDE:**

- Engine and generator exhaust
- Engine and generator fuel, and other liquids such as coolants and oil, especially used motor oil
- Cooking fuels
- Cleaners, paints, and substances used for vessel repair
- Waste materials that result from wear of vessel components
- Lead from battery terminals and from other sources such as ballast or fishing sinkers

**TO AVOID HARM:**

- keep away from engine, generator, and cooking fuel exhaust fumes.
- Wash areas thoroughly with soap and water after handling the substances above.

**California residents only**  
This warning is attached to the steering wheel prior to delivery of any boats sold in the state of California in accordance with California Health & Safety code §§ 25249.5-13



	Replacement Part No.
1 Caution, Trailering engine .....	1889552
2 Proposition 65 hang tag .....	1795087
3 Warning, CO Helm .....	1811368
4 NMMA Capacity Plate (1901 Bay).....	1910910
NMMA Capacity Plate (2101 Bay).....	1910911
NMMA Capacity Plate (2401 Bay).....	1910912
Canadian Conformity Sticker (2401 Bay) .....	1841675
5 Warning, Fuel Hazard .....	995704
6 Danger, CO Transom .....	1811367

**NOTICE**

It is important to replace any damaged or unreadable label. Call your Trophy dealer for replacement labels.

**TROPHY Owner's Manual Supplement**  
**1901 Bay - 2101 Bay - 2401 Bay**

**Instrument Panel**

**Instrument Panel: SmartCraft™ Gauges Option**

- 1 Tachometer
- 2 Speedometer
- 3 Fuel Gauge
- 4 Voltmeter
- 5 Horn Push Button
- 6 Horn Breaker
- 7 Navigation Lights Switch
- 8 Navigation Lights Breaker
- 9 Bilge Pump Switch
- 10 Bilge Activation LED
- 11 Livewell Switch
- 12 Livewell Breaker
- 13 Raw Water Washdown Switch
- 14 Raw Water Washdown Breaker
- 15 Courtesy Lights Switch
- 16 Courtesy Lights Breaker
- 17 Accessory 1 Switch
- 18 Accessory 1 Breaker
- 19 12 Volt Receptacle
- 20 12 Volt Receptacle breaker
- 21 Accessory 2 Switch
- 22 Accessory 2 Breaker
- 23 SmartCraft™ Tachometer (Option)
- 24 SmartCraft™ Speedometer (Option)
- 25 Ambient Air Temp Sensor (Option)

**SmartCraft™ Deluxe Gauges (Option)**

If equipped, the SmartCraft™ deluxe multi-gauge system enables the operator to gather important data critical to the safe operation of the boat and boat systems.

will give you information important for the proper operation of the SmartCraft™ deluxe Tachometer and Speedometer multi-gauge system.

To get the most out of your Multi-system display features, you must read the manual, in your owner's packet, which is provided by the system manufacturer. The manual

## Gear Shift & Throttle Control

### CAUTION

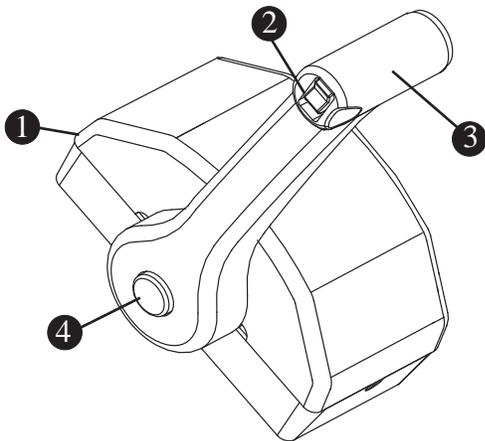
**Shift only when engine is running. Pause in neutral while shifting, wait for boat to lose headway, and then shift quickly. Easing into gear can damage the engine.**

Your boat is equipped with a gear shift/throttle control unit mounted on the console directly starboard of the steering wheel. The gear shift/throttle control unit for the engine activates both shifting mechanism and throttle.

The control must be in the “NEUTRAL” position to start your engine. Neutral is the most upright position of the control unit and acts as an idle, the propeller is not rotating.

There is a “throttle only” button at the center of the throttle control that when depressed will disengage the shifting mechanism and will allow you to operate the throttle without engaging the propeller. This button will automatically engage the shifting mechanism once the throttle control has been moved back to its center position (you will hear and feel a click when it is engaged).

Moving the lever forward engages the forward gear and then the throttle advance.



- ① Gear Shift/Throttle Control
- ② Power Trim Button
- ③ Control Lever
- ④ Throttle Only Button

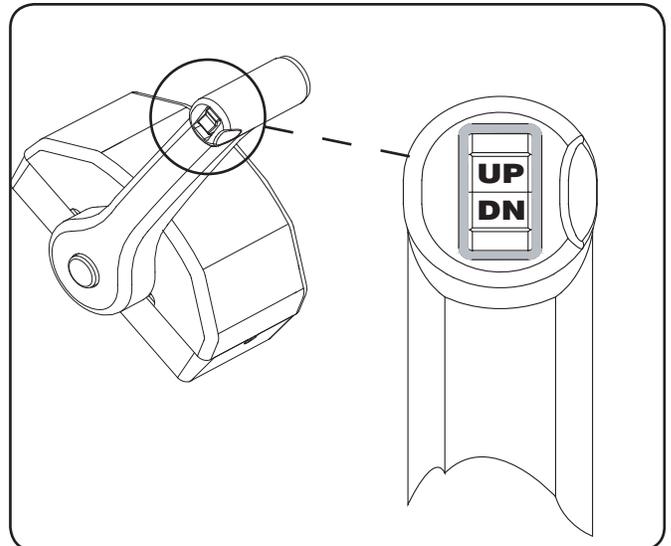
To reverse power, bring the control lever back to engage the reverse gear and increase the reverse thrust.

The throttle control regulates the RPM of the engine. Regulating the RPM of the engine will control the speed of the boat. Pulling back on the gear shift/throttle control while moving at a high speed will cause a sudden slowing of the boat and will create a following wake which may rise above the transom and flood the boat. Understanding your boat and its reactions at speed will make boating for you safer and more enjoyable.

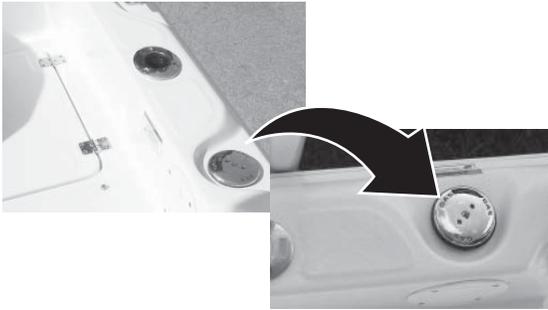
## Power Trim Operation

The power trim & tilt system allows you to raise and lower the engine outdrive for trailering, launching and beaching. This also allows for ideal boat angle (in relation to the water surface) for a given load and water condition. In most cases, best all-round performance is obtained with the engine adjusted so that the boat will run at a 3° to 5° angle to the water. The power trim is located on the inboard side of the gear shift/throttle lever handle.

**NOTE: Boats can be operated in a manner and at certain speeds resulting in trim angles that could cause visibility to be obscured. Motor trim, hull trim plane angles (if equipped), boat load distribution and speed are factors that affect a boat's trim angle.**



## Fuel System



The fuel cap contains an integrated vent which serves as a pressure/vacuum release and prevents fuel overflow.

### Fuel Capacity:

1901 Bay .....	56 Gal. (211 L)
2101 Bay .....	56 Gal. (211 L)
2401 Bay .....	86 Gal. (325 L)

Please take time to read and understand all the fuel related information and warnings in the engine manufacturer's owner's manual.

### DANGER

Check for leaks in tubing, connections and hoses. Correct the cause of the leaks and ventilate the area to insure that no fumes remain, prior to energizing any electrical equipment and/or starting the engines.

### CAUTION

Leaking fuel is a fire and explosion hazard, inspect the system regularly. Examine fuel tanks and exposed lines for leaks and corrosion.

### CAUTION

Oil and fuel spills can be dangerous and can subject offenders to severe penalties.

## Static Electricity and the Fuel System

There is a danger that static electricity can ignite gasoline vapors that have not been ventilated outside an enclosed area. Use extreme caution when fueling your boat from a source outside the regular venues, (e.g. marinas, fuel service stations.)

Your boat has safety features that can be circumvented by not adhering to standard fueling practices.

Your boat's bonding system protects it from creating and discharging static electricity.

Your boat must be in contact with the water or a land based grounding system. Here are some helpful suggestions to keep you safe from static electricity while refueling your boat.

- NEVER fuel your boat in unsafe conditions such as: suspended on a sling or in a situation that increases the likelihood of static discharge.
- NEVER use homemade containers to fill your fuel tanks.
- Fuel carried on-board outside of a fixed fuel system should be stored in an approved container or in a portable tank such as provided for outboard engines and be stowed safely outside of the engine or living compartment(s).
- Shut down the engine(s), motors and fans. Any ignition sources should be extinguished before filling the fuel tank(s).
- Close all ports, windows, doors and hatches.
- NEVER fuel at night, except in well-lighted areas.
- Always keep the fuel nozzle in contact with the fuel fill plate or the edge of the fuel tank opening throughout the filling process.

## TROPHY Owner's Manual Supplement 1901 Bay - 2101 Bay - 2401 Bay

- Allow areas where gasoline vapors could collect to be ventilated before starting the engine(s).
- Wipe any spillage completely and dispose of rags or waste on shore.
- Secure the fill cap tightly.
- Portable tanks should only be filled while on the ground; never on-board the boat.

### Ethanol-Blended Fuel

Ethanol is an oxygenated hydrocarbon compound that has a high octane rating and therefore is useful in increasing the octane level of unleaded gasoline. The fuel-system components of your Mercury engine(s) have been tested to perform with the maximum level of ethanol-blended gasoline (10% ethanol) currently allowed by the EPA in the United States.

Special precautions should be considered with the use of fuel containing ethanol in your system. Fuels with ethanol can attack some fuel-system components, such as tanks and lines, if they are not made from acceptable ethanol-compatible materials. This can lead to operational problems or safety issues such as clogged filters, leaks or engine damage.

Your boat was manufactured, and shipped from the factory, with ethanol-compatible materials. Before introducing gasoline with ethanol into your fuel tank, ask your dealer if any components have been added or replaced that are not recommended by Trophy, Mercury or may not be ethanol-compatible.

### Filling the Tank

It is best to maintain a full tank of fuel when the engine is not in use. This will reduce air flow in and out of the tank due to changes in temperature as well as limiting exposure of the ethanol in the fuel to humidity and condensation.

## NOTICE

**The use of improper gasoline or additives can damage your fuel system and is considered misuse of the system. Damaged caused by improper gasoline or additives WILL NOT be covered under warranty.**

## CAUTION

**The use of fuels containing ethanol higher than 10 percent (E-10) can damage your engine and/or fuel system and will void the warranty.**

**E85 FUELS COULD SERIOUSLY DAMAGE YOUR ENGINES AND MUST NEVER BE USED.**

### Phase Separation

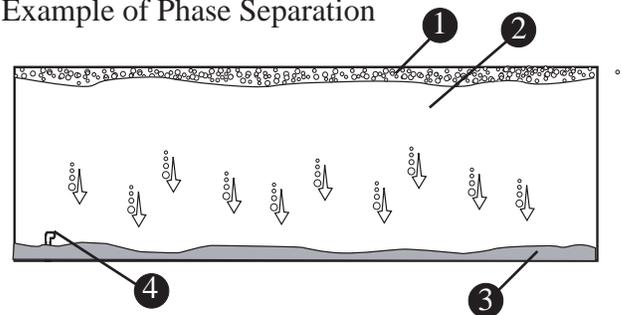
Humidity and condensation create water in your fuel tank which can adversely effect the ethanol blended fuel. A condition called phase separation can occur if water is drawn into the fuel beyond the saturation point. The presence of water in the fuel beyond the saturation level will cause most of the ethanol in the fuel to separate from the bulk fuel and drop to the bottom of the tank, significantly reducing the level of ethanol in the fuel mixture in the upper level (phase). If the lower level (phase), consisting of water and ethanol, is deep enough to reach the fuel inlet, it could be pumped directly to the engine(s) and cause significant problems. Engine problems can also result from the reduced ethanol/fuel mixture left in the upper phase of the tank.

### Additives

There is no practical additive known that can prevent or correct phase separation. The only solution is to keep water from accumulating in the tank.

If phase separation does occur, your only remedy is to drain the fuel, clean and dry the tank completely and refill with a fresh, dry load of fuel.

### Example of Phase Separation



- 1 Condensation
- 2 Upper Phase (water+fuel+ethanol)
- 3 Lower Phase (water+ethanol)
- 4 Fuel Inlet

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### **Fuel Filters**

Mercury already provides the appropriate level of filtration to protect the engine from debris. The addition of another *in-line* filter to the system will create a possible flow restriction that can starve the engine(s) of fuel.

As a precaution, it is advisable to carry extra *on-engine* filters in case filter plugging from debris in the fuel tank becomes a problem during boating.

### **Maintenance**

Periodically inspect for the presence of water in the fuel tank. If any is found, all water must be removed and the tank completely dried before refilling the tank with any fuel containing ethanol.

### **Storage**

Long periods of storage and/or non-use, common to boats, create unique problems. When preparing to store a boat for extended periods, of two months or more, it is best to completely remove all fuel from the tank. If it is not possible to remove the fuel, maintaining a full tank of fuel with a fuel stabilizer added to provide fuel stability and corrosion protection is recommended.

## Electrical System

### DANGER

Batteries contain sulfuric acid which is dangerous and can cause serious injury. AVOID contact with skin, eyes and clothing. If contact occurs, immediately flush the affected area with large quantities of water and call for medical assistance

### CAUTION

- 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.
- The battery should always be disconnected before doing any work or maintenance on the electrical system.

### CAUTION

Never reset a breaker without first determining and correcting the cause of the trip. Should a circuit repeatedly trip, have a qualified electrician determine and correct the cause.

### Battery Information

Your boat is equipped with an electrical system that provides power for the following:

- Engine ignition
- Engine tilt trim system
- Helm instrument panel
- Lighting/Navigation system
- Add-on accessories and electronics

The battery is located inside the aft starboard storage compartment and can be accessed through the starboard stern deck hatch. Your battery should always be secured in place by using the strap provided. The strap will ensure that while underway the battery will not move around, causing damage.



In a rocking and/or pitching boat, an unsecured battery could:

- Move with enough force to damage the boat and/or the battery.
- Tip over, spilling acid
- Become a fire/explosion hazard if movement causes the terminals to short out and spark against a metal object.

### Battery Maintenance

The most life shortening experience for the battery is to be drained to zero charge before recharging. When a battery discharges, the active material on both positive and negative plates converts to lead sulfate, causing the plates to become more alike in an electrical charge. The electricity conducting battery acid becomes weaker and the voltage drops. As the battery remains discharged, the process continues until recharging the battery becomes impossible. If the battery does become run down be sure to recharge it as soon as possible. Over charging the battery can be just as detrimental to its life as running it down too far. Battery maintenance should include:

- Inspect the battery and charging system before each use for loose connections or wiring.
- Coat the terminals with dielectric grease.
- Keep the battery safe and dry.
- Remove the battery from the boat during cold weather or long term storage.

## Starting The Engine

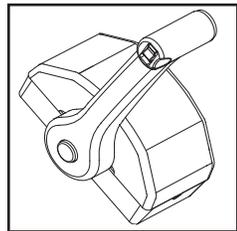
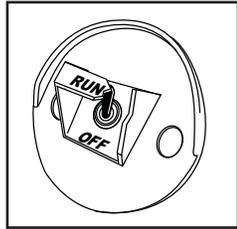
### CAUTION

**NEVER start nor operate your engine (even momentarily) without water circulating through all the cooling water intake holes in the gearcase to prevent damage to the water pump (running dry) or overheating of the engine.**

Operator should know boating safety, safe navigation, and boat operating procedures.

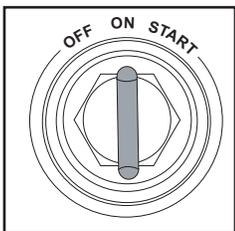
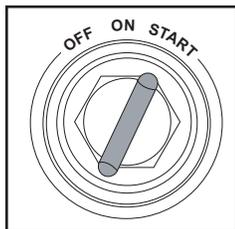
### Prior to Starting

- Make sure that the lower unit of the engine is in the water.
- Be sure the emergency engine shutoff switch (See page 24) is in the "RUN" position.
- Attach safety lanyard to vessel operator.
- Be sure gear shift and throttle control levers are in the NEUTRAL position.



### Start Engine

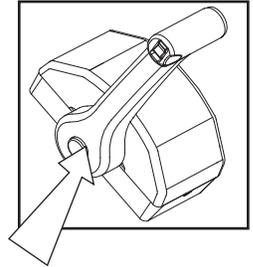
- Turn ignition key to "Start" position and hold until engine starts.
- When engine starts, release key. The key will return to the "ON" position.



### Warming Up The Engine

The "THROTTLE ONLY" button on the gear shift/throttle control allows the operator to increase engine RPM for warm-up without shifting the engines into gear.

- Be sure that the gear shift / throttle control handle is in the NEUTRAL position.
- Press and hold the "THROTTLE ONLY" button while moving the control handle ahead to the forward position.
- Advance the control handle to increase engine RPM.



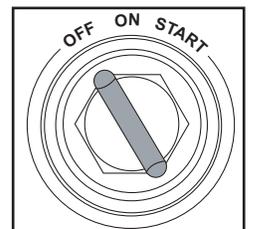
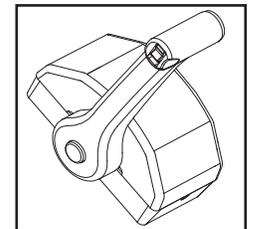
**NOTE:** Engine RPM is limited to prevent engine damage.

- To disengage, return the control handle back to the neutral position.

The warm-up mode can be re-activated by turning the engine off and re-starting.

### Stopping The Engine

- Be sure that the gear shift and throttle control handle is in the NEUTRAL position
- Turn Key to the "OFF" position.



### Ignition Shutdown Switch

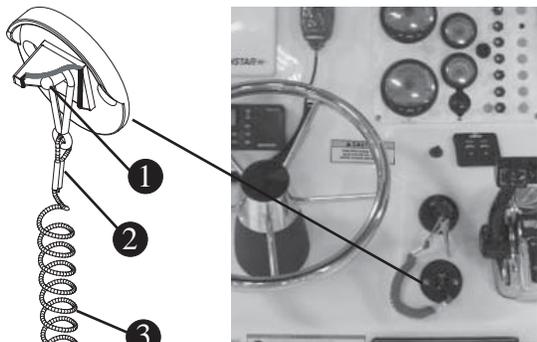
#### CAUTION

Wear your lanyard at all times while operating the boat. It is for emergency stopping only. Do not use it to shut off the engine during normal operation. The lanyard should be long enough to prevent inadvertent activation.

Your boat is equipped with an ignition shutdown safety switch. It is located starboard of the steering wheel, below the ignition switch. The ignition shut down safety switch incorporates a shut-off switch, switch clip, lanyard and lanyard clip, which is clipped to the operator.

If an emergency arises where the engine must be shut down, a pull on the cord to release the clip from the shut-off will shut down the engine. This switch is designed to shut the engine off when the operator of the boat leaves the control station, either accidentally by falling into the boat, or by being ejected overboard. This would most likely occur as a result of poor operating practices.

#### Ignition Shutdown Safety Switch



- 1 Shut Off Switch
- 2 Shut Off Switch Clip (Attach to Switch)
- 3 Lanyard
- 4 Lanyard Clip (Attach to Operator)

### 12 Volt Accessory Receptacle

#### NOTICE

**DO NOT** insert a cigarette lighter into this receptacle. Damage to the unit & system could occur.

Your boat is equipped with a 12 volt accessory receptacle located on the instrument panel. It is a DC receptacle (cigarette lighter style) to be used with any 12 volt accessories using this type of plug. The receptacle is made of corrosion resistant marine grade materials and has a moisture proof cap. There is a 10 amp breaker button located just below the receptacle.

**Be sure to use accessories that do not exceed the rated capacity of the circuit, (10 amps) or the breaker will trip.**

### Navigation Lighting

#### NOTICE

**The improper sequence of navigation lighting may be as dangerous as not having lights at all.**

Navigation lighting is provided as part of your boat's electrical system.

Navigation lights must be displayed while underway, from sunset to sunrise. The term "underway" means not at anchor or docked.

While at anchor, at night, in open water it is required that your 360° pole light be illuminated. The receptacle for the anchor "All Around" light is at the aft starboard of the boat. This receptacle is eliminated if the optional T-Top is chosen. The all around light is located atop the T-top.



It is the boat owner's responsibility to display the proper sequence of navigation lighting. Do not change the sequence of navigation lighting of your boat. It is also the responsibility of the boat owner to ensure that

## TROPHY Owner's Manual Supplement 1901 Bay - 2101 Bay - 2401 Bay

the navigation lights are in good working order. The navigation lights will let other boaters see the direction your craft is traveling and its approximate length. When operating in reduced visibility or at night it is only prudent to slow the boats speed and keep a "proper lookout".

It is important that you understand navigation lights and their usage for your safety and the safety of others. The navigation lights are controlled by pressing the NAV/ANC switch located on the instrument panel.

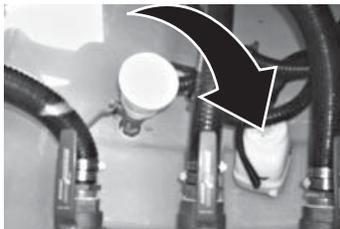
### Bilge Pump

#### NOTICE

**The bilge pump is wired directly to the battery.**

**Be sure the bilge pump float switch is clear of debris to prevent continuous operation and subsequent discharge of the battery.**

Your boat is equipped with an 1100 GPH (4164 LPH) electric bilge pump. It is located in the bilge and can be accessed through the motorwell hatch.



The switch for bilge pump operation is located on the instrument panel.

### Maintenance

Frequently inspect the area under the float switch to ensure it is free from debris and gummy bilge oil. To clean, soak in heavy duty bilge cleaner for 10 minutes, agitating several times. Check for unrestricted operation of the float. Repeat the cleaning procedure if necessary.

Inspect the bilge pump intakes and keep them free of dirt or material which may impede the flow of water through the pump.

To clean the pump strainer, depress the lock tabs on both sides of the pump and lift the pump motor.

If water does not come out of discharge hose:

1. Remove the motor module to see if the impeller rotates with the power on.
2. Remove any debris that may have accumulated in the nozzle section or strainer base.
3. Check hose and connection on hull side for debris and proper connections.

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### Hydraulic Steering

Your boat is equipped with a hydraulic steering system (See chart on page 13).

While underway the engine exerts a tremendous amount of torque on the steering wheel. The hydraulic system makes it easier to transition between turns without having to fight the wheel.

#### Operation

When turning the steering wheel either clockwise or counterclockwise, the helm pump forces hydraulic fluid through hoses to and from the engine cylinder which is connected to the tiller arm. The engine cylinder moves the tiller arm to port and starboard.

#### Maintenance

Proper maintenance of this system will ensure worry-free usage for the life of your boat. Steering system integrity is imperative when engaging in recreational water activities. Special care and attention must be taken to ensure proper performance of the steering system and should include the following:

- After the first few hours of operation and at regular intervals, check all fasteners and the complete steering system for security and integrity.
- Inspect for corrosion. Any part affected by corrosion must be replaced.
- When replacing parts, self locking hardware must be used.
- Check the fluid level in the helm pump unit.
- Lubricate slides on the engine cylinders.

All steering systems whether mechanical or hydraulic require regular inspections, periodic adjustment and occasional replacement may be necessary.

Continuous kinking, rubbing and twisting may eventually weaken hose(s) to a point of rupture during normal steering operation. Visually inspect all hoses and fittings for wear and damage.

REFER TO THE ENGINE MANUFACTURER'S MANUAL IN YOUR OWNER'S BAG FOR COMPLETE INSTRUCTIONS AND WARRANTY

### Propeller

#### DANGER

**Disconnect power by removing the battery cables before performing any work on the propeller or lower unit of the engine.**

#### NOTICE

**It is advised that you always carry a spare propeller, propeller hardware and propeller wrench on board. Should your propeller become damaged it can be easily replaced.**

**Under no circumstances use a propeller which allows the engine to operate at a higher than recommended RPM.**

The engine on the your boat has been equipped with a propeller; which our tests have shown to be best suited for general use under normal conditions and load. In some situations you may wish to change the propellers to give your boat slightly different performance characteristics. Changing your boats running surface, such as the addition of bottom paint will affect the type and size of propeller required.

In general, changing to a lower pitch propeller will increase acceleration and load pulling capability, with a slight decrease in top end speed. If you choose to change propellers, the type should be discussed with your dealer.

All propellers are designed to provide maximum forward thrust, so the reverse thrust of the propeller will not be as efficient.

### Livewells

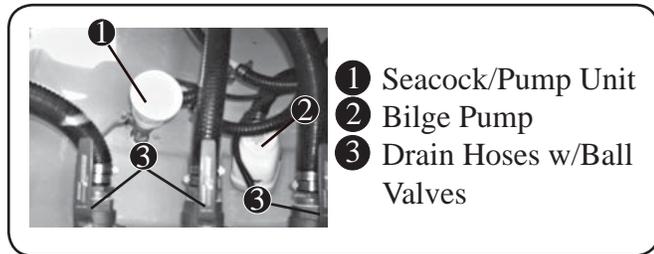
There are two (2) standard livewells on your boat. A 28 gallon (106 Liter) unit located in the center stern deck, and a 15 gallon (56.7 Liter) unit located under the forward console seat cushion.

An optional 15 gallon (56.7 Liter) livewell can be added, replacing the storage box in the aft port deck. The option includes a second intake seacock/pump to service the livewell.

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The livewells keep bait fish alive by circulating fresh seawater through the tanks. The seawater intake seacock located in the aft bilge must be in the open position in order for the livewell system to work. Likewise, the ball valves on the drain hoses must be in the open position (in-line with the hose) to allow overflow from the livewells.

Access to the seacock(s) and drain valves is through the motorwell hatch.



### NOTICE

**The seacock MUST be in the OPEN position. Running the pump dry may cause damage to the unit.**

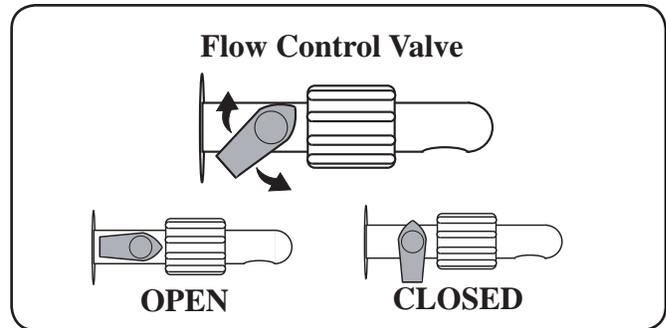
A switch on the console instrument panel (See page 17) controls the pump which feeds the tanks. A control valve located in the top of the livewells controls the rate of flow and an overflow drain with integrated strainer prevents overflow of the system by directing excess water to the thru-hull drain.

A flow control valve at the livewell water inlet controls the flow of water into the livewell. To increase the water flow, turn the valve counterclockwise. To decrease flow, turn the valve clockwise.

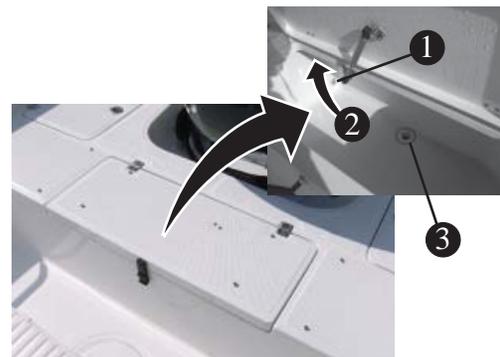
### NOTICE

**Having both the raw water seacock and flow control valve open at the same time will fill the livewell with water.**

**If you wish to use the livewell for dry storage, make certain to CLOSE the raw water seacock and/or the flow control valve. Failure to do so will allow water to enter the livewell bucket.**



### 28 Gal. (106 L) Livewell (Center Stern Deck)



### 15 Gal. (56.7 L) Livewell ( Forward Console)



### OPTION: 15 Gal. (56.7 L) Livewell ( Aft Port Deck)



- 1 Red LED Light
- 2 Flow Control Valve
- 3 Bottom Drain
- 4 Overflow Drain

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### Raw Water System

There is a raw water fitting located on the port side of the motorwell.



The intake seacock/pump supplies seawater to the deck fitting. The fitting allows for connection of a common garden hose and there is a cap that is tethered to the fitting which should be **ON THE CONNECTION** when it is not in use.

### Operation

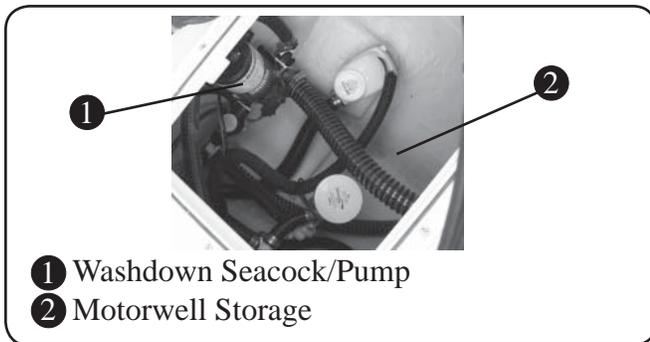
The seacock for the pump must be in the open position before using. The seacock can be accessed through the motorwell hatch.

The “LIVEWELL” & “WASHDOWN” switches on the instrument panel control the pump operation.

### Maintenance

Maintenance of the raw water system will require you to check the fittings and hoses for system integrity to prevent leaks.

The system should be run at least every other month to keep the pumps impellers in good condition. Clean the seacock intake of any debris or build-up when the boat is in dry dock or trailered.



## NOTICE

**The seacock MUST be in the OPEN position. Running the pump dry may cause damage to the unit.**

### Trolling Motor Receptacle

Your boat is equipped with a trolling motor receptacle located forward of the bow fishbox. The receptacle is wired for 12V and 24V usage.



### Trolling Motor (Option)

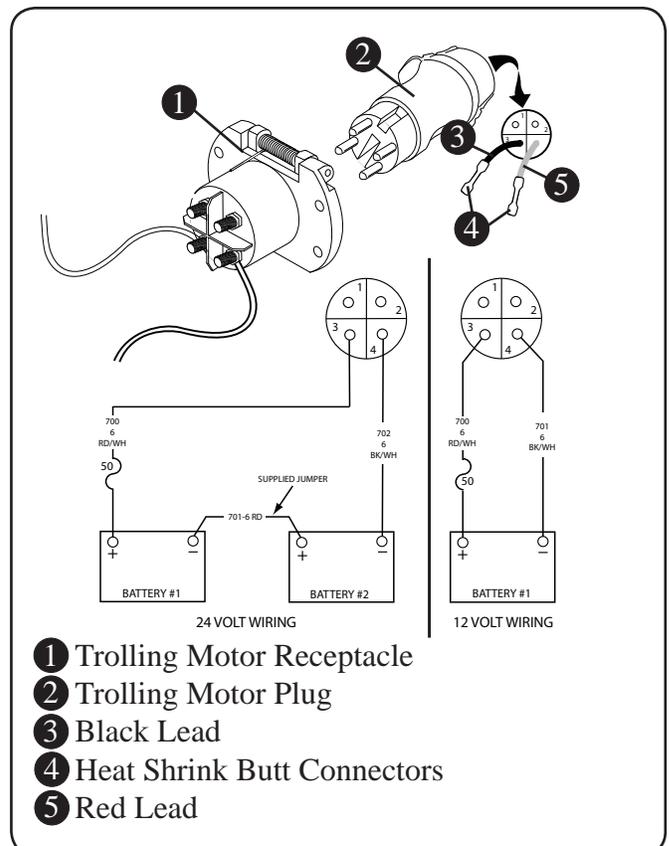
If equipped with the trolling motor option, please read the trolling motor owner's manual completely for operation and maintenance of your equipment.

If you are planning on purchasing and installing a trolling motor separately, read and understand the manual before proceeding to connect the motor to your boat's electrical system.

Your boat is pre-wired for the addition of a 12/24V trolling motor. Follow the appropriate schematic below for proper plug hookup.

### Trolling Motor Connection

Connect the BLACK and RED leads to your trolling motor wiring by crimping and heat shrinking the butt connectors.



## NOTICE

**IT IS IMPORTANT to crimp and heat seal the unused butt connector on your extension cord to avoid damage to your trolling motor system.**

### Trolling Motor Charging System (Option)

If equipped, the trolling motor battery charging unit is mounted inside the console and the receptacle is located on the starboard side of the console.

#### Personal Safety Precautions:

- Another person should be within close range in order to come to your aid when you work near a lead-acid battery.
- Have plenty of fresh water and soap on hand in case battery acid contacts skin, clothing or eyes.
- Wear complete eye and clothing protection. Avoid touching eyes while working near a battery.
- If battery acid contacts skin or clothing, wash them immediately with soap and water. If acid enters the eye, flood the eye with cold, running water for at least ten minutes and get medical attention.
- Never smoke or allow a flame in the vicinity of the battery.
- Do not drop a metal tool onto the battery. It may spark, short circuit the battery and may cause an explosion.
- Remove all personal metal items such as rings, bracelets, necklaces, and watches when working near a lead-acid battery. A battery can produce short circuit currents high enough to weld a ring or the like to metal, causing a severe burn.

## WARNING

The charger should be used **ONLY** on lead acid or gel cell type batteries. Use on other battery types may explode and cause personal injury.

## WARNING

### RISK OF EXPLOSIVE GASES!

**Working in the vicinity of lead-acid batteries is dangerous. Batteries generate explosive gases during normal operation. Therefore it is of the utmost importance that each time your charger is used you follow the instructions exactly.**

#### Charging the Batteries:

- DO NOT operate the charger if the cables or an LED is damaged.
- Make sure all accessories connected to the batteries are OFF.
- If the battery or batteries must be removed, always remove the grounded terminal from the battery first.
- Be sure the area around the battery is well ventilated while the battery is being charged. If necessary, use a piece of cardboard or other non-metallic material as a "hand-fan".
- Clean battery cable.
- If necessary, add distilled water in each cell until the level reaches that specified by the battery manufacturer. **DO NOT OVERFILL.** For batteries without cell caps, follow the manufacturers recharging instructions.
- Never allow the terminals to touch each other.

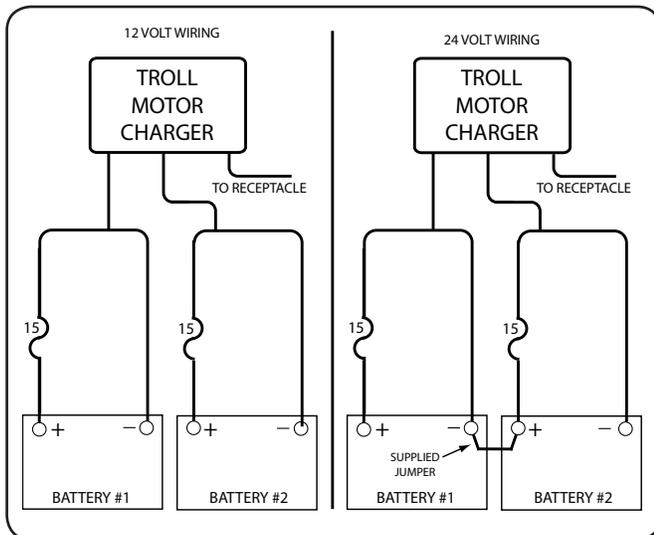
# TROPHY Owner's Manual Supplement

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### To Operate the charger:

Your batteries may be connected in parallel for a 12 volt system or in series for a 24 volt system (See illustration below).

Following the manufacturers instruction plug the female end of a grounded AC line cord into the receptacle on the face of the console and the other end into an available AC outlet that is protected by a ground fault circuit interrupter (GFCI) breaker.



### Maintenance

Periodically clean both battery terminals with baking soda and tighten all connections, No other maintenance on the charger is required.

## **⚠ DANGER**

**DO NOT operate the charger with a two bladed adapter plug or extension cord. Doing so can result in serious personal injury.**

REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S BAG FOR COMPLETE INSTRUCTIONS AND WARRANTY

## Mooring & Lifting Points

### ⚠ DANGER

Use only the lifting points specified. Using the cleats for lifting is dangerous and could cause serious injury or death and damage to the boat.

### ⚠ WARNING

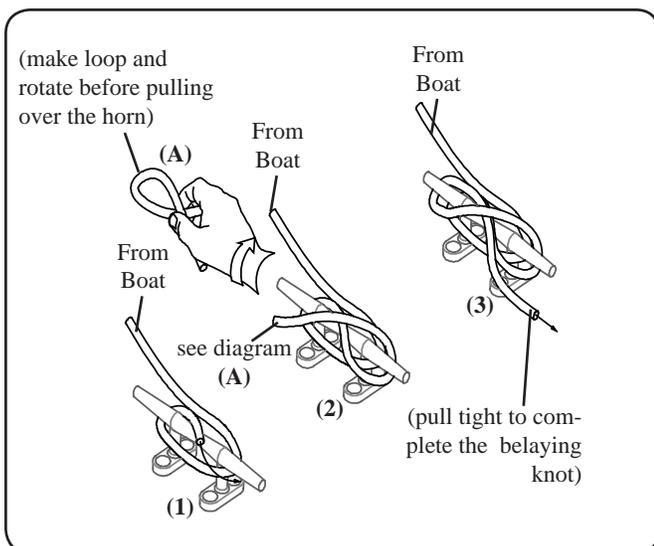
Gelcoat surfaces are slippery when wet. Use extreme caution when walking on wet surfaces. Use care when waxing to ensure that walkways are not made dangerously slippery.

While loading/unloading or mooring, please learn the proper way to secure the boat and how best to use the mooring points of your boat. Use the cleats to secure the boat to the dock.

Your boat has five (5) cleats; a pull-up cleat at the bow, two (2) at the bow (P&S) & two (2) located at the stern (P&S).

### NEVER use the cleats to lift your boat.

Below is a simple diagram that shows a belaying knot; commonly used to secure a boat to a dock. This knot will hold fast and is simple to release when needed.



### Bow and Stern Eyes

The bow eye is used to haul and hold your boat onto a trailer. The stern eyes should be used as tie down points while trailering the boat. The bow and stern eyes can also be used for short term lifting such as for service.

Long term lifting with the bow and stern eyes can cause stress on the fiberglass and gel coat and is not recommended.

### Lifting

Whether you are lifting your boat out of the water for routine maintenance or long term storage, there are some points to consider.

- If you are using a professional lifting service, it is prudent to check all credentials and ask for proof of insurance to protect your investment.
- Use a wide, flat, belting sling for lifting, to minimize stress on the gunwales. Careful location of the sling is required.

### DO NOT PLACE SLINGS WHERE UNDERWATER FITTINGS WILL BE IN CONTACT.

- If using a lifting hook, attach to bow eye and the stern lifting eyes mounted on the transom. Always use a spreader bar on the stern eyes and use chafing protection on the top of the transom.
- All drain plugs (i.e. transom, fishwell, deck, etc.) should be pulled out and the boat positioned with the bow slightly higher than the stern so that any water which is allowed to accumulate in the cockpit and/or bilge can easily drain from the boat.

## Anchoring Information

Your boat is equipped with an anchor storage compartment located in the bow of the boat.



**NOTE: Before using the anchor be sure the anchor line is secured to the bow cleat.**

### NOTICE

**There are a variety of anchors with a variety of uses. Discuss the types with your dealer to find the right type for your boat.**

Wind and sea conditions can affect the boat. When the boat is not moving through the water, and without headway there is no control. **STAY ALERT!** Be sure that the anchor will hold under all circumstances if you are leaving the boat.

### ⚠ DANGER

**SWAMPING HAZARD-Anchor from the bow if using one anchor. A small current can make a stern anchored boat unsteady; a heavy current can drag a stern anchored boat underwater.**

Understand the principles of rode and scope and their effect on anchor performance. The rode is the line connecting the anchor to the boat. Nylon line is ideal because it is light, strong and stretches, it also can be stored wet and is easy to handle. Add a length of chain between the anchor and the nylon line to prevent abrasion of the line. The scope is technically defined as the ratio of rode length to the vertical distance from the bow to the sea floor. The required amount of rope to safely anchor depends on the type of anchor, tides, winds, sea conditions and type of sea floor the anchor is in.

Minimum is 5:1 for calm conditions; normal is 7:1, and severe conditions may require a 10:1.

Any number less than 5:1 may result in the anchor breaking away too easily.

Since you want to know how much rode to use when anchoring, use this common formula.

Rode length=(bow height + water depth) x Scope

### Lowering the Anchor

Be sure that there is enough rope for the depth of water you will be anchoring in, and secure rode to both the anchor and the boat.

- Stop completely before lowering the anchor.
- Keep feet clear of coiled line as it pays out.
- Turn the anchor light on at night or during reduced visibility.

### Setting the Anchor

There is no best way to set an anchor. Experiment to see how it performs. One method is to turn the rode around a bitt or a cleat and slowly pay out as the boat backs from the anchor site. When the proper scope has been reached snub the rode quickly, causing the anchor to dig in to the sea bottom.

- Reverse the engine slowly to drive the anchor in and to prevent it from dragging.
- Secure the rode to the bitt or cleat.

### Weighing the Anchor

To weigh (or retrieve) the anchor, start the boat and run slowly up to the anchor, taking up the rode as you go. The anchor will usually break out when the rode becomes vertical. Coil lines to let them dry before stowing.

**BE CAREFUL THAT THE TRAILING LINES DO NOT FOUL IN THE PROPELLER.**

## Trailer (Option)

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### **DANGER**

**Tie-down straps should never be used by themselves, they are only used to help in keeping the boat secured to the trailer. Make certain that the safety chain is properly secured to the bow eye.**

Your boat can be fitted with an aluminum trailer which has been determined to be best suited for your boat's length and width.

If you have a trailer or plan on purchasing a trailer separately consult your dealer for information regarding your choice of trailers.

#### **Trailer Safety:**

There are features that will keep your trailer secured to the tow vehicle: The safety chain attaches to the bow eye and will keep the boat from sliding off the trailer in the event that the winch strap or cable breaks, hook this up first.

**Refer to the engine owner's manual for proper engine support while trailering.**

Tie-down straps can be used to secure the boat from the stern. The tie-down straps hook into the tie-down loops on the trailer frame to the lifting eyes on the transom. Padding (or similar) chafe protection should be used where the tie-down straps come in contact with the hull. A properly matched trailer hitch ball and coupler is important.

**NEVER USE A HITCH BALL AND COUPLER THAT ARE NOT MATCHED.**

Make certain that the coupler and the hitch ball are properly seated and locked. Safety chains are also important; the chains are connected to the trailer and should be of sufficient length to reach the frame of the tow vehicle and should be long enough to allow the tow vehicle to turn without binding or tensioning.

**DO NOT SECURE THE CHAINS TO THE BUMPER OF THE TOW VEHICLE.**

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### Hull Maintenance

Clean the bottom of your boat of marine growth immediately, if the debris dries it will harden and will make its removal very difficult. Waxing of the exterior surfaces is recommended to be done at least twice a year to protect the gelcoat of your boat. Compound may be necessary to remove more stubborn stains and chalking from the surface of your boat, compounding must be done after washing and prior to waxing. Check with your Trophy dealer on a compatible rubbing compound for your boat. When washing your windshield never use abrasive powders, gritty cloths or steel wool. Always use a damp cloth or a chamois when drying. Metal trim and fittings will stay bright if coated with a good grade metal polish or paste wax after washing. Stainless steel is strong and corrosion resistant, but still requires maintenance to keep its appearance. Crevice corrosion, a brownish coloring; occurs where two pieces of stainless hardware meet. This condition is caused by impurities in water and air and can be cleaned easily with a good grade marine polish using a sponge, cloth or small bristled brush (for nooks and crannies).

### Hull Maintenance, (Blisters)

Your boat comes standard with a vinylester barrier coat which provides excellent protection against environmental conditions that lead to blistering. In fact, blistering is extremely rare with a vinylester coat. The following information provides cause and prevention methods regarding blistering.

The fiberglass and resin structure of your boat is porous (intrusion of water into the gelcoat will take some time). Blistering is caused by water soluble materials in the hull laminate. The effect of osmotic pressure allows water to impregnate below the gelcoat and substrate; forming a blister. There have been extensive university studies funded by the United States Coast Guard regarding the cause and effect of blisters forming in the gelcoat of fiberglass boats. Fiberglass blisters can form in near-surface layers of the gelcoat to very deep into the fiberglass structure. The damage can range from cosmetic to catastrophic, (although the latter is a very rare occurrence). The studies seemed to point toward long term immersion of the hull in warm water as a primary cause of hull blisters. Stress cracks on the hulls below the waterline also contributed to the formation of blisters on the hull. There are a variety of ways to prevent

the formation of hull blistering: Epoxy coatings can be applied to the hull, followed by hull painting. An alkyd-urethane-silicone marine paint can also be used to aid in the prevention of hull blisters. Reducing the amount of time that your boat stays in the water also helps prevent hull blisters from forming. Use of a trailer or boat lift will reduce the likelihood of hull blisters forming. Be sure to use a bunk type lift or trailer for long term storage of the boat out of water. If blisters are present in the hull, they need to be properly cleaned and dried out before any barrier protection can be applied. Contact your Trophy dealer for more information on prevention and treatment of hull blisters.

### Bottom Painting

#### DANGER

**There are risks and dangers inherent with the use of paints and solvents. Dispose properly of all rags, rollers and trays used for painting. Follow all the precautions and regulations listed by the manufacturer before and after painting your boats hull.**

Painting the bottom of your boats hull is a good way to slow the formation of hull blisters, and also keeping bottom growth (fouling) under control. To determine the waterline, you will need to place the boat in water and with a full load of fuel and gear, mark the waterline. Measure above the marked line 1 to 3 inches for placement of the tape line. Masking tape is not recommended for the types of paint you will be using. Preparation is the key to a successful hull painting. If the hull is bare, the gelcoat will have to be dewaxed before sanding can begin, otherwise the wax will be dragged into the scratches and will reduce the adhesion properties of the paint. After the dewaxing is complete, light sanding with 80 grit paper is recommended. Proper ventilation and capture of the dust created by sanding is essential. The dust created is toxic and should not be breathed. A proper fitting respirator must be used. DO NOT use a paper filter mask. The paint can be applied after sanding and cleaning is complete. Follow the manufacturer's recommendation for applying the paint. Humidity and weather will play a role in how and when the paint is applied. Several thin layers are better than one thick layer.

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### Painted Hull Care (Bottom)

The painted hull bottom will need to be inspected annually. Any growth will affect the boat's performance and overall look. If it has been a while between inspections you might notice algae or slime growth. This can be cleaned with a coarse towel or soft bristle brush. The growth should be cleaned immediately after the boat has been removed from the water. If the growth is allowed to dry it will be that much harder to remove. If the growth is more severe, you may need to enlist the services of a professional hull cleaning company. Fresh water, salt water and water temperature can all affect the types of growth that you will find on your boat's hull.

### Vinyl Cushion Care

The cushions on your boat are made of a durable vinyl material called OMNOVA and is protected by a finish called PreFixx.

This protective finish is designed to be cleaned easily, over and over without showing signs of wear. The PreFixx finish gives you the freedom to remove stains with ease that were not possible before.

The vinyl material and superior finish has been tested to resist heavy abrasion. There is a 3 step cleaning process recommended by the manufacturer; that if followed will ease in cleaning the vinyl cushions.

Complete cleaning instructions are included in the owner's packet. Read all information provided by the cushion manufacturer regarding the proper cleaning and maintenance.

Notice: As the level of stain is increased; the likelihood of using solvents may be necessary.

Read all information from the solvent manufacturer regarding safety and handling of this material.

Wear proper protective equipment to insure your personal safety. Only use solvents in a well ventilated area and test the solvent in a conspicuous section of the affected vinyl. Keep all solvents away from open flame and any other forms of ignition.

**Do not use bleach or solvents to clean the vinyl cushions.**

### Long Term Storage

Storage or winter lay-up will require you to make sure that your boat and its systems are properly conditioned for extended periods of non-usage.

It is important that you follow all the recommendations set by the engine owner's operations manual. It will give you a schedule of when these important functions need to be done.

#### Engine:

Protecting your engine's vital moving parts from corrosion and rust caused by freezing of trapped water or excessive condensation due to climatic changes is very important. Internal engine parts can be effected by rust due to lack of proper lubrication. Freezing water in the engine can cause extensive damage to the internal moving parts.

#### Fuel System:

Tank(s), hoses, fuel pump and carburetor should be treated to help prevent the formation of varnish and gum. Empty gas tanks collect condensation which could lead to fuel contamination and/or premature wear of your system.

Long periods of storage and/or non-use, common to boats, create unique problems. When preparing to store a boat for extended periods, of two months or more, it is best to completely remove all fuel from the tank. If it is not possible to remove the fuel, maintaining a full tank of fuel with a fuel stabilizer added to provide fuel stability and corrosion protection is recommended.

#### Trailer Storage:

If you will be storing the boat for an extended amount of time on its trailer, you will need to lift the trailer off of its wheels. Use care when raising the trailer. The surface should be level and conditioned to accept the weight of the boat and trailer and allow for adequate drainage. Covering the wheels will protect them from harmful UV rays. Repeatedly immersing the trailer in water during boat launching can cause a variety of problems. Water seeping into the wheel hubs will cause the grease to emulsify and can prematurely corrode the bearings. Check with the trailer manufacturer for scheduled maintenance of your trailer.

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### NOTICE

**Store the batteries in a cool, dry location. Keep the batteries in their plastic boxes. Periodically check the batteries during storage.**

#### Electrical System:

The battery should be removed from the boat. Remove the negative (-) cable first, then the positive (+) cable and the battery given a full charge. Clean the external surface of the battery and check all water levels before and after charging. Grease both terminals and bolts on the cable ends.

#### Drainage:

It is important to raise the bow of the boat enough to allow for proper drainage of water from the deck and bilge area. Make sure all the drainage fittings are clear and free of debris. Store the engine in an upright position to promote adequate drainage of water.

### Canvas Care & Maintenance

### NOTICE

**NEVER trailer the boat with the Bimini top in the open position. Damage to the frame, canvas and securing straps can occur. Store the top in the protective boot when the boat is being trailered or stored.**

Chafing, fiber wear from dirt and grit and deterioration from ultraviolet light can cause your canvas sun top and covers to degrade over time.

The effects of ultraviolet light can sometimes be reduced by chemical treatment of canvas items.

Consult your dealer or check with your owner's manual before using any chemical treatments on your canvas. To keep the canvas and metal parts in good working condition and keep a good appearance, you will need to keep them clean.

The fabric should be cleaned regularly before substances such as dirt, pollen, etc. are allowed to accumulate on and become embedded in the fabric. The fabric can be cleaned without removing the framework.

Simply brush off any loose dirt, pollen, etc. Hose down and clean with a mild solution of a natural soap in lukewarm water (no more than 100 ° F. 38° C.). Rinse thoroughly to remove soap.

Allow the canvas to completely air-dry. After each use especially in salt water areas, rinse the canvas completely with fresh cold water. Let the canvas dry completely before stowing. All metal components of the canvas frame should be rinsed with fresh cold water and exposed components wiped dry to maintain appearance and working order.

Lubricate the snaps of the canvas with petroleum jelly, use a paraffin wax on the zippers to keep them in proper working order. If you have stubborn cleaning cases call your Trophy dealer for proper cleaning procedures.

**Do not use bleach or solvents to clean the canvas material.**

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After the scheduled services are performed, fill out the areas below.

**Maintenance Record**

Date	Engine Hours	Serviced by	Maintenance Performed

**Notes**