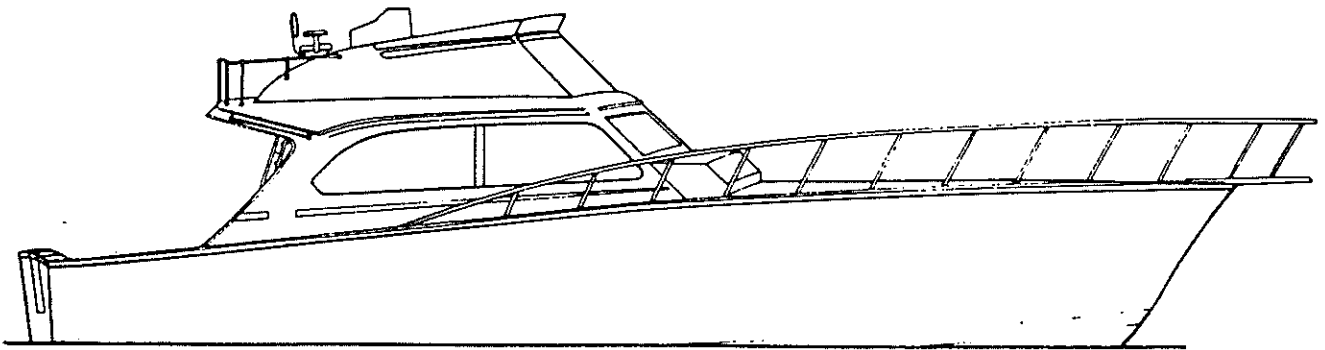


Post-P

YACHTS OF QUALITY. NOT QUANTITY SINCE 1957

OWNERS MANUAL

50



Nothing in this manual is meant, in any way, to supplement, alter or supplant the ONE YEAR LIMITED WARRANTY set forth in other documents provided to the purchaser. The purchaser is specifically directed to that Warranty document to ascertain the extent and limitations of the warranty provided by POST MARINE COMPANY, INC.

This manual was produced in order to assist the purchaser in the care and maintenance of his or her Post Yacht. The reader is reminded that variations and tolerances exist between different vessels and that specifications may change.

POST MARINE COMPANY INC., ASSUMES NO LIABILITY AND MAKES NO WARRANTIES CONCERNING THE ACCURACY OF THE CONTENTS OF THIS MANUAL.

The descriptions and illustrations appearing in this manual are not binding. Post Yacht Corporation reserves the right to make at any time changes or modifications to the yacht without necessarily bringing this manual up-to-date.

The information, illustrations, and procedures in this manual pertaining to equipment on the yacht (such as engines, generator, etc.) were included in this manual for your convenience. The information contained in the other manufacturer's manuals is the correct information and where this information varies from the information contained in this manual, the information contained in the other manufacturer's manual should be used.

Produced by

Boating Information Publications, Company

PRINTED IN U.S.A.

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SECTION I GENERAL INFORMATION

INTRODUCTION

We appreciate your selection of the Post Yacht. This yacht has been designed and manufactured to bring you a strong, safe, attractive yacht that will provide many pleasure-filled years of boating.

This Owner's Manual as well as the individual component manuals are provided to aid you in operating and maintaining your yacht. Please take the time to read through this manual and review the information contained in the specific component manuals. These manuals should be kept with the yacht in a safe place that is easily accessible.

All Post yachts are built in compliance with applicable United States Coast Guard regulations and recommendations and in addition, comply with the standards developed by the National Marine Manufacturers Association for their Yacht Certification Program.

Like a car, boats must be operated according to safety rules and traffic regulations. Although we included some basic tips on boating in this manual, a thorough review of the safety rules and regulations for boating is beyond the scope of this manual.

Post strongly supports the work of the United States Coast Guard Auxiliary and the United States Power Squadrons. If you are new to boating, we urge you to avail yourself of the opportunity to attend the instruction classes sponsored by these fine organizations. In addition, we recommend that you read the following:

Piloting, Seamanship and Small Boat Handling. (Chapman)
Motor Boating and Sailing
Post Office Box 2319 - F.D.R. Station
New York, New York 10022

Boatman's Handbook by Tom Bottomly
Motor Boating and Sailing
Post Office Box 2319 - F.D.R. Station
New York, New York 10022

The Complete Book of Maintenance and Repair
Dave Kendall
Doubleday & Co.
Garden City, NY 11530

Pleasure Boating and Seamanship
U.S. Coast Guard Auxiliary
306 Wilson Road Oaklands
Newark, Delaware 19711

INTRODUCTION

ABOUT THIS MANUAL

This manual contains descriptions of the various systems and options of the yacht, general information on boat handling, operation instructions, maintenance and warranty information. Basic information pertaining to operation and maintenance on the specific components of the yacht is included in this manual. This information was extracted from the specific manuals and is not meant to replace the manuals but only to provide a convenient reference for daily use.

The information contained in this manual is applicable to the basic yacht. Some yachts have been modified at the request of the owner and some systems and component locations may differ from the ones shown in this manual. Post reserves the right to change or modify various yachts without changing or modifying this manual for those yachts.

Throughout the manual are NOTES, CAUTIONS, AND WARNINGS. You should always observe these CAUTIONS and WARNINGS.

NOTE - Provides additional information.

CAUTION - Improper action or failure to take action could cause damage to the yacht or its components.

WARNING - Failure to observe WARNING could cause injury to personnel.

POST DEALERS

Your Post Dealer is a professional with facilities and resources available for your benefit. He is ready and willing to assist you in servicing your yacht. Any problems which cannot be corrected with the information contained in this manual should be brought to his attention. All warranty repairs must be handled through the selling Dealer. Refer to the Warranty Section in this manual.

SECTION I GENERAL INFORMATION

GENERAL SAFETY PRECAUTIONS

1. Before operating your yacht, study all Operating and Maintenance Manuals for the yacht. Make sure you thoroughly understand how to operate the yacht. Proper operation and maintenance will result in operator and passenger safety, optimum performance and longevity of your Post yacht.
2. Be sure each person who operates the yacht is properly instructed in its safe operation.
3. Always keep the engine, generator, steering gear, etc. clean, properly serviced and maintained.
4. When working on engine or generator, keep immediate area free of all bystanders.
5. Observe all safety regulations for the safe handling of fuel. Do not fill tank while engine is running. While filling the tank keep heat, sparks, and open flame away. Do not smoke. Keep all doors, hatches, etc. closed. Carefully clean up any spilled fuel immediately.
6. Keep fire extinguishers available near the engine and generator compartments. An extinguisher rated ABC by NFA can be used on all fires except alcohol.
7. Never put maintenance fluids in glass jars. Do not keep oil rags in the engine or generator compartments.
8. Do not open pressure cap on heat exchanger until the engine has cooled considerably.
9. Keep clear of all rotating parts on the engines and generator. Never operate the engines or generator with any guard removed. Keep hands and loose clothing away from moving parts. Do not wear jewelry while working near engines or generator. If you have long hair, tie it back.
10. Shut off the engine and remove battery cables (to avoid accidental starting) before working on any part of the engine or generator.
11. Always allow sufficient time for engine or generator to cool down before working on them. Never touch hot exhaust manifolds, exhaust pipes, etc.
12. Never smoke while servicing batteries. Hydrogen gas given off during charging is explosive. Connect batteries correctly. A direct short across battery terminals can cause an explosion. Connect the ground lead last.

GENERAL SAFETY PRECAUTION

13. Do not attempt repairs or maintenance you do not understand or have the proper tools for. Have the repair or maintenance performed by your Post Dealer or another dependable Service Center.
14. Remove all tools, electrical cords, and other loose items from the engine and generator before starting.
15. Always make sure the exhaust system on the engines and generator are gas tight.
16. Be sure your onboard spares are in good condition. Always replace any part removed from the spare parts kit.
17. Always give serious consideration to sea conditions and prevailing weather conditions when operating your boat and in choosing a prudent safe speed and power setting.

BOAT SPEED

Boat speed is dependent on many factors and cannot be guaranteed. These factors will vary with differing conditions. Some of the factors are:

ENGINE EFFICIENCY

Engines operate most efficiently at the RPM stated in the Engine Operating Manuals. Efficiency will decrease if normal care and maintenance is not performed. If the engines are neglected, power will drop and speed will decrease. In addition, expensive repairs may become necessary. Be sure to follow all instructions in this manual as well as the Engine Operating Manual.

WEATHER CONDITIONS

Weather conditions affect engine performance. An increase in engine room temperature from 90°F to 130°F could result in a 4 percent decrease in horsepower. Barometric pressure and humidity both influence horsepower too. The cumulative affect of the weather alone could amount to a ten percent (10%) loss in horsepower on some hot days.

SECTION I GENERAL INFORMATION

BOAT SPEED

EXTRA LOAD

The extra load resulting from personal equipment and gear and passengers being added to the yacht may result in a decrease in speed.

The extra load could be water in the bilge. A barrel of water weights over 400 pounds. This additional weight will reduce boat speed and when added to other extra load, may result in a significant reduction in performance. Keep the bilges dry to eliminate the extra load.

MARINE GROWTH

Growth on the bottom of the yacht will increase resistance and decrease speed. This will also increase fuel consumption. Keep the bottom clean.

DAMAGED UNDERWATER GEAR

Damage to the propeller, shafts, or struts could result in loss of speed and performance. This will also result in excessive vibration which can damage the boat, engines and other components. If the underwater gear is damaged, avoid operation of the yacht and have it repaired as soon as possible.

TOWING

CAUTION

Post does not recommend that your yacht be used to tow another vessel. The yacht is not designed for towing and doing so could result in damage to the yacht and injury to personnel.

WARNING

When under tow, the tow lines will be under stress. If a tow line should break, it could snap-back and injure personnel.

If your yacht requires towing, Post recommends that you obtain the service of a licensed professional towing service. When under tow, stay clear of any tow lines. The tow line should be formed as a bridle by passing the line completely around the hull. Do not use deck hardware or cleats for towing.

CAUTION

Do not use deck hardware for towing. The stress may exceed the strength of the hardware and cause damage to the yacht as well as create a hazard.

BOAT RECORD

The Boat Record is provided to record information about the yacht and its components. This record should be filled out by the selling Dealer at the time of delivery.

Owner's Name _____ Phone _____

Address _____

Dealer _____ Phone _____

Address _____

Boat Name _____ Hull Number* _____

Delivery Date _____ Registration No. _____

Length _____ Beam _____ Draft _____

Approx. Displacement _____ Lbs.

Approx. Height Above Waterline _____

DOCKSIDE INFORMATION

Fuel Capacity _____ Fuel Type _____ Fuel Filter _____

Engine Oil Type _____ Oil Filter _____

Generator Oil Type _____ Oil Filter _____

Trans. Oil Type _____ Water Capacity _____

ENGINE AND TRANSMISSION

Engine Mfr. _____ Model _____

Engine Serial No.: Port _____ Stbd. _____

Transmission Mfr. _____ Model _____

Transmission Serial No.: Port _____ Stbd. _____

GENERATOR

Manufacturer _____

Model No. _____ Serial No. _____

* The Hull Identification Number is located in the top right corner of the transom.

BOAT RECORD

PROPELLER AND SHAFTS

Propeller Mfr. _____ Model _____

No. Blades _____ Bore _____

Diameter _____ Pitch _____ Cupped _____

Shaft Length _____ Diameter _____

BATTERIES

Battery Mfr. _____ Model _____

Rating: Engine _____ Generator _____

NOTE

The following is provided for your use in recording electronic equipment which you may add to the yacht. All equipment should be recorded so that the information is available in case of repair or for any insurance claim.

ELECTRONIC EQUIPMENT

ITEM: _____

Manufacturer _____

Model No. _____ Serial No. _____

ITEM: _____

Manufacturer _____

Model No. _____ Serial No. _____

ITEM: _____

Manufacturer _____

Model No. _____ Serial No. _____

ITEM: _____

Manufacturer _____

Model No. _____ Serial No. _____

SUGGESTED TOOLS AND MATERIALS

TOOLS

The following is a list of the minimum tool kit which we suggest you carry onboard.

Flashlight	Extra batteries for flashlight
Vise Grips. small and medium	Set of tubing wrenches
Needlenose pliers	Wire crimping and stripping tool
Screw and nut driver set with ratchet handle	Assortment of insulated crimp fittings
Multi-bladed knife	Hacksaw blade with handle
Set of screwdrivers (Phillips and flat blade. include "shorty" in both, offset screwdriver)	
Set of combination wrenches	(box wrench at one end and open-end at the other)

MATERIALS

Plastic marine tape	Electrical tape
Instant glue	Two-part epoxy adhesive
Silicone rubber	Engine oil
Transmission oil	Spray lubricant

SUGGESTED SPARE PARTS

The following is a list of spare parts which we suggest you carry onboard.

Oil filters	Fuel filters
Coolant pump impellers and coverplate gaskets	Water hose or pipe for fresh water, unions for hose or pipe
Spare hoses and clamps	Drive belts
Electric fuses	
For extended cruises: propeller and shaft	

FLOAT PLAN

Below is a Float Plan form which can be copied and used for each trip you may take. This form should be completed and left with a reliable person who can be depended upon to notify the proper authorities should you not return as scheduled. Do not file the float plan with the Coast Guard or other authorities. They do not have the capability to keep track of the plan. Be sure to notify the person with your float plan of any changes in the plan and when you return to prevent false alarms about your safety.

Name of operator _____ Age _____

Address _____

_____ Phone No. _____

Boat Make _____ Model _____

Length _____ Hull color _____ Deck color _____

Registration No. _____ Home Port _____

Radio Frequencies _____ Equipment on board, _____

PFD's, Flares, Anchor _____

Fuel Capacity _____ Water Capacity _____

Distinguishing features _____

Departed from _____

Date _____ Time _____

Destination _____

Stops _____

Estimated time of arrival: Date _____ Time _____

Name, age, addresses and phone number of other persons on board

SECTION II SYSTEMS DESCRIPTION

ENGINES AND TRANSMISSIONS

GENERAL

This manual does not provide details on the engines. Necessary information concerning the engines is in the Operation and Maintenance Manual for the engines which has been supplied by the engine manufacturer. You are urged to familiarize yourself with it. The life and performance you receive from your engine depends greatly upon the way it is cared for. Following a good maintenance schedule will result in many hours of pleasurable boating.

Your Post yacht is equipped with two Detroit Diesel engines.

Each engine drives a propeller through a transmission and propeller shaft. The engines are battery started through remote controls. Mounted on each engine is an alternator that maintains the charge of the batteries.

The engines are located below the floor of the main cabin. Access to the engines for daily inspection is obtained by lifting the two center hatches in the salon. The outboard hatches may be raised or removed as required for service.

ENGINE ALARM SYSTEM

Each engine is protected by an alarm system. The alarm system checks the oil pressure and water temperature. Should the temperature exceed a set limit or if oil pressure drops below a set limit, the alarm system will sound a buzzer.

The buzzer will sound when first starting the engine and then stop when proper engine oil pressure has been reached. This provides the operator with an indication that the engine alarm system is operating.

If the buzzer should sound at any time other than starting or if buzzer does not go off after the engine starts, immediately shut down the engines. Check the engines and determine the cause for the alarm. Have the cause corrected before restarting the engine.

CAUTION

Operating the engine after the alarm system buzzer sounds can cause extensive damage to the engine. Make sure the cause of the alarm is corrected before restarting engines.

ENGINES AND TRANSMISSIONS

CONTROLS

Ignition And Start Switches

See Figure 2-1. Power to the engine controls is supplied from the battery breaker switches located on the port and starboard side of the aft engine compartment bulkhead marked "ENGINE".

See Figure 2-2. Power to the "IGNITION" switches on the bridge is controlled by the "PORT ENGINE" and "STBD ENGINE" breaker switches in the Master Control Panel.

See Figure 2-3. The power supply to each engine start switch is controlled by the "IGNITION" pull switch on the bridge switch panel. Do not leave the "IGNITION" switch pulled when the engines are not running.

CAUTION

Leaving the "IGNITION" switch on when the engine is not running will cause the hour-meter to run and buzzer alarms to go off.

See Figure 2-3. The "START" switch is a button switch which must be depressed and held to start the engine. As soon as the engine starts, release the switch. When starting, do not operate the starter for prolonged periods if the engine fails to start.

Parallel Start Switch

On the bridge switch panel is the "BAT PARALLEL" switch. This switch is used to connect both banks of batteries to the engine during starting in case one battery is low and for cold weather starting.

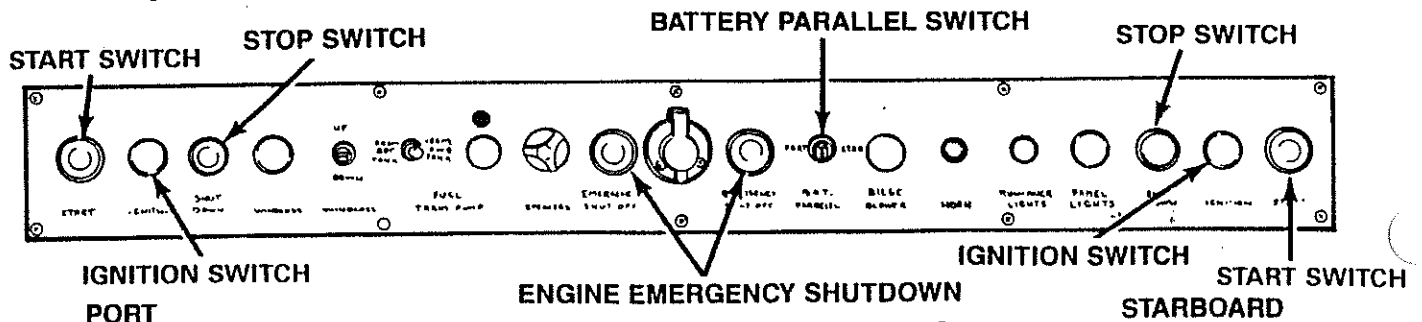


Figure 2-3 Bridge Switch Panel

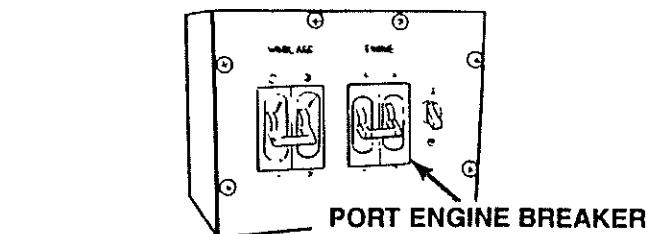
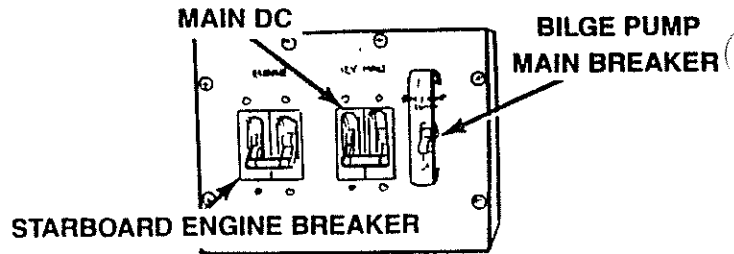


Figure 2-1 Battery Switches

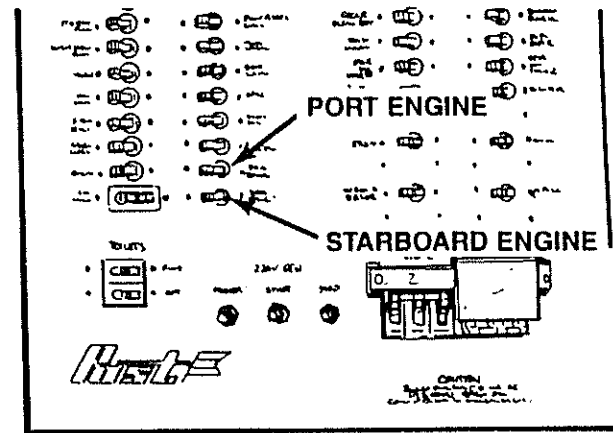


Figure 2-2 Master Control Panel

SECTION II SYSTEMS DESCRIPTION

ENGINES AND TRANSMISSIONS

NOTE

The parallel start switch should not be held for longer than 30 seconds at a time.

Throttle Controls

The engine throttle control levers are located directly to the starboard of the steering wheel (see Figure 2-13) and on the port side of the cockpit. The lever closest to the wheel (inboard at the cockpit station) controls the port engine, the outside lever controls the starboard engine. Each lever is connected by cables and linkage to the engine fuel distributor. Moving the lever up opens the fuel distributor and increases engine speed. The throttle should be moved smoothly and slowly.

See Figure 2-4. Additional throttle controls are located on the port side of the cockpit. These controls operate the same as the ones on the bridge.

Be careful not to step on or bend the cables and linkage in any way. This could cause them to bind. Very little adjustment or service is required after they have been adjusted properly by the Factory.

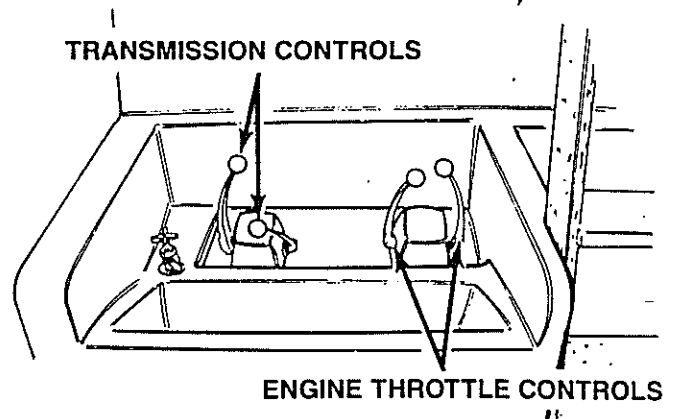


Figure 2-4 Cockpit Throttle and Transmission Controls

Hard operation of the controls is not normal. At the first sign of difficult or stiff operation, examine the cable and linkage for distortion and/or misalignment at the control head at both the bridge and the cockpit station or engine end terminals. If you cannot obtain smooth operation of the controls, have your Dealer service them.

When starting the engine, make sure transmission controls are in neutral. Depress the START button switch and as soon as engine starts release the switch and check that oil pressure is between 45 and 65 PSI. Do not exceed 1500 RPM until engines reach operating temperature.

Shut Down Switch

See Figure 2-3. There is a "SHUT DOWN" button switch for each engine. Depressing these switches will stop the engines.

The "EMERGENCY SHUT OFF" button switch will stop the engine in case of an emergency or if an engine control failure allows the engines to overrun. This control should only be used if the normal stop procedures will not shut the engines down.

See Figure 2-6. The instruments are located on the command console and consist of;

Bridge Engine And Transmission Instruments

The instruments have a tolerance for accuracy. In addition, each engine may operate at differing values at the same RPM. As long as the instruments are reading within the proper operating range, the engines are running properly.

NOTE

ENGINE AND TRANSMISSION INSTRUMENTS

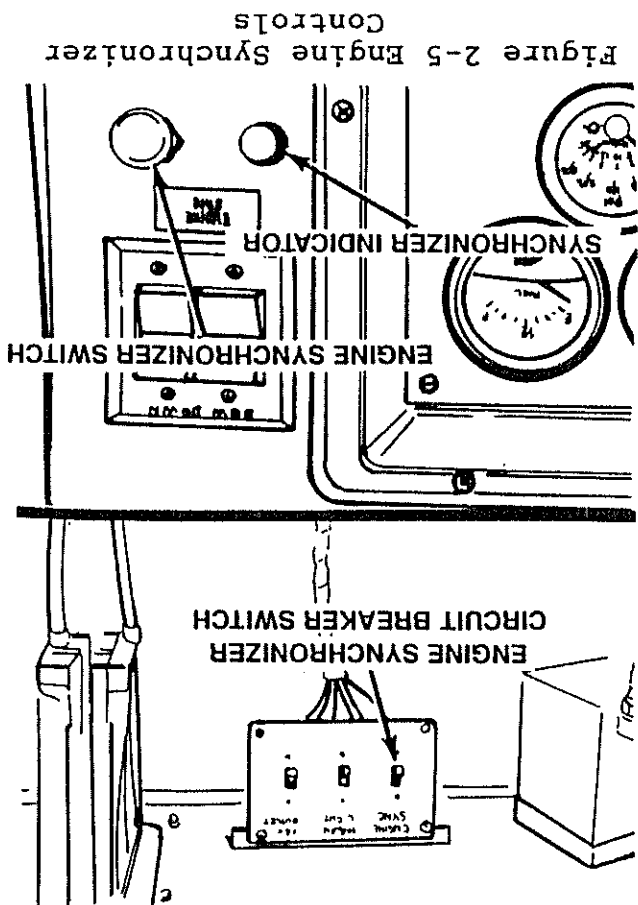


Figure 2-5 Engine Synchronizer Controls

Power to the synchronizer switch is controlled by a circuit breaker located in the interior of the command console accessible from the forward access door. The synchronizer is controlled by a pull switch on the command console. A red indicator light above the switch lights to indicate when the synchronizer is on. The throttle for the slave engine (port) must be pushed to full throttle position.

The boat may not achieve maximum speed with the synchronizer on.

NOTE

See Figure 2-5. When the synchronizer is on, moving the throttle control for starboard engine will also change the port. Engine setting the same amount. This will keep the engines in synchronization from idle through the normal cruising speed range.

Your Post yacht is equipped with an engine synchronizer. This synchronizer is connected to the throttle control cables prior to the engines. When the synchronizer is off, the engines are controlled by their separate throttle control.

ENGINE SYNCHRONIZER

Operating the EMERGENCY SHUT DOWN switch will require resetting the EMERGENCY Air Shutoff Valve linkage on the engine.

ENGINES AND TRANSMISSIONS

SECTION II SYSTEMS DESCRIPTION

ENGINES AND TRANSMISSIONS

Tachometer - indicates engine speed in RPM

Engine Oil Pressure Gauge - indicates pressure of engine oil - normal oil is 45 to 65 PSI.

Engine Coolant Temperature - indicates temperature of engine coolant - normal operating temperature is 180 to 185°F.

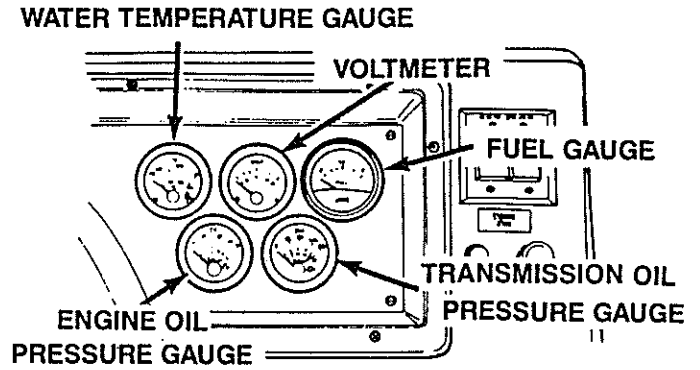


Figure 2-6 Engine Instruments

Transmission Oil Pressure Gauge - indicates pressure of transmission oil - normal oil pressure is 275 to 350 PSI (ZF350) or 205 to 237 PSI (Twin Disc 5111 in gear).

NOTE

The instruments have a tolerance for accuracy. In addition, each engine may operate at differing values at the same RPM. As long as the instruments are reading within the proper operating range, the engines are running properly.

Voltmeter - indicates battery condition when engines are not running and battery charging voltage when engines are running. Below 11 volts indicates a very poor battery charge and generally occurs after prolonged periods in which the boat is not used. If the condition lasts for more than 15 minutes with the engines running have the battery or alternator belt checked.

Between 12 and 14 volts indicates a good battery condition. Above 14 volts is a normal condition when engine speed has been increased. If this condition lasts for more than 15 minutes, have the voltage regulator checked. Above 15 volts indicates an excessive charging rate and normally is an indication of a malfunction in the system.

Engine Compartment Gauges

See Figure 2-7. In addition, engine and transmission gauges are also located in the engine compartment on the inboard, aft side of each engine. The hourmeter is located above the engine gauges. The meter records engine operating times in hours.

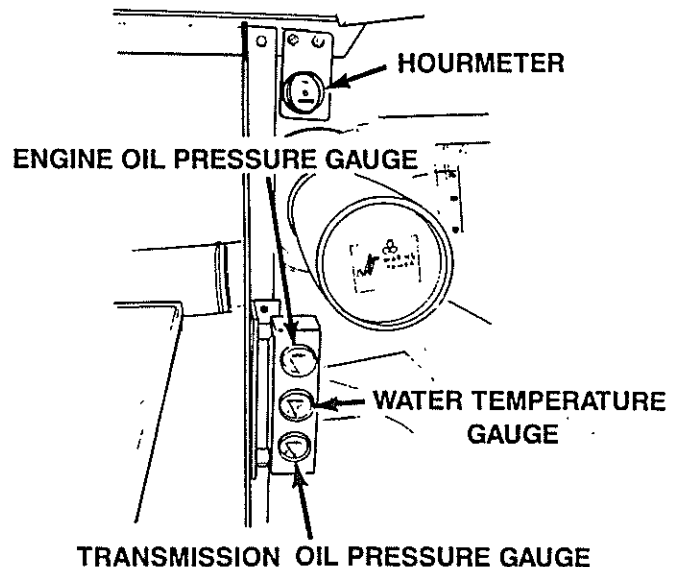


Figure 2-7 Engine Compartment Gauges

ENGINES AND TRANSMISSIONS

EXHAUST SYSTEM

The exhaust system is designed to reduce the sound of the engine and prevent water from entering the engine.

NOTE

The engine cooling system sea water is discharged overboard through the exhaust system. With the engine running, you should check to see if water is being discharged. This indicates that the cooling system is operating properly.

Both engines should be kept running while underway. If one engine must be shut down be very careful when slowing down, backing up, or running in a following sea. These conditions can admit water into the exhaust system which could cause severe engine damage. If it is necessary to operate the boat on only one engine for more than one hour, secure propeller shaft from turning. Turning shaft for more than one hour without engine running could cause the transmission to overheat and cause extensive damage to the transmission.

COOLING SYSTEM

The cooling system on your boat is a closed system. Fresh water is used to remove heat from the engine. Sea water is taken in through the thru-hull valves by the raw water pump and circulated through the heat exchanger where the fresh water is cooled by the sea water. The sea water is then sent to the exhaust outlet. The thru-hull valves must be open before starting the engines.

NOTE

Sea water intakes are protected by an external wedge type self cleaning strainer.

The level of the fresh water coolant can be checked at the expansion tank. Engines require the cooling system to be chemically treated to keep it free from rust and sludge. Refer to the Engine Operation and Maintenance Manual for additional information.

WARNING

Do not remove the pressure cap on the heat exchanger when engine is hot. Allow the engine to cool and then open pressure cap slowly to allow pressure to vent as coolant under pressure may boil over and cause personal injury.

SECTION II SYSTEMS DESCRIPTION

ENGINES AND TRANSMISSIONS

See Figure 2-8. Zinc anodes (marked by decals) are located on the raw water side of the cooling system (2 in heat exchanger, 1 each in gear cooler and fuel cooler). The zinc anode decomposes to prevent engine metals from decomposing.

The zinc anodes should be checked every 30 days and replaced as necessary. Refer to Section IV Maintenance for additional information. Refer to Engine Operation and Maintenance Manual for number and location of zinc anodes.

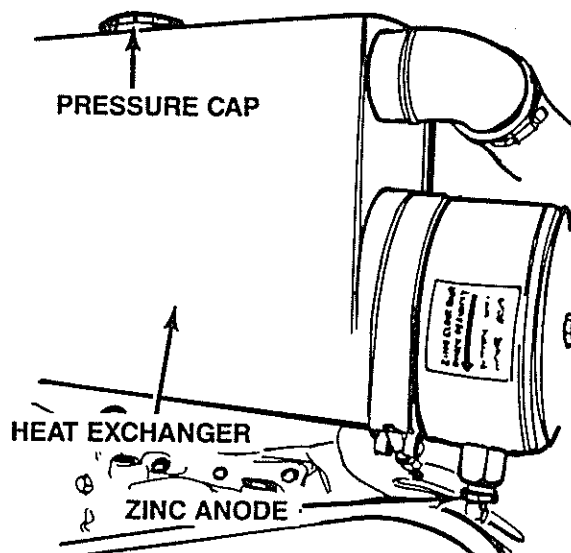


Figure 2-8 Engine Heat Exchanger

ALIGNMENT

Engine alignment with the propeller shaft is critical for smooth operation of the boat. Sometimes shaft alignment will change slightly after the boat is in use. Therefore, occasional re-checking by your Dealer or marina is recommended particularly if there is vibration. A drumming sound and/or vibration usually accompanies a misalignment situation.

TRANSMISSION

General

The transmission is a three position transmission; Forward, Neutral, and Reverse. The position of the transmission is controlled by the transmission control lever on the command console. The transmission should only be shifted with engine speed at or below 1000 RPM.

The transmission contains a hydraulic sump and pump separate from the engine. Transmission oil level can be checked by the filler cap and dipstick assembly. The dipstick has a full mark. Refer to the transmission manual for additional information.

Transmission Controls

The transmission shift levers are located directly to the port side of the steering wheel. The lever closest to the wheel controls the starboard transmission, the outside lever controls the port transmission. Additional controls are located on the port side of the cockpit (see Figure 2-4).

Each lever has three positions; FORWARD (up), NEUTRAL (center), and REVERSE (down). The neutral position contains a detent positioning pin. This detent can be felt when the control is in exact neutral. When starting the engines, make sure the controls are in neutral since the engines can be started with the transmissions in gear.

ENGINES AND TRANSMISSIONS

CAUTION

Do not shift the transmission at engine speeds above 1000 RPM. Shifting above 1000 RPM could severely damage the boat, transmission, and engine.

MARINE COMPASS

The marine compass is sensitive and can be reflected and its usefulness impaired by other instruments or objects containing iron, magnets or electrical current carrying wires in its vicinity. A newly installed compass may require adjusting to compensate for these influences if they are found to be present. The compensation or adjusting should be done by a qualified and competent compass adjuster.

STEERING

See Figure 2-9. Your Post yacht is equipped with a modern manual hydraulic steering system. The system consists of the helm unit at the steering wheel, three hydraulic lines (port, starboard, and return), a reservoir mounted in the command console, a relief valve and a cylinder and linkage attached to the rudders accessible through the hatches in the cockpit, and the rudders.

The reservoir unit contains a level indicator, pressure gauge and an air charge fitting. The normal operating pressure as indicated on the gauge should be 20 to 30 PSI. If pressure drops steering will be lost. As a temporary measure, you can connect a hand pump to the reservoir air charge fitting and charge the system to 30 PSI. If pressure drops have the system thoroughly inspected by your Dealer or marina as soon as possible. The fluid level should be between 1/2 and 2/3 full.

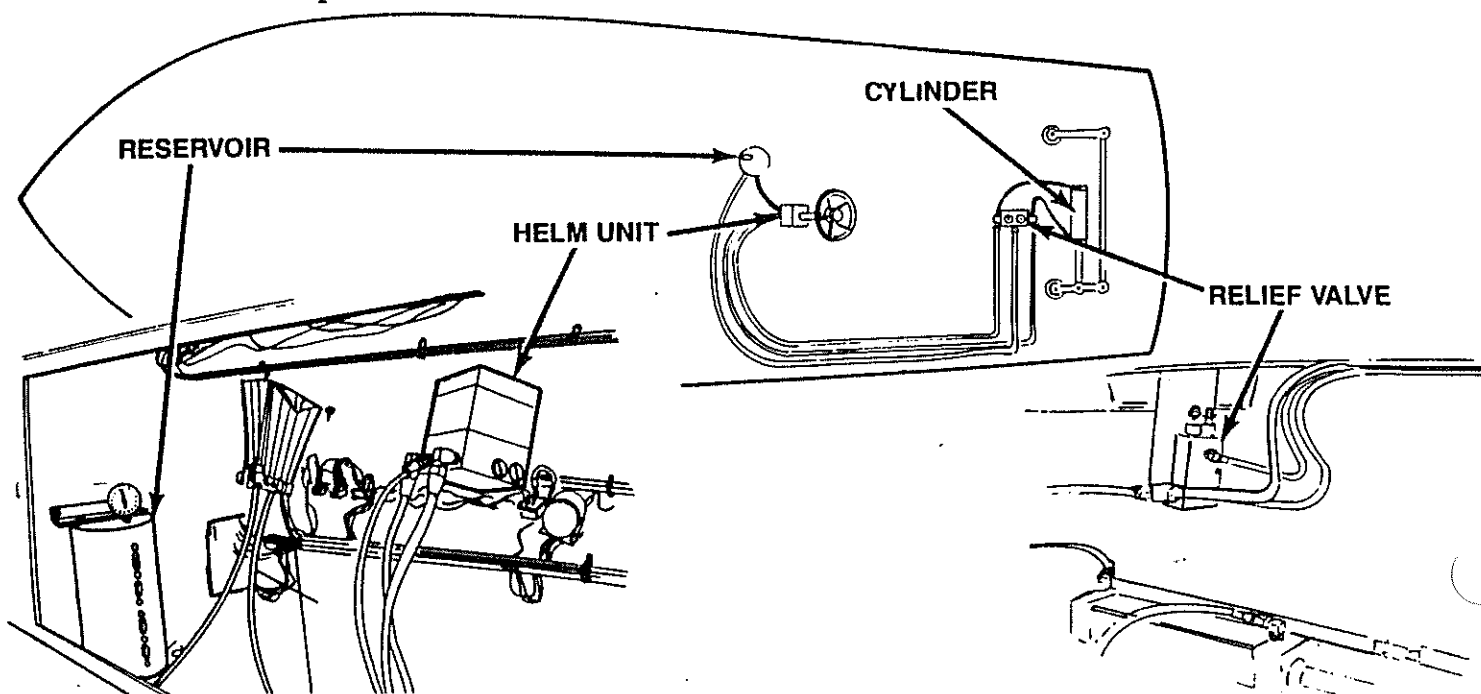


Figure 2-9 Steering System

SECTION II SYSTEMS DESCRIPTION

PROPELLER SHAFTING AND UNDERWATER HARDWARE

PROPELLER SHAFT

The propeller shaft is made of a high strength stainless steel alloy which has both excellent corrosion resistance and very high strength. For the length and diameter of the propeller shaft, refer to the Boat Record page. The shaft contains a coupling at one end which is bolted to the engine coupling. The other end is tapered, threaded and keyed for installation of the propeller.

STRUT

The propeller shaft is supported by a manganese bronze V strut fastened to the bottom of the hull. The strut contains a replaceable bearing to minimize wear and protect the shaft where it passes through the strut hub.

SHAFT LOG AND STUFFING BOX

See Figure 2-10. The shaft log is a bronze tube that provides an opening through the boat bottom for the propeller shaft. The shaft stuffing box is connected to it by a short length of flexible hose. The stuffing box is water cooled from the engine raw water system for heat reduction.

The stuffing box prevents water leakage around the shaft and into the boat. The stuffing box contains a packing gland filled with synthetic fiber rings (Teflon 1347F 2-5/16" or 2-1/4" in diameter depending on the shaft size) which are pressed around the shaft by the packing nut or retainer.

A very slight leak (one drop every 60 seconds) is desirable as it helps to lubricate the packing. Any leakage above this is usually due to wear caused by the rotating shaft. Excessive leakage can usually be stopped by tightening the packing retainer slightly.

To tighten the packing retainer, back off the lock nut and turn the retainer toward the shaft log. To remove the packing retainer, back off the lock nut and turn the retainer off the stuffing box.

Over-tightening the retainer may score the shaft. If leakage continues after tightening, the packing may need replacement, the log may be misaligned, or the shaft bent or scored. Have your Dealer check any persistent leakage.

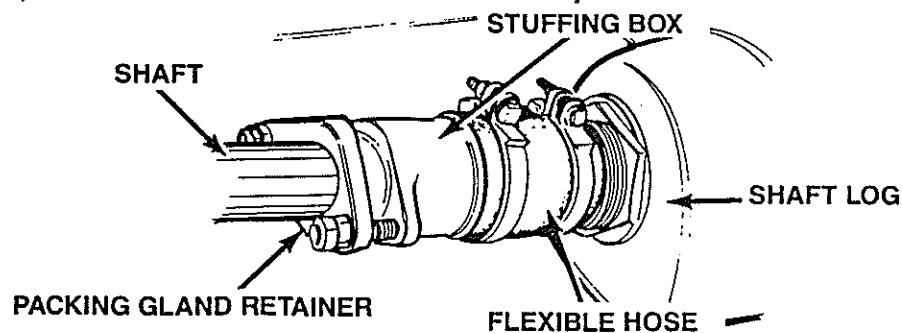


Figure 2-10 Propeller Shaft Stuffing Box

PROPELLER SHAFTING AND UNDERWATER HARDWARE

PROPELLER

The propellers supplied with your Post yacht have been selected as the best propeller for average usage for your yacht. The propellers are multi-bladed Nibral.

NOTE

Changes in propeller sizes to suit other conditions are the prerogative of the owner and Post assumes no liability for changes.

RUDDERS

Your Post yacht is equipped with dual manganese bronze rudders.

See Figure 2-11. The rudder shaft stuffing box provides an opening through the boat bottom for the shaft. The stuffing box prevents water leakage around the shaft and into the boat.

The stuffing box contains a packing gland filled with synthetic fiber rings, which are compressed around the shaft by the packing nut or retainer.

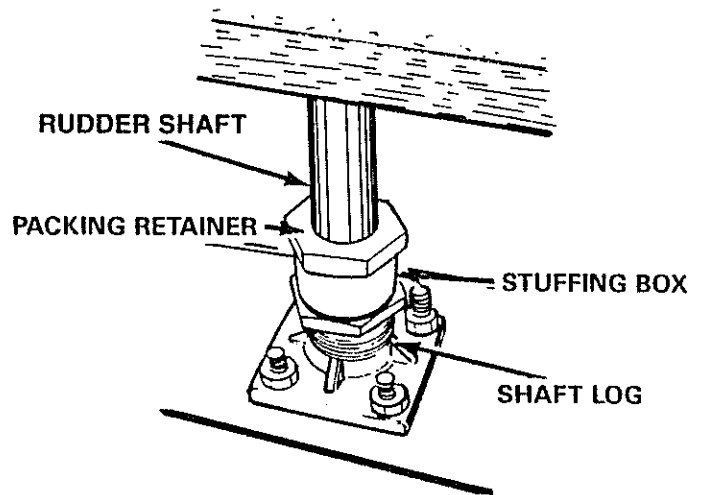


Figure 2-11 Rudder Shaft Stuffing Box

A very slight leak (one drop every 60 seconds) is desirable as it helps to lubricate the packing. Any leakage above this is usually due to wear caused by the rotating shaft. Excessive leakage can usually be stopped by tightening the packing retainer slightly. Over-tightening the retainer may score the shaft. If leakage continues after tightening, the packing may need replacement, the log may be misaligned, or the shaft bent or scored. Have your Dealer check any persistent leakage.

TRIM TABS

The trim tabs installed on your Post yacht are used to level out the boat depending on the loading of the boat and to obtain the most efficient planeing angle. The trim tabs are controlled by a set of switches on the bridge command console and the breaker switch "TRIM TABS" on the DC Master Control Panel.

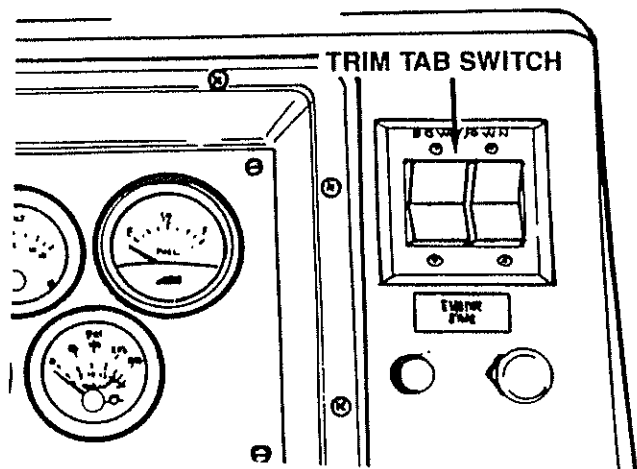


Figure 2-12 Trim Tab Switches

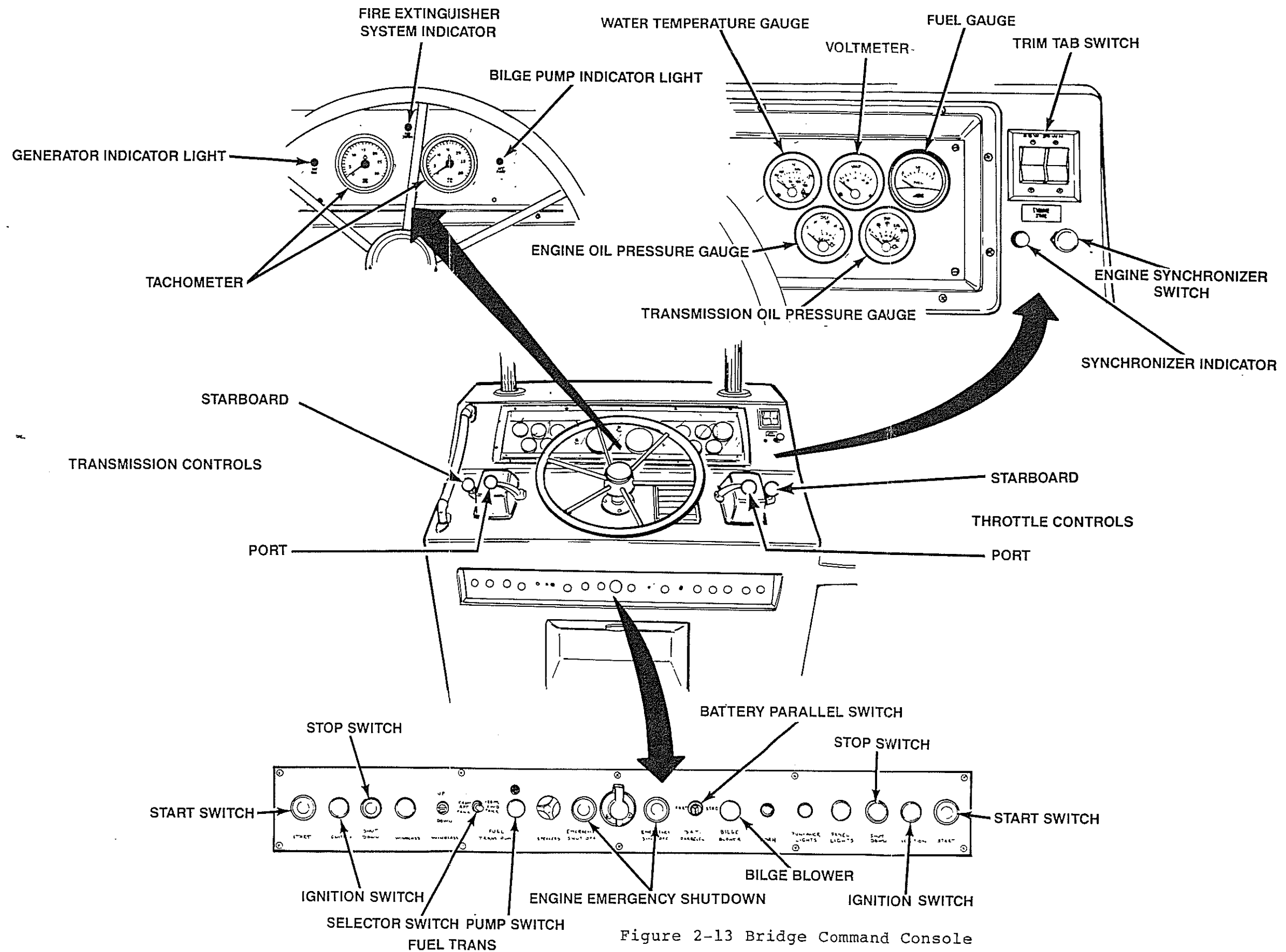


Figure 2-13 Bridge Command Console

SECTION II SYSTEMS DESCRIPTION

FUEL SYSTEM

GENERAL

The fuel system consists of 2 fuel tanks, fuel supply and return lines for each engine and the generator, fuel filter (strainer) for each engine and generator in the stairwell from the cockpit, fuel filter (secondary) on each engine and a fuel filter on the generator, the filler fitting on the gunnels marked for DIESEL and the fuel gauges in the command console. The starboard filler supplies the aft tank and the port filler supplies the forward tank.

In compliance with U.S. Coast Guard regulations, each fuel line has a separate fuel filter and shut-off valve between the tank and the engine. The fuel shut-off valves are located on the aft end of the tanks.

FUEL TRANSFER

See Figure 2-14. The fuel tanks have a fuel transfer pump which can pump fuel from one tank to the other. The pump will transfer approximately 4 gallons per minute.

The transfer pump is controlled by the "FUEL TRANS PUMP" switch on the bridge switch panel and a selector switch for pumping from "AFT" tank or from "FWD" tank.

There is an indicator on the panel to indicate when the pump is running. The engine can use any good grade diesel fuel.

FUEL TANK

See Figure 2-15. The fuel tanks are a corrosion-resistant aluminum tank with a capacity of 800 gallons. There is a fuel pick-up tube on the aft end of the forward tank for the port engine and fuel pick-up tubes on the aft end of the aft tank for the starboard engine and generator. A fuel shutoff valve for each engine and the generator is located at the fuel tanks. The fuel is returned to the forward end of each tank.

Each tank contains an electrical fuel gauge sending unit which provides an electrical signal to the fuel gauges on the bridge indicating the fuel level in the tank. A fuel vent and fill fitting is provided in the tank.

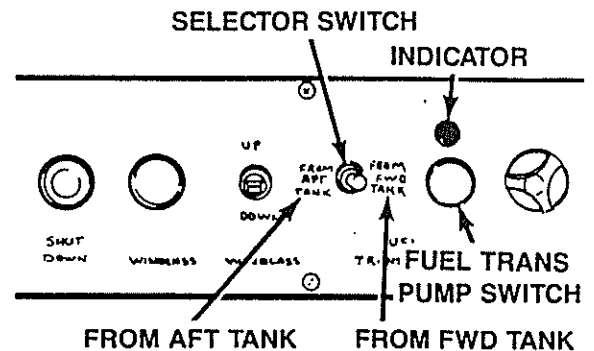


Figure 2-14 Fuel Transfer Pump Controls

STARBOARD ENGINE FUEL SHUTOFF VALVE

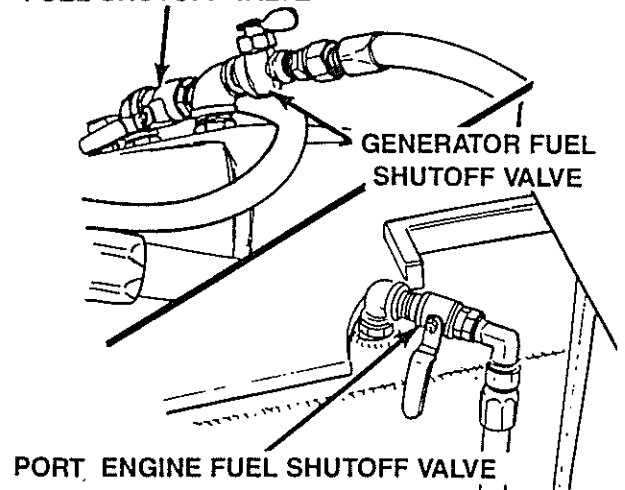


Figure 2-15 Fuel Shutoff Valves

FUEL SYSTEM

FUEL GAUGE

The electric fuel gauges (see Figure 2-6) are located on the bridge instrument panel; forward tank on port side of panel and aft tank on starboard side. The fuel gauge indicates the amount of fuel remaining in its respective tank.

NOTE

The fuel gauge has a tolerance for accuracy. You should determine your average fuel consumption and always make sure you have sufficient fuel.

FUEL FILTERS

See Figure 2-16. The primary fuel filters (strainers) for the engines and generator are located in the stairwell under the cockpit. The generator secondary fuel filter is located on the generator. The secondary fuel filter for each engine is located on the forward inboard side of the engine. The filters contain replaceable elements.

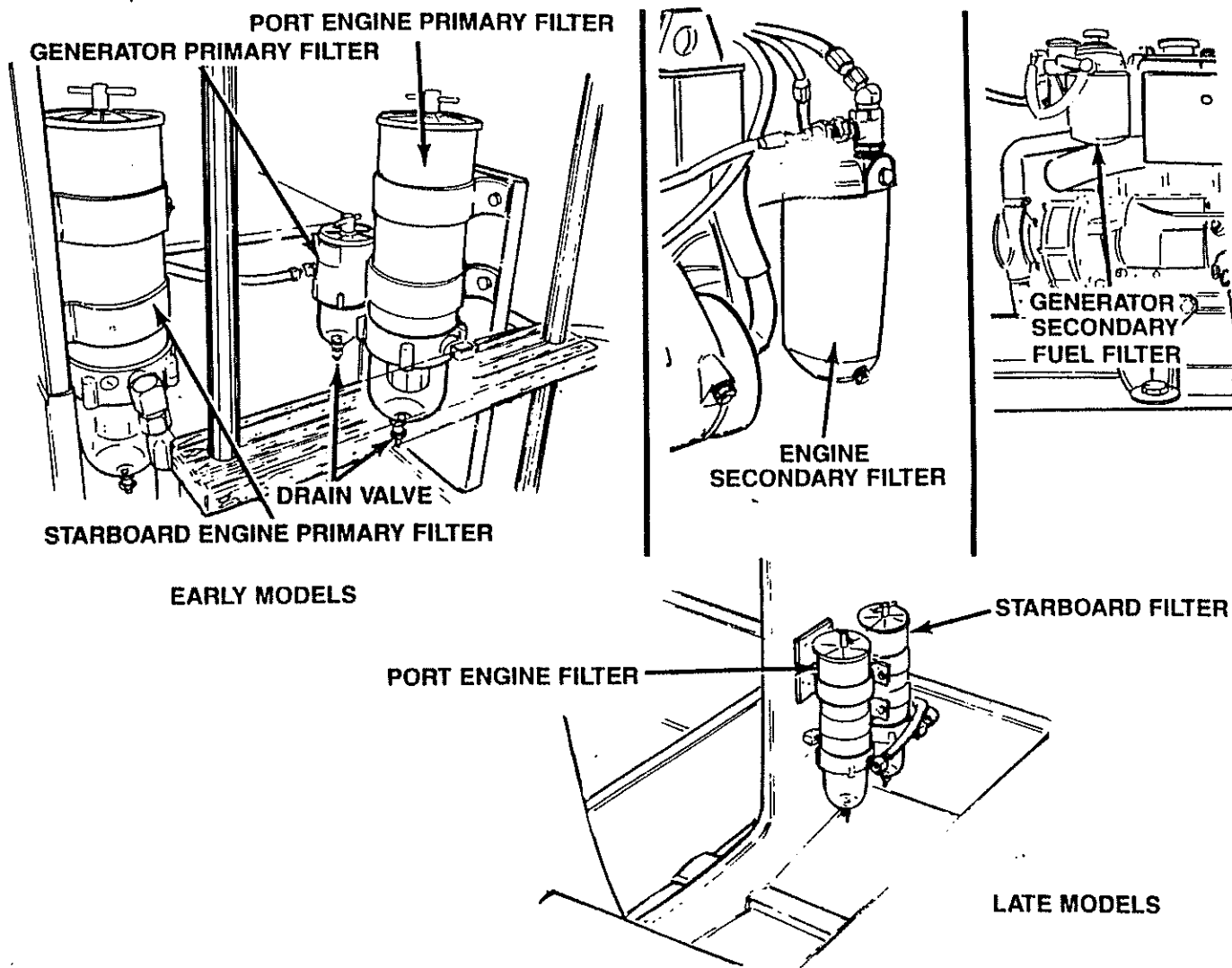


Figure 2-16 Engine and Generator Primary and Secondary Fuel Filter

SECTION II SYSTEMS DESCRIPTION

ELECTRICAL SYSTEM

GENERAL

Your Post yacht has a 12V DC negative ground and a 110/220 VAC electrical system. The DC system is powered by the 4 engine batteries which are charged by the engines' alternators and a converter (battery charger) powered by the 110V AC system from either the shore power or the generator. The AC system is a 3-wire system powered by either the generator or the 220 Volt, 50 Amp shore power inlet. The generator has a battery for starting which is also charged by the converter. The AC and DC circuits are protected by circuit breaker switches and fuses.

DC ELECTRICAL SYSTEM

The 12 volt DC electrical system installed in your Post yacht has been tested before delivery to the Dealer. The system utilizes color-coded and numbered appliance grade wiring and is properly secured to prevent accidental damage.

CAUTION

Alterations and/or extensions should only be made according to U.S. Coast Guard regulations by competent electricians.

The DC system derives its power from the batteries which are kept charged by the engine alternator. A converter is also installed on the boat. This device converts 120V AC current from either the generator or shore power into 12V DC power and will charge the batteries without running the engines.

The engine batteries are located in the engine compartment in the well behind the port and starboard engines. They are connected to the electrical system by way of four circuit breakers located on the aft engine compartment bulkhead. The generator battery is located in the forward port side of the compartment. It is connected to the generator by a battery switch.

NOTE

If you wish to have extra batteries installed, be sure that they are certified marine batteries and that they are installed in vented safety boxes, in compliance with U.S. Coast Guard regulations.

The negative terminal of all banks of batteries is attached to the grounding stud of the engines. This is known as a "negative ground system" and is the approved system for marine DC electrical systems. If any additional DC items are added to the boat's electrical system, they must be adaptable to the negative ground DC system. Before adding any items, have your Dealer make a careful analysis of the DC power needs of your yacht.

CAUTION

Always disconnect the battery cable before doing any work on the engine electrical, alternator wiring, or boat wiring.

ELECTRICAL SYSTEMS

See Figure 2-17. The breakers on the port side connect the batteries to the port engine and windlass. The breakers on the starboard side connect the batteries to the starboard engine and the DC side of the Master Control Panel.

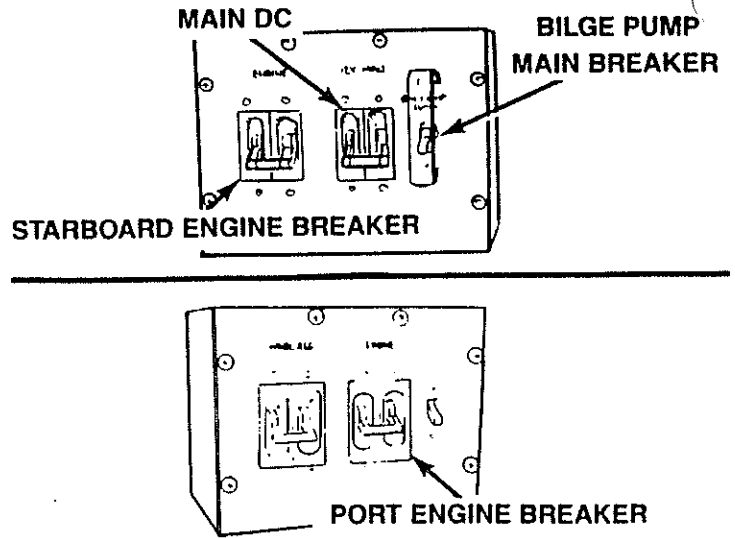


Figure 2-17 Battery Circuit Breakers

See Figure 2-18. DC power to the various systems is distributed by the Master Control Panel through the breaker switch marked "DC MAIN" on the panel. The condition of the batteries can be checked by the Battery Indicator in the Master Control Panel. A selector switch next to the indicator is set to the battery to be checked.

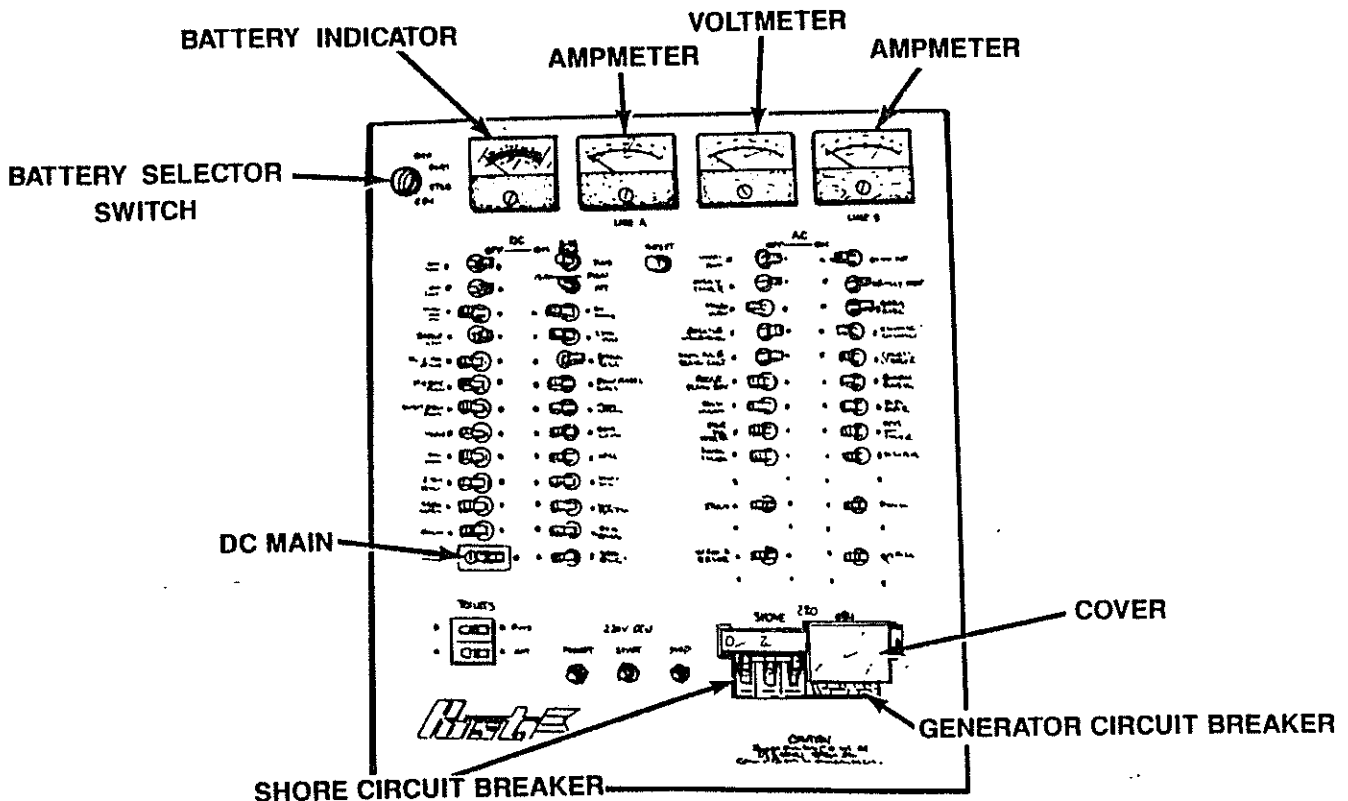


Figure 2-18 Master Control Panel

SECTION II SYSTEMS DESCRIPTION

ELECTRICAL SYSTEMS

AC ELECTRICAL SYSTEMS

See Figure 2-18. The 120V AC system is a 3 wire grounded system. It is protected by circuit breakers for the shore power inlet and the generator in the Master Control Panel.

See Figure 2-19. AC power is supplied either from the generator or from the shore power inlet. The shore power inlet is located on the starboard forward side of the cockpit.

Breaker switches at the Master Control Panel supply power to various 120V appliances as well as standard 120V outlets. Outlet circuits in the galley and head are protected by a G.F.I. (ground fault interruption) system. This system is designed to prevent accidental shock.

The AC Master Control Panel contains a breaker switches to select the source of AC power. The AC power can be set to "SHORE" or "GENERATOR".

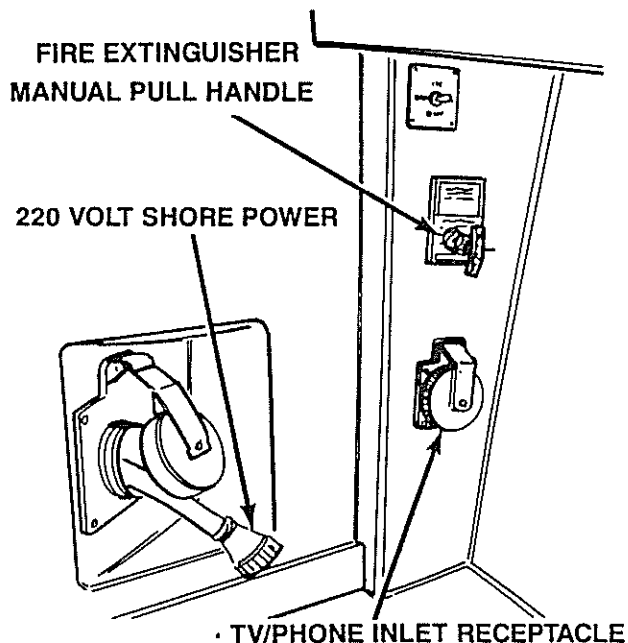


Figure 2-19 Shore Power Inlet

FRESH WATER SYSTEM

GENERAL

See Figure 2-20. The fresh water system consists of four water tanks with a total capacity of 240 gallons, AC and DC (optional) fresh water pumps with built-in check valve, dockside water inlet with built-in pressure regulator and check valve, water filler on port side of cockpit, water tank gauge in Master Control Panel, hoses to the water heater, sinks, and showers with drain valves throughout. Access to the water tanks drain valve is provided under the bunk in the aft stateroom. To reach the drain valve, lift up the bunk mattress, the storage compartment access panel at the aft end of the bunk and the access panel in the storage compartment.

The AC and DC fresh water pumps are controlled by the "WATER PUMP" breaker switches on the Master Control Panel. When the switch is ON, the pump will run until the system is pressurized. An automatic pressure switch will shut the pump off until a faucet is opened. This pressurizes both hot and cold systems. The tanks and entire fresh water system should be drained for winterization (see Storage. Section V).

The system contains a remote AC water pump primer switch next to the "WATER PUMP" breaker switch in the AC Master Control Panel marked "RESET". This switch will operate the AC water pump if the prime is lost.

FRESH WATER SYSTEM

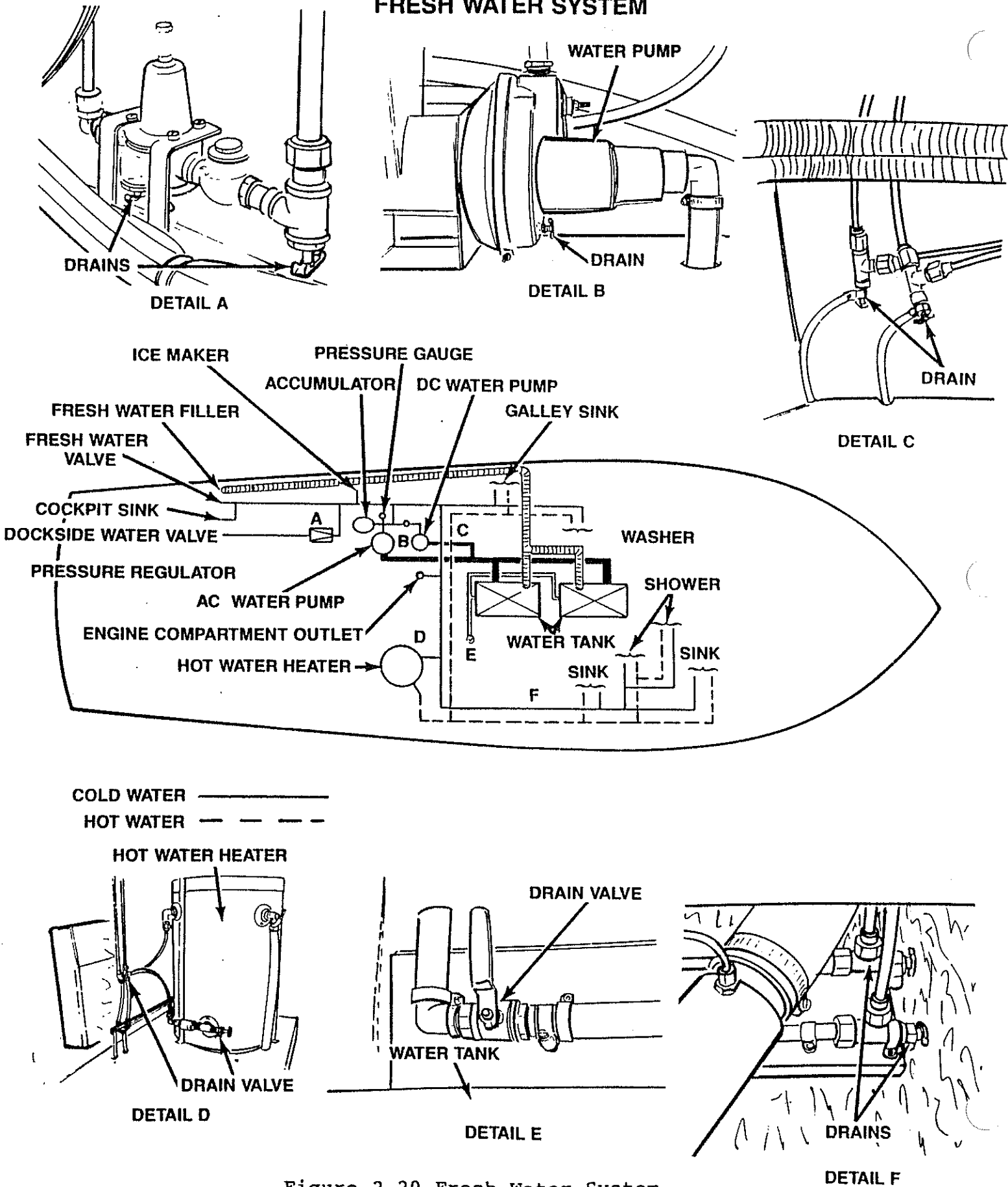


Figure 2-20 Fresh Water System

SECTION II SYSTEMS DESCRIPTION

FRESH WATER SYSTEM

FRESH WATER TANK

See Figure 2-21. The fresh water filler is located on the port side of the cockpit. This filler is used to fill both water tanks.

CAUTION

When filling the water tanks, do not leave the hose unattended. The supply system could over-pressurize the tanks and damage them.

NOTE

Before filling the water tanks, make sure the water supply is for drinking. Not all water at dockside is for drinking. Check with the dockmaster to be sure.

The fresh water system is connected to the fresh water washdown valve. This provides fresh water for washing down the yacht.

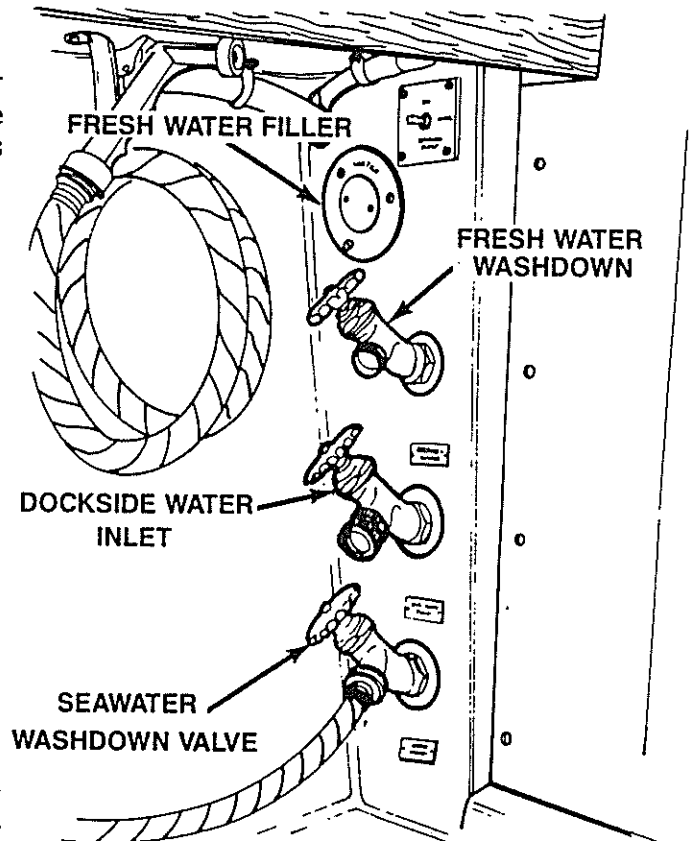


Figure 2-21 Dockside Water Inlet

DOCKSIDE WATER

See Figure 2-21. Dockside water inlet is located on the port side of the yacht in cockpit. Connecting a garden hose from a local water source to the inlet will provide water at dockside without using the water pump.

The pressure regulator reduces the pressure of the "city water" supply to match the lower pressure of the onboard system. The check valve in the pump prevents back-flow into the tank. Therefore, this dockside inlet will not fill the tanks.

NOTE

When using dockside water, switch the onboard water "WATER PUMP" breaker switch off to prevent cycling due to pressure differences.

CAUTION

Always disconnect the dockside water inlet when the boat is unattended. The sudden rupture of an inside water line could very quickly flood the boat with an endless supply of water.

FRESH WATER SYSTEM

SHOWER

Both hot and cold water is supplied to the shower. To operate the shower, either shore power or generator power must be supplied to the hot water heater and the "WATER HEATER", "WATER PUMP" and "SHOWER PUMP" breaker switches "ON". Adjust the water mix in the shower and use as at home.

See Figure 2-22. The water from both showers drain into an enclosed plastic sump containing a pump. The sump pumps the water directly overboard. The sump pump is powered by the "SHOWER PUMP" breaker switch on the Master Control Panel.

The sump will require periodic cleaning to prevent buildup of hair, etc. If the shower does not drain properly, first check the sump.

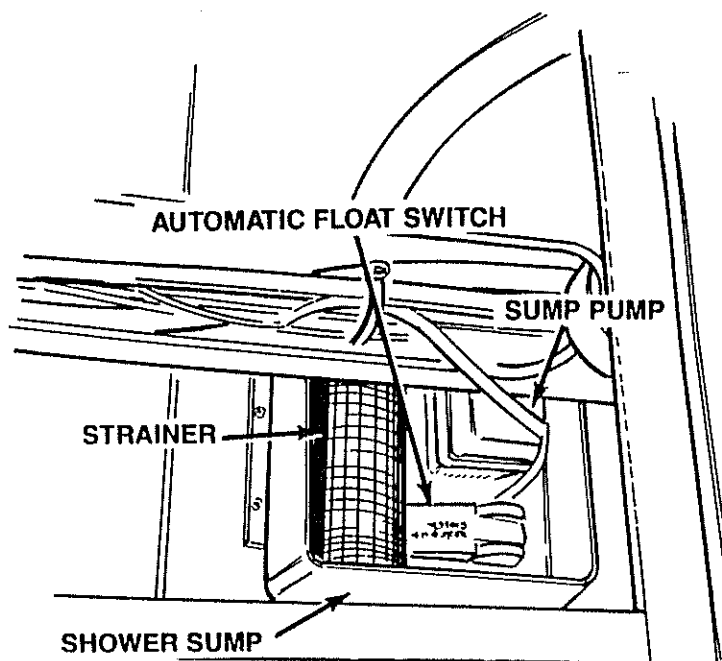


Figure 2-22 Shower Sump Pump

HOT WATER HEATER

The hot water heater operates on the 220V electrical system. It is controlled by the "WATER HEATER" breaker switch on the AC Master Control Panel. The tank capacity is 20 gallons. The water to the tank is supplied by the fresh water pump from the water tanks. To fill the water heater tank, open a hot water faucet and allow all air to escape. Allow time for the tank to reach full temperature before using hot water.

WARNING

Be sure the water heater is full of water before the breaker switch is switched "ON". Failure to do so will damage the heating elements and is not covered under warranty.

INSTANT HOT WATER

Your Post yacht has an instant hot water system. This system is controlled by the "INST HOT" breaker switch on the AC Master Control Panel, provides instant hot water at the sink.

SECTION II SYSTEMS DESCRIPTION

SEAWATER SYSTEM

SEA WATER WASHDOWN

See Figure 2-23. The sea water washdown system is controlled by the "WASH DOWN PUMP" breaker switch on the DC Master Control Panel. The system contains a thru-hull valve located forward port side of cockpit bilge.

To operate, open the thru-hull valve and set the breaker switch to ON. To drain the baitwell, set the switch to DRAIN. The water will be pumped out through the transom.

LIVE BAITWELL

See Figure 2-24. The sea water supply to the live baitwell is provided by a pump located mid port side of cockpit bilge. The pump is controlled by a breaker switch marked "LIVE BAITWELL" on the DC Master Control Panel and a switch on the forward port side of the cockpit.

To operate, open the thru-hull valve and set the breaker switch to ON. Set the Baitwell Switch to FILL. To drain the baitwell, set the Baitwell Switch to DRAIN. The water will be pumped out through the transom.

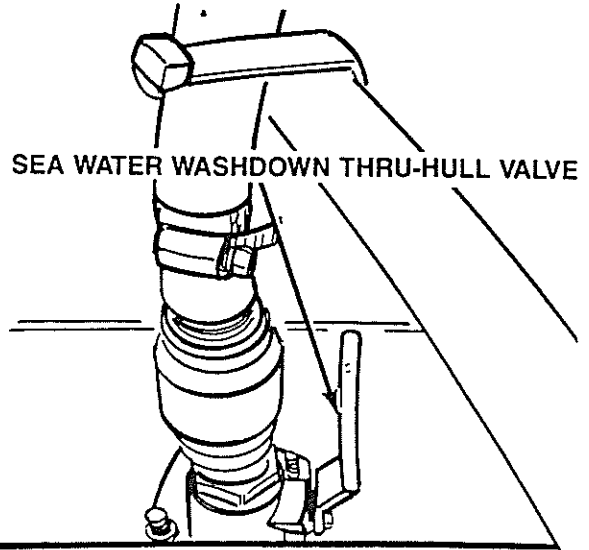


Figure 2-23 Sea Water Washdown Thru-Hull Valve

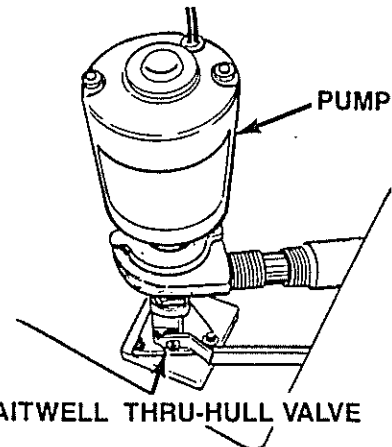


Figure 2-24 Live Baitwell Thru-Hull Valve

BILGE PUMPS

There are two bilge pumps; one in the bilge below the master stateroom and one under the cockpit deck. The automatic bilge pumps are wired directly to the battery through a circuit breaker marked "BILGE PUMP MAIN" (see Figure 2-17) on the starboard breaker panel and the "FWD BILGE" and "AFT BILGE" switches in the Master Control Panel (see Figure 2-25).

NOTE

The "BILGE PUMPS" selector switches in the Master Control Panel must be left in the "AUTO" position.

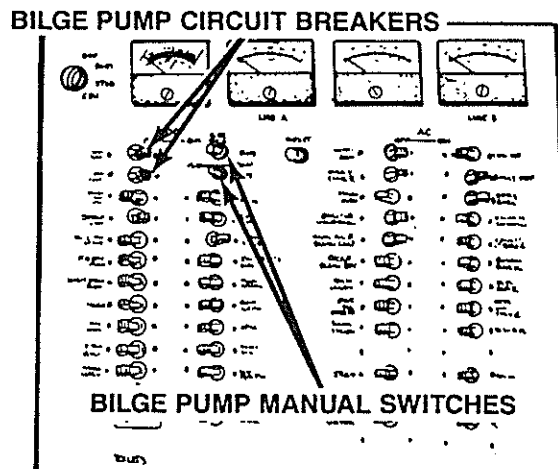


Figure 2-25 Bilge Pump Switches

BILGE PUMPS

The bilge pumps can be turned on manually by setting the selector switches to "MAN" and setting the "FWD BILGE" and/or "AFT BILGE" breaker switches ON.

See Figure 2-13. An indicator on the bridge command console will light when the aft pump comes on.

See Figure 2-26. The pumps contain a float switch. When the water level reaches a set level, the float switch will turn on the bilge pump automatically. The pumps should be checked occasionally for obstructions.

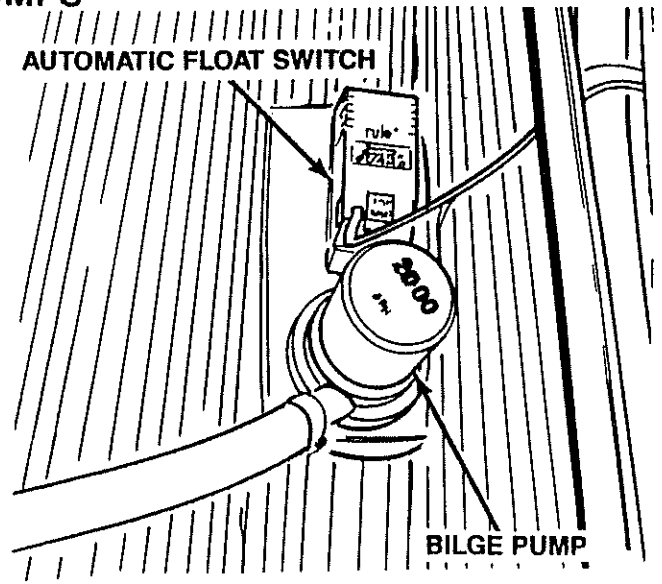


Figure 2-26 Bilge Pump

TOILET AND HOLDING TANK

TOILET

See Figure 2-27. Your yacht contains two toilets, two toilet pumps, and a holding tank. The toilets are electrical toilets controlled by the breaker switches marked "TOILETS - FWD" and "- AFT" on the Master Control Panel and a push button switch near the toilet.

The push button turns the pump on for approximately 10 seconds. The switch panel also contains an "EMERGENCY" switch. This switch will stop the flow of water into the toilet if the timer does not stop the flow.

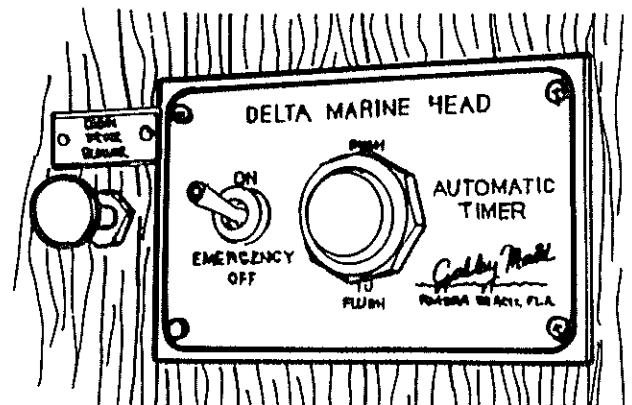


Figure 2-27 Toilet Control Panel

PUMP AND MACERATOR

See Figure 2-28. Sea water is taken in through a thru-hull valve by the pump and then pumped to the toilet. The pump for the aft toilet and thru-hull valve is located in the bilge in the passageway. The pump for the forward toilet is located in the bilge in the forward stateroom.

The toilet is flushed into the macerator section of the pump and then to the "Y" valve. Depending on the position of the "Y" valve, the waste is then either pumped directly overboard or to the holding tank. The "Y" valve is located on the overboard thru-hull valve.

SECTION II SYSTEMS DESCRIPTION

TOILET AND HOLDING TANK

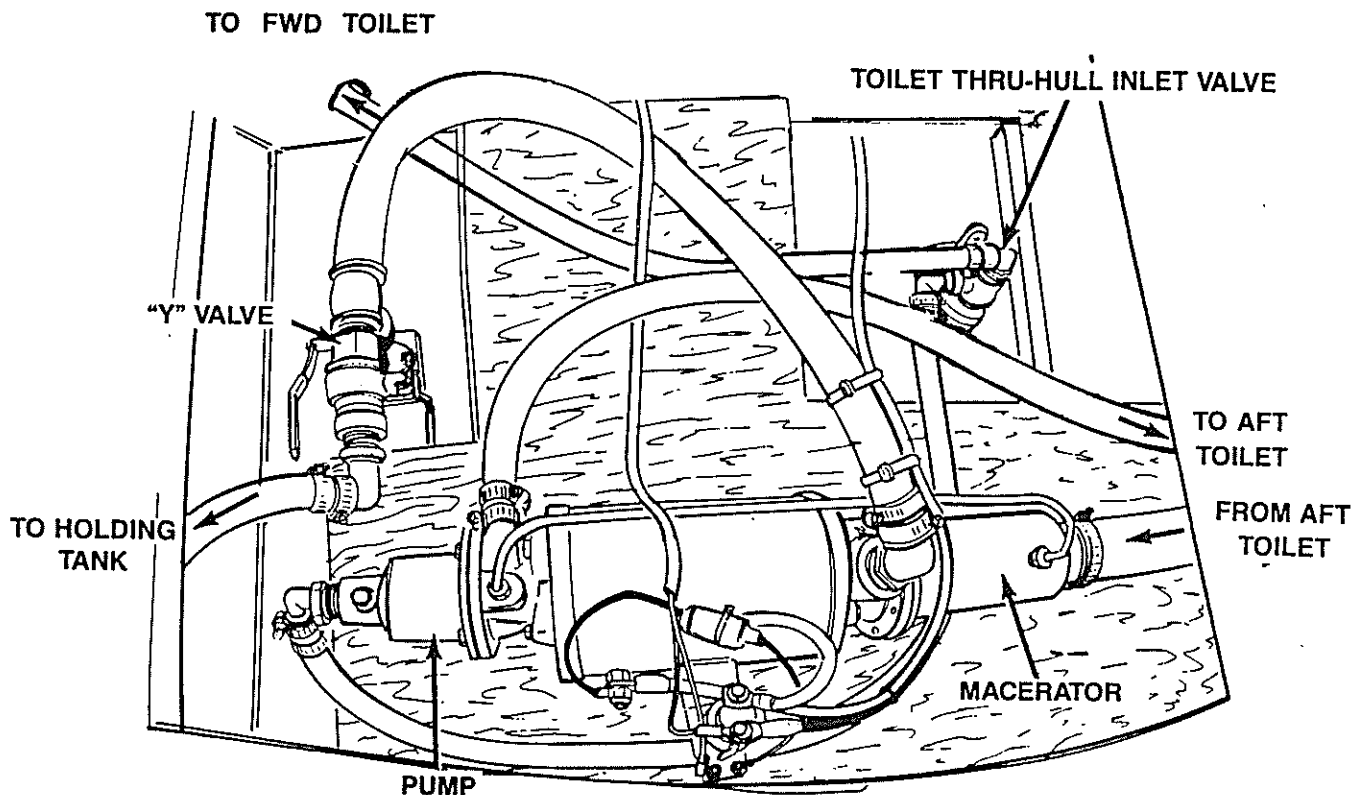


Figure 2-28 Toilet Thru-Hull Valve, Pump and Macerator and "Y" Valve

HOLDING TANK

See Figure 2-29. The holding tank will hold 55 gallons. To empty the holding tank, Post recommends the use of a dockside pump-out facility.

Where permitted, the holding tank can be drained directly overboard by opening the thru-hull valve located in the bilge in the forward, port side of the engine compartment.

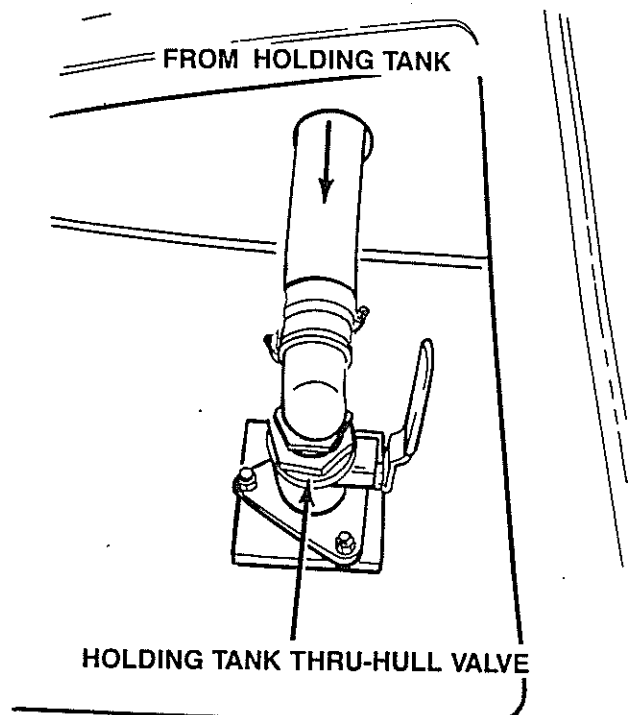


Figure 2-29 Holding Tank Thru-Hull Valve

TOILET AND HOLDING TANK

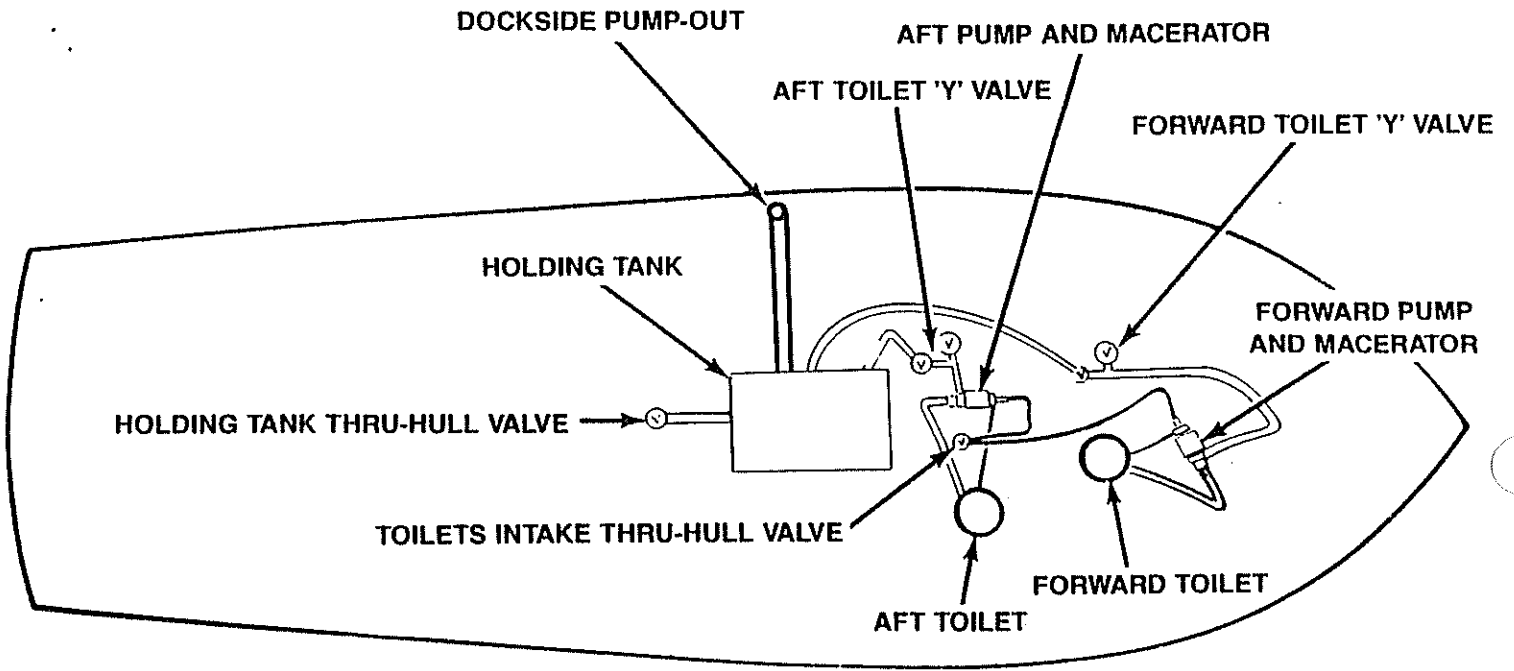


Figure 2-30 Waste Hose Routing

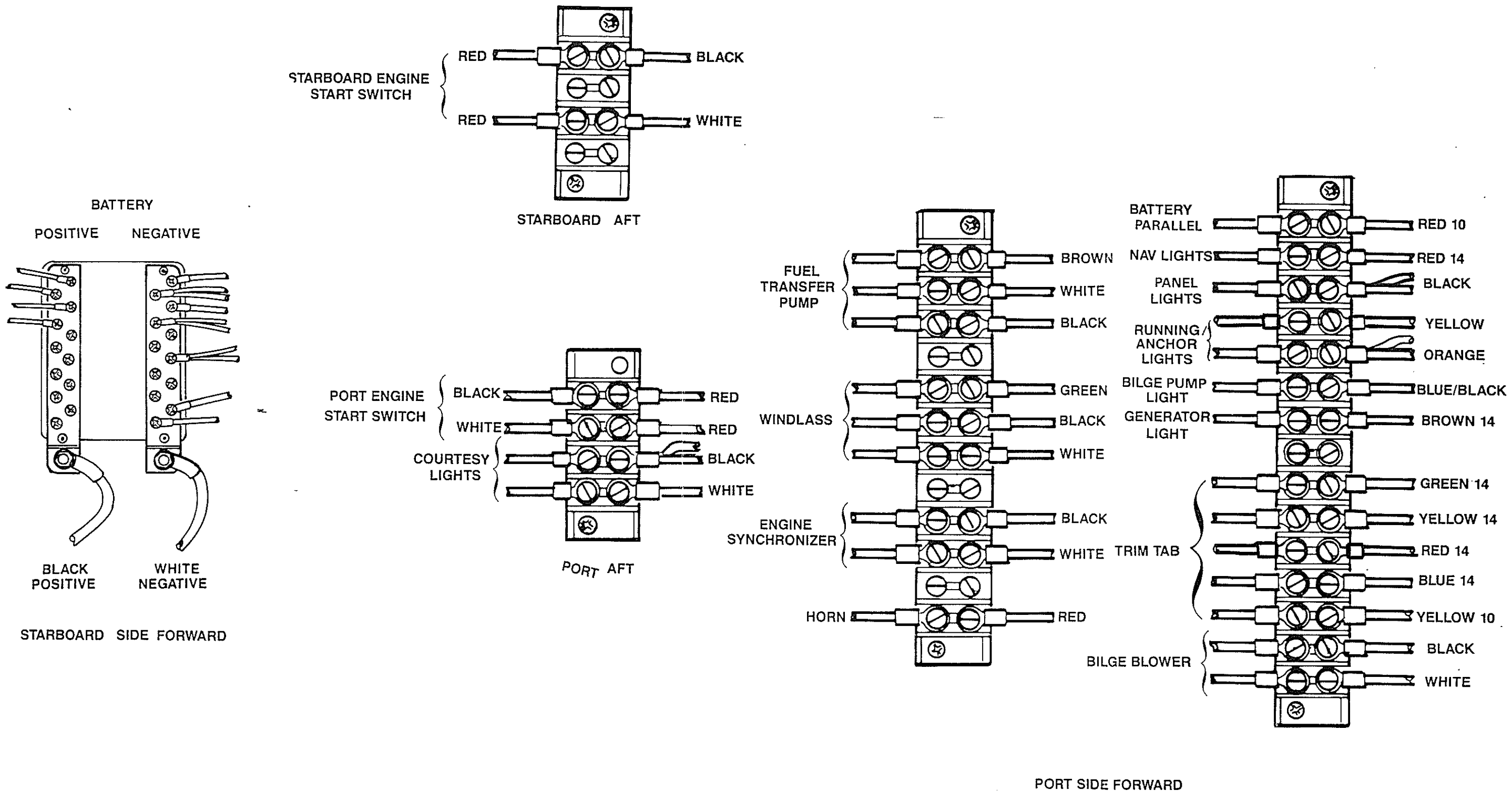


Figure 2-31 Bridge Command Console Wiring

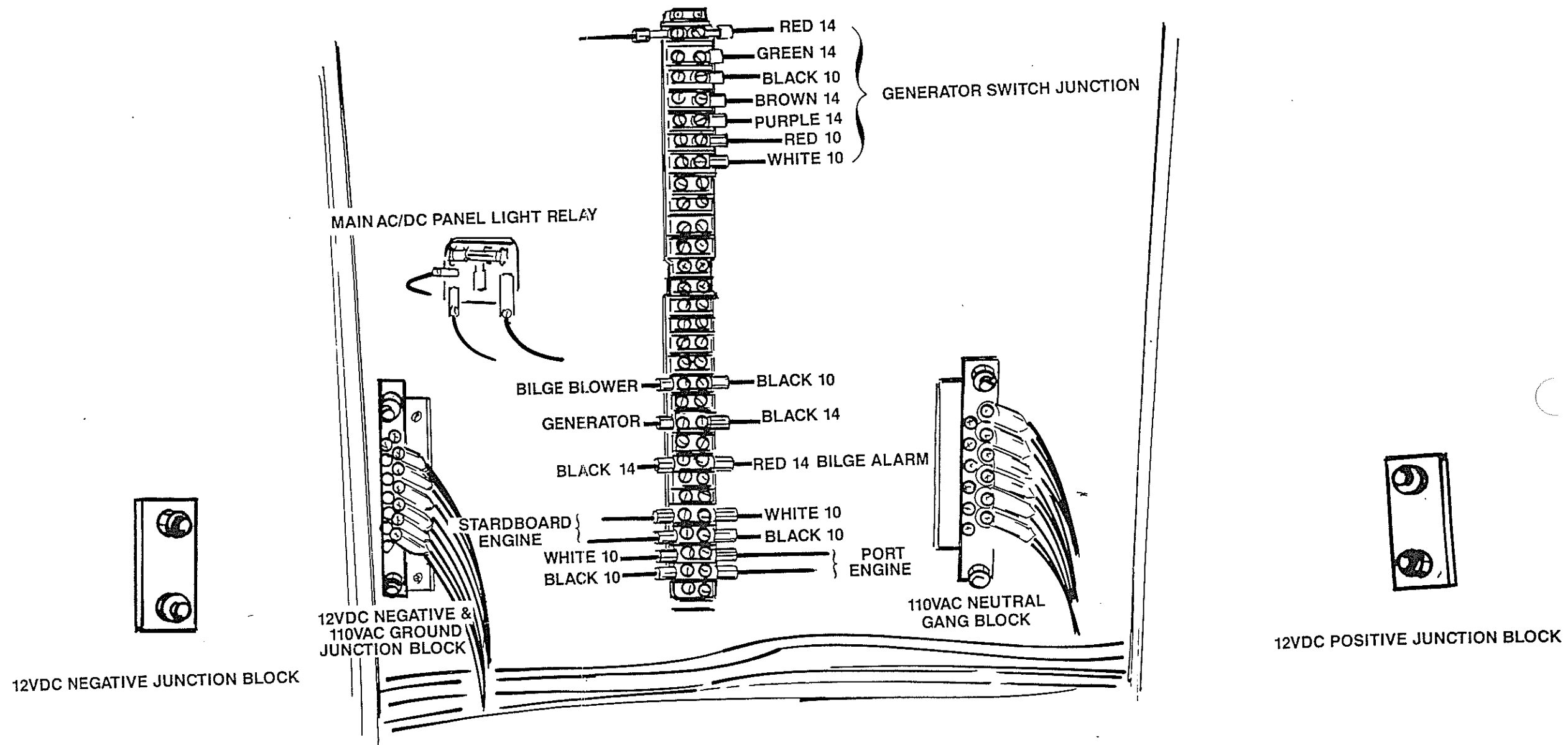


Figure 2-32 Main Control Panel Wiring

ELECTRICAL SYSTEMS

DC WIRE COLOR CODE

The wire color codes listed below are the standard color codes used on Post yachts. Some of the items listed may not be installed on your yacht.

Engine Wires

All DC Grounds
 Battery
 Ignition
 Starter
 Tachometer
 Oil Pressure
 Water Temperature
 Engine Alarm

White
 Red/Black
 Purple
 Yellow/Red
 Gray/White
 Light Blue
 Tan
 Green

Lights

Side, Port and
 Starboard
 Anchor
 Stern
 Cabin 1
 Engine Room

Black/White
 Orange
 Yellow
 Black
 Black/White

Pumps

Bilge, Man-Feed
 Bilge, Forward
 - Manual
 Bilge, Forward
 - Auto
 Bilge, Aft - Auto
 Bilge, Aft Manual
 Fresh Water
 Shower Sump
 Salt Water Washdown
 Macerator

Purple
 Black #12
 Green #12
 Green #12
 Black #12
 Black/White
 Black/White
 Black/White
 Black/White

Miscellaneous

Blower - Engines
 Converter to Starboard Battery
 Converter to Port Battery
 Converter to Generator
 DC Panel Feed - Starboard Engine
 DC Panel Feed - Port Engine
 Fuel, Starboard Tank
 Fuel, Port Tank
 Head, Raritan Elec.
 Horn, Battery +
 Horn Switch
 Parallel Switch
 Halon Indicator

Black/White
 Green/Red #2
 Red #2
 Gray/Red #2
 Green/Black/White
 Red/Black/White
 Pink
 Pink
 White/Black
 Red #8
 Black/White
 Red
 Gray

SECTION III OPERATION

INTRODUCTION

GENERAL

Although most people buying a Post yacht have experience and boat handling knowledge on other types of yachts, this section of the Manual provides fundamentals for the Post yacht in case an operator may need the information. Even experienced yachtsmen can benefit from periodically reviewing the basic principles.

FUEL SYSTEM

FUELING PROCEDURE

It is very important that the fueling operation be performed carefully in order to reduce the danger involved and insure that the boat is fueled properly. Fuel will evaporate at a very low temperature and the vapors can be carried into the boat where they can collect and create a fire hazard. Always take care while fueling and follow these procedures.

Fueling should be done during daylight. It is best to keep the tanks as full as practical. This will reduce condensation and the accumulation of moisture in the fuel system. Fuel will expand as temperature increases. In warm and hot weather, allow for the expansion of the fuel. Fueling from cool underground storage tanks or fueling during cool hours of the night and early morning can result in an overflow when the fuel expands in the heat of the day.

WARNING

NO SMOKING AT DOCK. Extinguish all flames, range, etc. before approaching a fuel dock.

1. Shut down engines and generator.
2. Completely close all ports, hatches and doors.
3. Ground the nozzle of the fueling hose.
4. Loosen the fill cap, touch the nozzle of the fueling hose to the cap to discharge any static charge, then remove the cap from the fill pipe and insert the fuel hose nozzle into the fill pipe. During filling maintain contact between the nozzle and the fill pipe.

CAUTION

The fill pipe is bonded to the boat grounding system. Maintaining contact between nozzle and pipe will prevent a spark of static electricity from jumping from hose to the open fill and igniting the fuel.

FUEL SYSTEM

5. Fully fill the tank. Fill slowly near the top to avoid overflow. After the tank is full, remove the nozzle and replace the fill pipe cap. Check that the cap is tight. If any spill occurred, clean it up immediately. Fill other tank.
6. After fueling is complete, open the doors, all hatches and compartments.
7. Visually check all fittings, lines, and the tank for any signs of fuel leakage. Check all lines up to the engines and generator. Smell for fumes.
8. Restart engines and restore boat to operating condition. Resume cruising. Do not smoke until clear of the fuel dock.

FUEL TRANSFER

Your Post yacht has a fuel transfer system which allows you to transfer fuel between the forward and aft fuel tanks. The system is controlled by the "FUEL/OIL PUMP" breaker switch in the Master Control Panel and switches on the bridge command console.

To transfer fuel, set the "FUEL/OIL PUMP" breaker switch in the Master Control Panel to ON. Pull out the "FUEL TRANS PUMP" switch on the bridge command console.

To transfer fuel to the forward tank (port engine), set the fuel tank selector toggle switch to "FROM AFT TANK". To transfer fuel to the aft tank (starboard) set the toggle switch to "FROM FWD TANK". When the fuel transfer pump is on, the indicator above the "FUEL TRANS PUMP" switch on the bridge command console will be lit. Check the transfer by observing the fuel gauges.

NOTE

Fuel will transfer at approximately 4 gallons per minute.

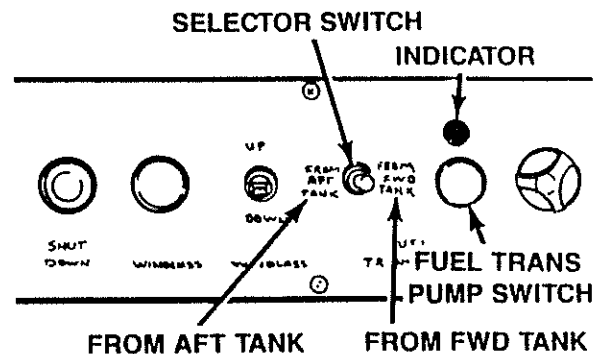


Figure 3-1 Fuel Transfer Control

SECTION III OPERATION

INITIAL (SEASONAL) START-UP

GENERAL

We suggest that you establish a checklist to be followed every time your boat is started. The paragraphs below provide some of the items which should be followed. Depending on the frequency of use for your boat, some items may not be needed each time the boat is started. All the safety items (set off in bold type) should be checked all the time.

Refer to the Engine Operation and Maintenance Manual and the Marine Transmission Owner's Manual for detail start-up procedures. In addition, before starting the boat for the first time, or the first seasonal start, complete the following checks and procedures as follows:

PRE-START CHECK

1. Open the engine and cockpit access hatches. Check areas for smell of fuel fumes. Visually check engines and generator for signs of fuel or oil leaks.
2. If you do not detect strong fuel fumes, ventilate the boat by opening all hatches, doors, and ports.
3. Make sure all circuit breakers are off.
4. If the boat is being started for the first time or if the zinc anodes were not checked at the end of the previous season, remove the anodes and check their condition. Refer to Engine Operation and Maintenance Manual.
5. Check the engine oil level. See Figure 3-2. Pull out dipstick and make sure level is up to upper mark.

If the engines need oil, refer to Section V Maintenance for engine oil type and filling instructions.

6. See Figure 3-3. Check that the coolant level in the expansion tank is at the "FULL" mark.

If coolant system needs filling, refer to Section IV Maintenance for information on coolant.

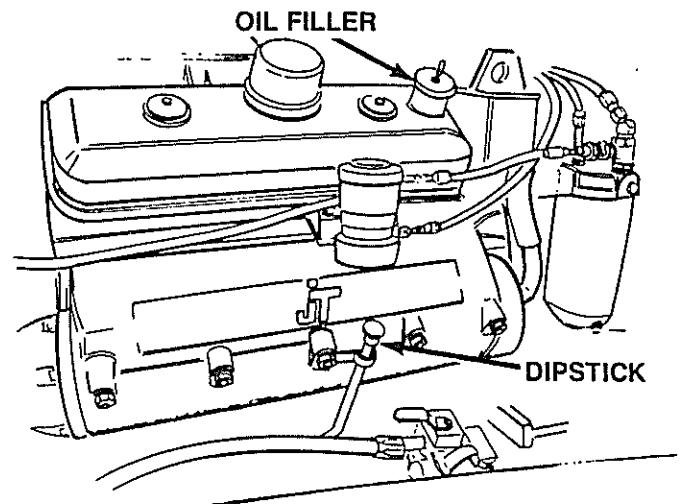


Figure 3-2 Checking Engine Oil

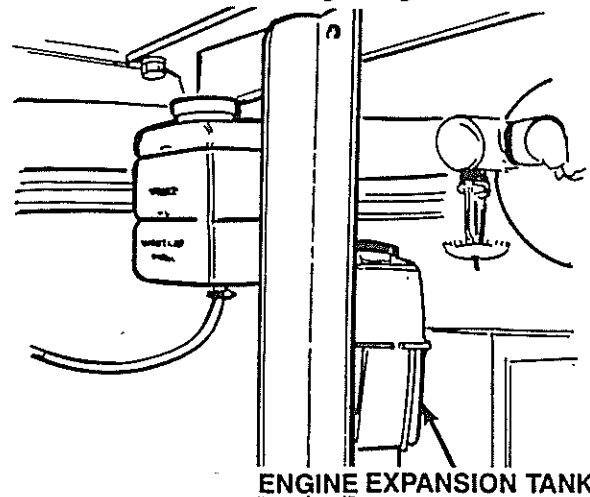


Figure 3-3 Checking Coolant Level

INITIAL (SEASONAL) START-UP

7. See Figure 3-4. Check transmission oil level. Pull out dipstick and make sure the level is up to the FULL mark.

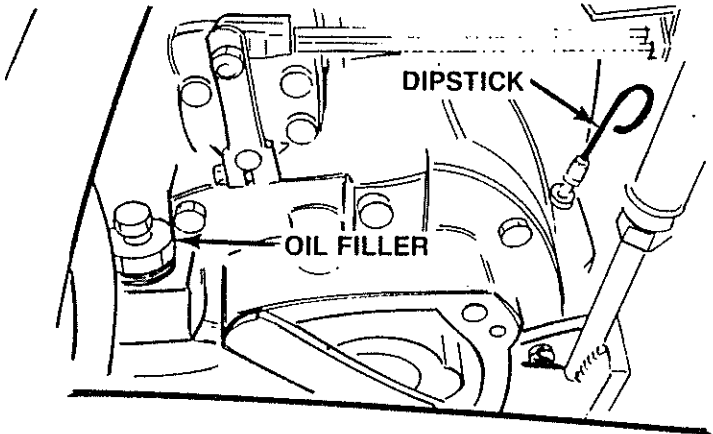


Figure 3-4 Checking Transmission Oil Level

8. See Figure 3-5. Open both engine raw water intake valves. Valves are open when handles are in line with hoses. Make sure engine pump-out valve is closed.

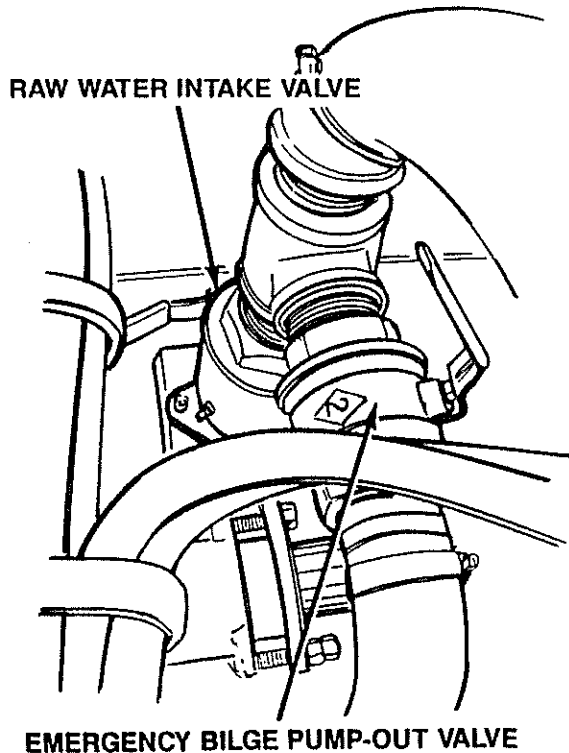


Figure 3-5 Engine Raw Water Intake Valve

9. Check propeller shaft stuffing boxes. Packing retainer should be hand tight and a slight leak is normal (one drop every 60 seconds).
10. See Figure 3-6. Check that the halon fire extinguishers in the front and rear of the engine compartment have not been discharged.

NOTE

The fire extinguisher indicator light (see Figure 2-13) on the command console will go out after discharge. The halon extinguisher should be checked and weighted annually to insure safe operation.

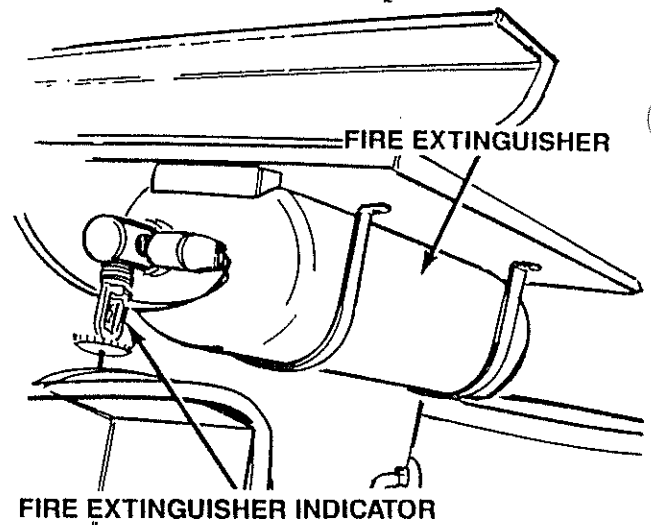


Figure 3-6 Halon Fire Extinguisher

11. See Figure 3-7. Check the generator oil level. Pull out dipstick and make sure level is between high and low marks.

If the generator needs oil, refer to Section V Maintenance for engine oil type and filling instructions.

SECTION III OPERATION

INITIAL (SEASONAL) START-UP

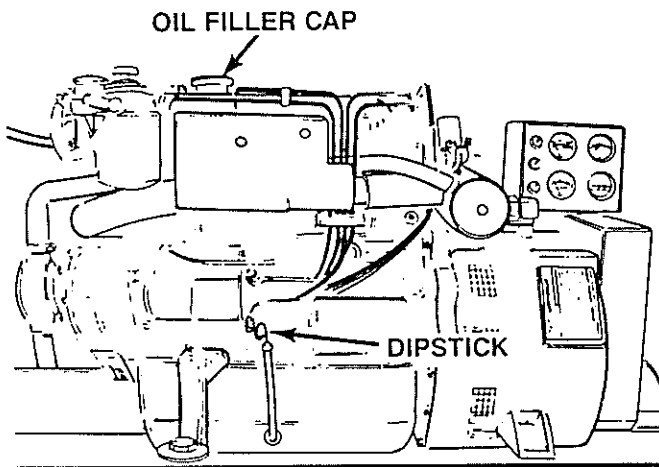


Figure 3-7 Checking Generator Oil Level

12. See Figure 3-8. Check that the generator coolant level in the expansion tank is between the upper and lower marks.

If coolant system needs filling, refer to Section V Maintenance for information on coolant.

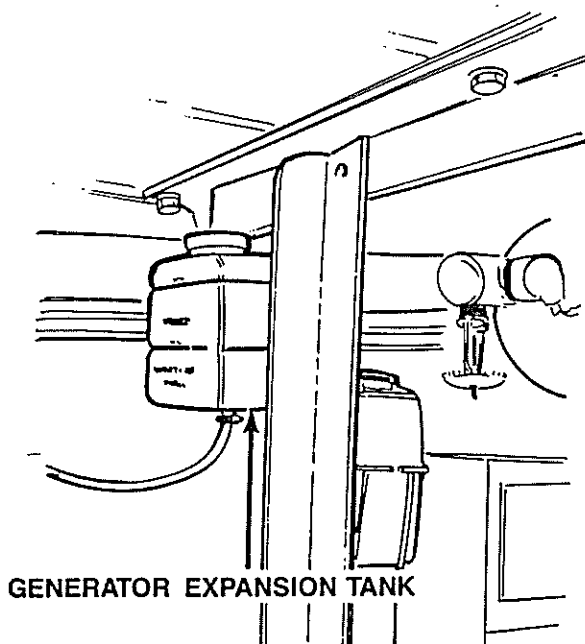


Figure 3-8 Checking Generator Coolant Level

13. See Figure 3-9. Check that water filter is clean. Open generator raw water intake valve. Valve is open when handle is in line with hose.

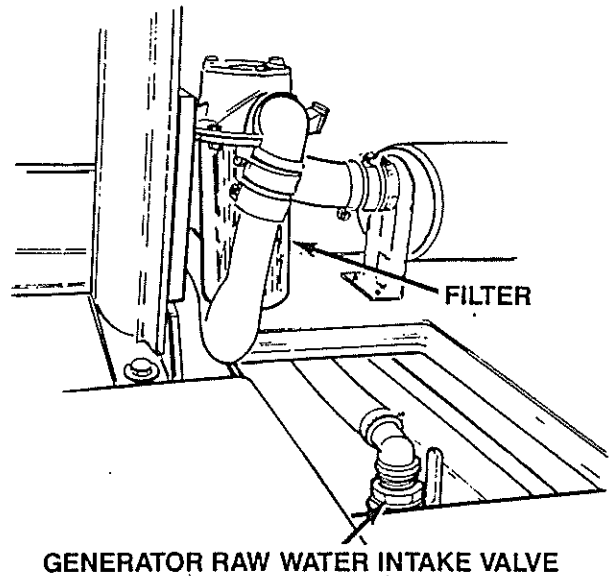


Figure 3-9 Generator Raw Water Intake Filter and Valve

14. See Figure 3-10. Check that the fluid level in the trim tab reservoir is between "FULL" and "ADD" marks. The reservoir is located outboard of the port engine.

If reservoir needs filling, refer to Section V, Maintenance for information.

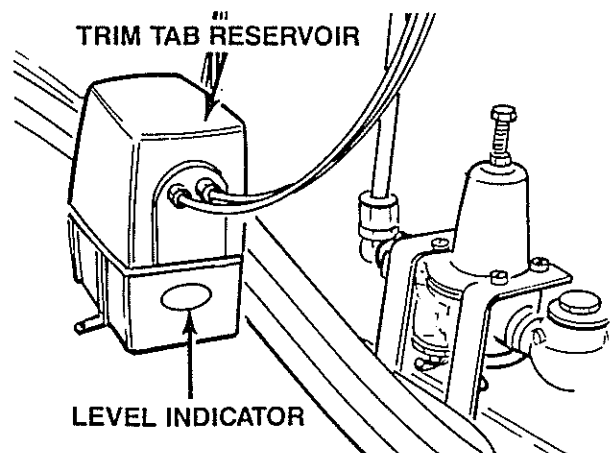


Figure 3-10 Trim Tab Reservoir

INITIAL (SEASONAL) START-UP

15. See Figure 3-11. Open the fuel shutoff valves in the fuel lines for both engines and the generator. Valves are open when handles are in line with hose.

NOTE

Fuel shutoff valves for starboard engine and generator are at rear of aft tank, accessible thru starboard cockpit hatch. Fuel shutoff valve for port engine is at rear of forward tank in engine compartment.

16. Check bilge for excessive accumulation of water. If excessive, check operation of bilge pumps and locate source of leaks.
17. Check the rudder shaft stuffing. Packing retainer should be hand tight and a slight leak is normal (one drop every 60 seconds).
18. See Figure 3-12. Check that the pressure on the hydraulic steering reservoir gauge in the bridge command console. Pressure should be between 20 and 30 PSI. If pressure is low, have system serviced.

Check that the fluid level is between 1/2 and 2/3 full. If low have fluid added to the system.

19. Check that all safety equipment in the boat such as fire extinguishers and personal flotation gear is in their proper place and serviceable.

ENGINE START-UP

- The following procedure should be followed whenever the engines are started. Always use care when starting the engines and immediately shut down if any unsafe condition exists.

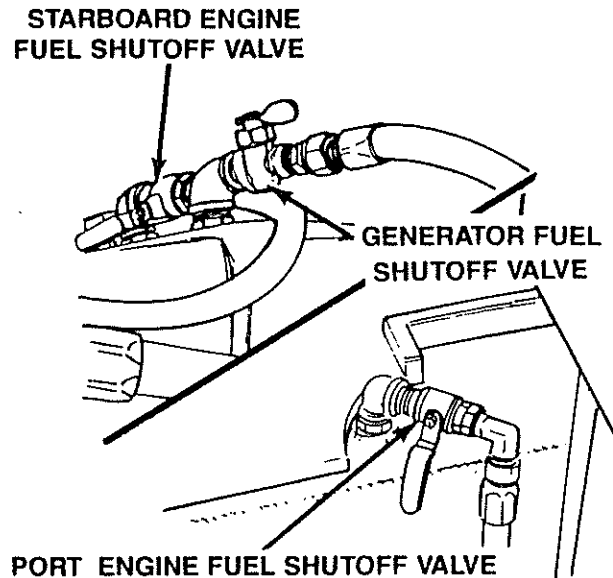


Figure 3-11 Fuel Shutoff Valve

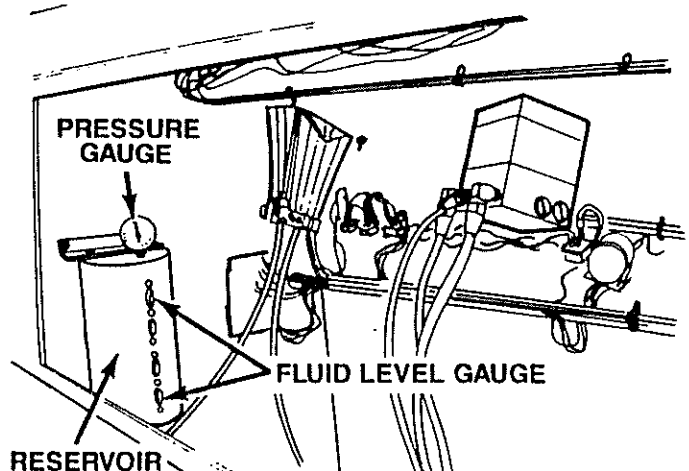


Figure 3-12 Checking Steering System Pressure

SECTION III OPERATION

INITIAL (SEASONAL) START-UP

NOTE

When starting the engines, the engine alarm system will sound. This is an indication of the system being operational. The system should shut off as soon as engine oil pressure reaches normal operating pressure. If alarm does not shut off, immediately shut down engines to prevent damage.

1A. COLD WEATHER STARTING

Diesel engines can be difficult to start during cold weather (+40°F and below). To avoid excessive cranking and smoking, depress and hold the "STOP" button while cranking. Hold the button switch for no longer than 30 seconds and then release it. Use the "BAT PARALLEL" switch. Then start engine normally.

Under severe cold conditions, the use of starting fluid (Ethyl-Ether) may be required. If using Ether, do not hold the "STOP" button as described above. Spray a small amount of Ether into the air intake while engine is cranking.

WARNING

Ethyl-Ether is highly flammable, toxic and can cause drowsiness. Use only in well ventilated areas.

1B. WARM WEATHER STARTING

See Figure 2-1. Set the "ENGINE" and "12V MAIN" breaker on the starboard aft bulkhead of the engine compartment to ON. Set the "ENGINE" breaker on the port aft bulkhead to ON. See Figure 2-2. Set the "PORT" and "STBD ENGINE" breaker switches on the Master Control Panel to ON. Pull the "IGNITION" switches on the bridge switch panel out. Momentarily depress "START" switch. Check that engine alarm system sounds. Check that halon fire extinguisher system indicator is lit.

2. Place transmission controls in neutral position (indicated by detent). Place throttle controls in 1/4 engine speed position.
3. See Figure 3-13. During engine starting, use the "BAT PARALLEL" switch if necessary. Set BAT PARALLEL switch to either "PORT" or "STBD" while depressing "START" switch. Release both switches when engine starts.

NOTE

If you know one battery is dead, start the engine connected to the good battery first. Then start the engine connected to the dead battery using the battery parallel switch.

The parallel start switch should not be held for longer than 30 seconds at a time.

INITIAL (SEASONAL) START-UP

- Depress "START" switch and hold it until engine starts. Release switch as soon as engine starts. Check engine RPM when engine starts. Do not allow engine to exceed 1500 RPM until it reaches operating temperature.

CAUTION

If engine fails to start within 30 seconds, release switch. Allow at least 2 minutes for the starter motor to cool. Repeat procedure.

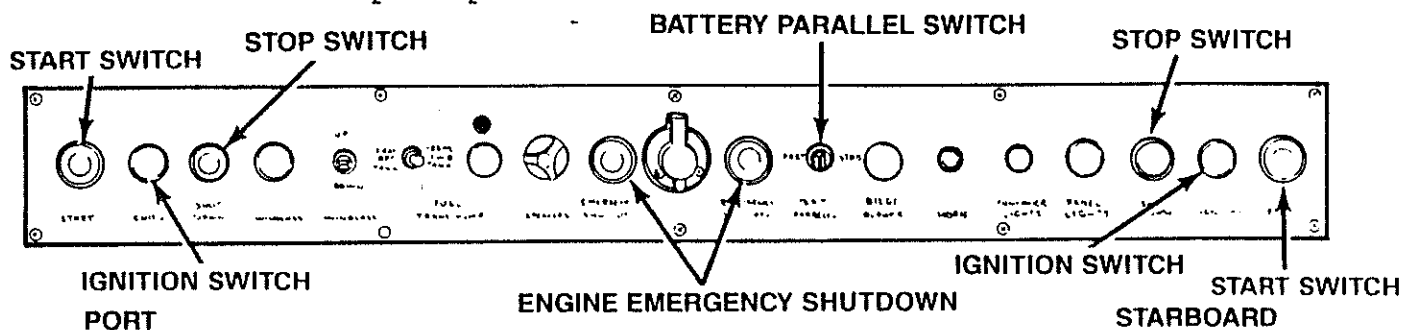


Figure 3-13 Bridge Switch Panel

- See Figure 3-14. Check that oil pressure is 45 to 65 PSI. If pressure is low, immediately shut down engine.
- After engine reaches normal operating temperature, check that water temperature is between 160° and 185° F.
- Start other engine using procedure above.

CAUTION

Do not keep BAT PARALLEL switch activated when both engines are running. This could cause alternator damage.

- Check that voltmeters are reading 13 to 14.5 volts at 2000 RPM.

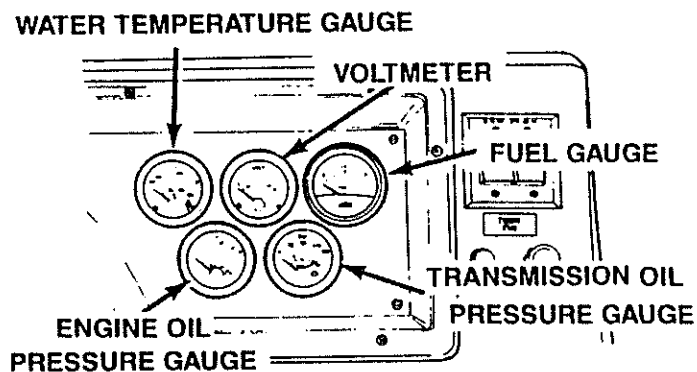


Figure 3-14 Engine Instruments

- Check for water coming from the exhaust pipe. This indicates water circulation in the engine cooling system and should occur very shortly after the engine starts.
- See Figure 3-14. Check that the transmission oil pressure is between 275 and 350 PSI (ZF350) or 205 and 237 PSI (Twin Disc 5111 in gear).

SECTION III OPERATION

INITIAL (SEASONAL) START-UP

11. Visually inspect the engine area for fuel, oil, and water leaks.
12. Visually inspect the exhaust system for leaks. If any leaks are detected, immediately shut down engines and correct leaks.
13. Refer to the Engine Operation and Maintenance Manual for specific detailed information on the engines installed on your yacht.

SHAKEDOWN RUN

A shakedown run is to test and check the boat and the engines under operating conditions. Note any condition which does not meet operating performance and have it corrected as soon as you return.

1. Engines - Check that engines operate normally and can obtain maximum RPM. Check for fuel, oil and water leaks. Check exhaust system for leaks. Check that engine synchronizer operates properly.
2. Transmissions - Check that transmissions shift properly.
3. Steering - Check that steering system responds properly.
4. Trim Tabs - Check that trim tabs operate properly.
5. Instruments - Check that all instruments operate properly.
6. Controls - Check that all controls operate properly.
7. Hull - Check for leaks from stuffing boxes, thru hull fittings, etc.
8. Generator - Check that generator starts and operates properly. Check all AC equipment for operation.

After completing shakedown run, recheck all oil levels. Check drive belts for tension. Check for items which may have come loose.

NOTE

Do not leave boat unattended for at least 48 hours after initial launching or after extended lay-ups.

ENGINE SHUT-DOWN

1. Reduce engine speed to idle. Place transmission controls in neutral. Increase engine speed to no more than half engine speed for five minutes to cool the engine.

INITIAL (SEASONAL) START-UP

CAUTION

Before shutting down engines, allow engines to cool down for at least 5 minutes. This will allow the turbocharger to slow down and cool off. Shutting down engines immediately could cause damage to the turbocharger.

2. See Figure 3-13. Depress the "SHUTDOWN" switches to stop the engines. Hold switch until engine has stopped completely.

NOTE

If normal stop procedures do not shut engines off, depress the "EMERGENCY SHUT OFF" switches to stop the engines. This control is to be used only when normal stop procedures will not shut the engine down. If this control is used to stop the engines, it will be necessary to reset the Emergency Air Shutoff Valve linkage on the engine.

See Figure 3-13. You may want to run the bilge blowers for a few minutes after shut-down to remove heat from the engines and compartment.

DAILY OPERATION

DAILY START-UP

The following procedure should be followed whenever the engines are started. Always use care when starting the engines and immediately shut down if any unsafe condition exists.

NOTE

When starting the engines, the engine alarm system will sound. This is an indication of the system being operational. The system should shut off as soon as engine oil pressure reaches normal operating pressure. If alarm does not shut off, immediately shut down engines to prevent damage.

1. See Figure 3-2. Check the engine oil level. Pull out dipstick and make sure level is up to upper mark.

If the engines need oil, refer to Section V Maintenance for engine oil type and filling instructions.

2. Figure 3-3. Check that the coolant level in the expansion tank is between the "FULL" and "ADD" marks.

If coolant system needs filling, refer to Section IV Maintenance for information on coolant.

SECTION III OPERATION

DAILY OPERATION

3. See Figure 3-5. Check that both engine raw water intake valves are open. Valves are open when handles are in line with hoses.

4. Check that the oil level in the transmission is up to the FULL mark.

If transmissions need oil, refer to Section V, Maintenance for transmission oil type and filling instructions.

5. See Figure 3-11. Check that the fuel shutoff valves in the fuel lines at the fuel tanks are open. Valves are open when handles are in line with hoses.

6. Make sure the "PORT ENGINE" and "STBD ENGINE" switches in the Master Control Panel are ON.

7A. COLD WEATHER STARTING

Diesel engines can be difficult to start during cold weather (+40°F and below). To avoid excessive cranking and smoking, depress and hold the "STOP" button while cranking. Hold the button switch for no longer than 30 seconds and then release it. Use the "BAT PARALLEL" switch. Then start engine normally.

Under severe cold conditions, the use of starting fluid (Ethyl-Ether) may be required. If using Ether, do not hold the "STOP" button as described above. Spray a small amount of Ether into the air intake while engine is cranking.

WARNING

Ethyl-Ether is highly flammable, toxic and can cause drowsiness. Use only in well ventilated areas.

7B. WARM WEATHER STARTING

Pull the "IGNITION" switch on the bridge switch panel out. Depress the "START" switch. Check that engine alarm system sounds. Check that halon fire extinguisher system indicator is lit.

8. Place transmission controls in neutral position (indicated by detent). Place throttle controls in 1/4 engine speed position.

9. See Figure 3-13. During engine starting, use the BAT PARALLEL switch if necessary. Operate BAT PARALLEL switch only while depressing the "START". Release both switches when engine starts.

NOTE

If you know one battery is dead, start the engine connected to the good battery first. Then start the engine connected to the dead battery using the battery parallel switch.

DAILY OPERATION

NOTE

The parallel start switch should not be held for longer than 30 seconds at a time.

10. Depress "START" switch and hold it until engine starts. Release switch as soon as engine starts. Check engine RPM when engine starts. Do not allow engine to exceed 1500 RPM until it reaches operating temperature.

CAUTION

If engine fails to start within 30 seconds, release switch. Allow at least 2 minutes for the starter motor to cool. Repeat procedure.

11. See Figure 3-14. Check that oil pressure is 45 to 65 PSI. If pressure is low, immediately shut down engine.
12. After engine reaches normal operating temperature, check that water temperature is between 160° and 185° F.
13. Start other engine using procedure above.

CAUTION

Do not keep PARALLEL START switch activated when both engines are running. This could cause alternator damage.

14. Check that voltmeters are reading 13 to 14.5 volts at 2000 RPM.
15. Check for water coming from the exhaust pipe. This indicates water circulation in the engine cooling system and should occur very shortly after the engine starts.
16. See Figure 3-14. Check that the transmission oil pressure is between 205 and 237 PSI (Twin Disc 5111 in gear) or 275 and 350 PSI (ZF350).
17. Visually inspect the engine area for fuel, oil, and water leaks.
18. Visually inspect the exhaust system for leaks. If any leaks are detected, immediately shut down engines and correct leaks.
19. Refer to the Engine Operation and Maintenance Manual for specific detailed information on the engines installed on your yacht.

SECTION III OPERATION

DAILY OPERATION

20. See Figure 3-15. Check the operation of the engine synchronizer by setting both engines slightly above idle. Pull the SYNCHRONIZER switch to ON, indicator light should be ON. Move port engine lever to maximum speed position.

NOTE

With the SYNCHRONIZER ON, the control for the port engine is "limp" or non-effective. Setting the lever to maximum speed position eliminates the synchronizer of strain in moving the entire control cable system.

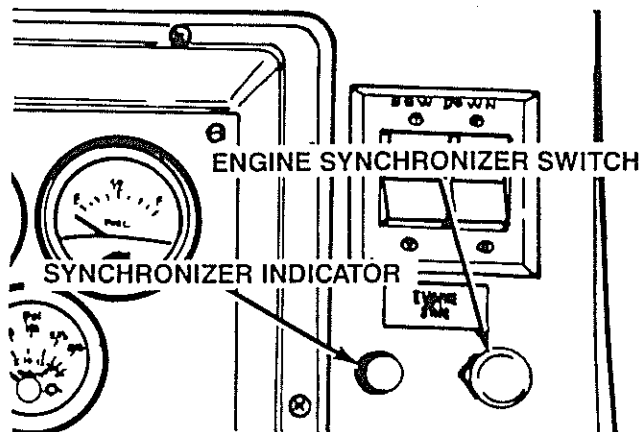


Figure 3-15 Engine Synchronizer Switch

Both engines are now under the control of the starboard engine control lever. Moving the port engine control lever through the engine speed range will cause both engines to move together.

To disengage the synchronizer, set the SYNCHRONIZER switch to OFF. Move the port engine control lever back to idle. The manual control will automatically re-engage the engine control.

21. See Figure 3-15. With the boat moving, check the operation of the trim tabs. Make sure they operate properly.

DAILY SHUT-DOWN

1. Reduce engines speed to idle. Place transmission controls in neutral. Increase engines speed to no more than half engine speed for five minutes to cool the engines.

CAUTION

Before shutting down engines, allow engines to cool down for at least 5 minutes. This will allow the turbocharger to slow down and cool off. Shutting down engines immediately could cause damage to the turbocharger.

2. Depress "SHUTDOWN" switches on bridge command console to stop engines. Hold switch until engine has stopped completely.

NOTE

If normal stop procedures do not shut engines off, depress the "EMERGENCY SHUT OFF" switches to stop the engines. This control is to be used only when normal stop procedures will not shut the engine down. If this control is used to stop the engines, it will be necessary to reset the Emergency Air Shutoff Valve linkage on the engine.

GENERATOR OPERATION

GENERAL

The generator provides 120/220 VAC operation of Microwave, hot water heater, converter, range, refrigerator, etc. The bridge command console contains an indicator which lights when the generator is operating.

The generator is protected by a circuit breaker on the generator. The AC system is protected by circuit breaker switches at the Master Control Panel.

The fuel for the generator is supplied from the aft fuel tank through the primary filter in the stairwell area under the cockpit and a secondary filter on the generator. Another filter is located in the fuel lift pump. The secondary fuel filter contains a manual priming pump. The fuel line at the fuel tank to the generator contains a shut-off valve.

NOTE

Infrequent use of the generator may result in hard starting. Operate generator set one 30 minute period each week. For detailed operation of the generator, refer to the Operator's Manual supplied with this manual.

GENERATOR START-UP

1. Open the engine compartment access hatch. Check area for smell of fuel fumes. Visually check generator for signs of fuel or oil leaks.
2. See Figure 3-11. Make sure fuel shutoff valve on fuel line at aft fuel tank is open.
3. See Figure 3-7. Check the generator oil level. Pull out dipstick and make sure level is between high and low marks.

If the generator needs oil, refer to Section V, Maintenance for engine oil type and filling instructions.

4. See Figure 3-8. Check that the coolant level in the expansion tank is between the upper and lower marks.

If coolant system needs filling, refer to Section V, Maintenance for information on coolant.

5. See Figure 3-9. Check that generator raw water intake filter is clean. Open intake valve. Valve is open when handle is inline with hose.

SECTION III OPERATION

GENERATOR OPERATION

2. See Figure 3-11. Make sure fuel shutoff valve on fuel line at aft fuel tank is open.
3. See Figure 3-7. Check the generator oil level. Pull out dipstick and make sure level is between high and low marks.

If the generator needs oil, refer to Section V Maintenance for engine oil type and filling instructions.

4. See Figure 3-8. Check that the coolant level in the expansion tank is between the upper and lower marks.

If coolant system needs filling, refer to Section V, Maintenance for information on coolant.

5. See Figure 3-9. Check that generator raw water intake filter is clean. Open intake valve. Valve is open when handle is inline with hose.
6. See Figure 3-16. Make sure the generator battery switch is set to ON.

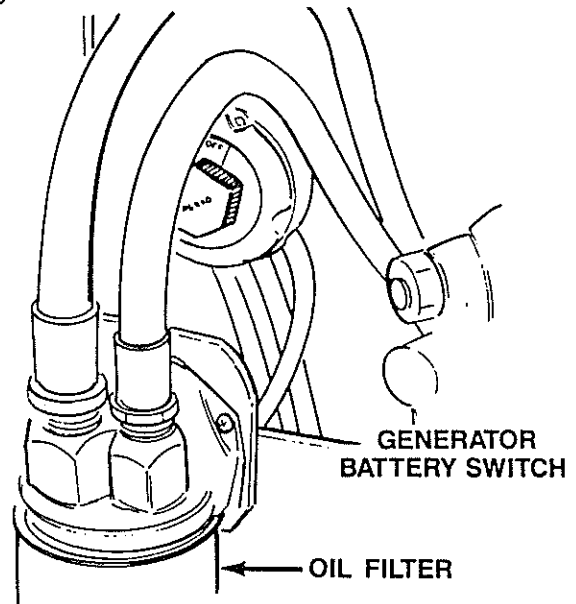


Figure 3-16 Generator Battery Switch

7. See Figure 3-17. At the Master Control Panel in the main cabin, turn all 120/220V breaker switches off. Set the "SHORE" circuit breakers to OFF. Wait 2 minutes and then slide the cover on the selector switch over the "SHORE" circuit breakers.
8. See Figure 3-17. Set and hold the "PREHEAT" switch to on for 10 to 30 seconds, depending on the outside air temperature (longer during colder temperatures).

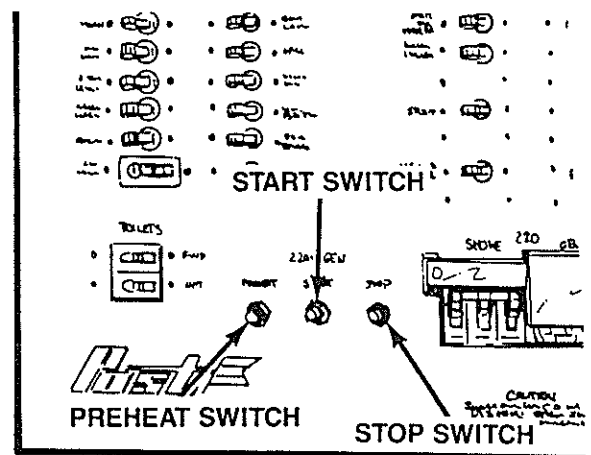


Figure 3-17 Master Control Panel

NOTE

The "PREHEAT" switch should be held as follows: Above 41°F - 10 seconds; Between 23 and 41°F - 20 seconds; Below 23°F - 30 seconds.

The "PREHEAT" switch overrides the low oil cut-out switch and must be held until oil pressure reaches 20 psi during starting.

GENERATOR OPERATION

9. Continue to hold the "PREHEAT" switch and hold "START" switch until unit starts. Release "START" switch. Hold the "PREHEAT" switch until oil pressure reaches 20 psi.

CAUTION

Do not crank generator continuously for more than 12 seconds at a time. A 30 second cool-down period must be allowed between cranking attempts. If generator fails to start after three attempts, contact your Dealer.

NOTE

If oil pressure drops too low or operating temperatures climb too high, generator will automatically shut down. Correct problem before attempting to re-start generator.

10. Check for water coming from the exhaust pipe. This indicates water circulation in the generator cooling system and should occur very shortly after the generator starts.
11. Visually inspect the generator area for fuel, oil, and water leaks.
12. Visually inspect the exhaust system for leaks. If any leaks are detected, immediately shut down generator and correct leaks.
13. Apply a light load and allow generator to warm up to between 140 and 150°F before connecting a heavy load. Avoid prolonged NO LOAD running. Keep the load within nameplate rating.

GENERATOR SHUT-DOWN

1. Shut off all 120/220V circuit breakers.
2. Allow generator to run for 3 to 5 minutes at no load for engine cool-down.
3. Set "STOP" switch to STOP and hold it until the generator completely stops.

SHORE POWER

GENERAL

The 120V AC system is a 3 wire grounded system. It is protected by circuit breaker switches at the Main Control Panel in the cabin. Your yacht is equipped with a 220 V shore power inlet located on the starboard side of the cockpit.

This supplies 50 amps to the Master Control Panel where power is supplied to both lines in the panel as needed.

CONNECTING SHORE POWER

NOTE

When connecting shore cable to dock outlet have adequate slack in the cable to prevent cable stretching from tidal changes.

SECTION III OPERATION

SHORE POWER

1. See Figure 3-20. Turn all 120V breaker switches OFF. Set the "GEN" circuit breaker to OFF. Wait 2 minutes and then slide the cover on the selector switch of the "GENERATOR" circuit breakers. Set the breaker switch marked "CABLE MASTER" on the DC Master Control Panel to ON.
2. See Figure 3-18. Hold the Cable Master switch to OUT and reel out the shore power cable.
3. Make sure the dock outlet is off. Connect the male end to the dock outlet.
4. Switch dock circuit breaker to ON. Refer to Connecting AC Power Below for operating the AC system.

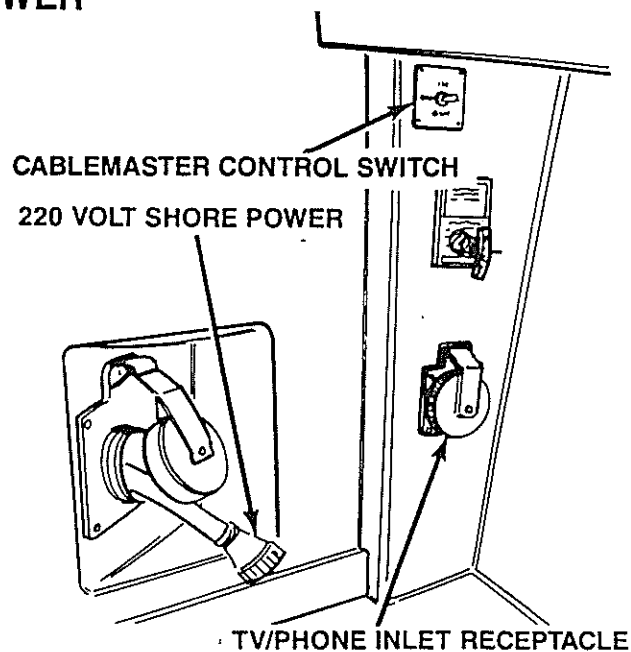


Figure 3-18 Shore Power Inlet

CAUTION

Disconnect the shore power cables when leaving the boat unattended for an extended period of time.

DISCONNECTING SHORE POWER

1. Switch off all circuits.
2. Switch off the dock circuit breaker.
3. Disconnect the shore power cables from the dock outlet.
4. Hold the Cable Master switch to the IN position until the cable is completely reeled in. Screw the cover on inlet receptacle. Set the "CABLE MASTER" breaker switch on the Master Control Panel to OFF.

NOTE

The refrigerator and cockpit freezer operate off the AC system only. In order to keep them running after shore power is disconnected, it will be necessary to run the generator.

SHORE POWER CABLE CARE

The metallic parts of the cable are made to resist corrosion. In salt water environment, the life of the cable can be increased by periodically wiping the exposed parts with fresh water, drying and spraying with a moisture repellent.

SHORE POWER

Clean the cable with a grease cutting household detergent. Periodically apply vinyl protector.

If cable is immersed in water, rinse plug and connector end thoroughly in fresh water. Shake or blow out excess water and allow cable to dry. Spray plug and connector with a moisture repellent before re-use.

ELECTRICAL SYSTEM

OPERATING DC POWER

See Figure 3-19. To operate the 12V DC systems, first turn on the battery circuit breaker switch marked "DC MAIN" on the aft, starboard bulkhead in the engine compartment.

See Figure 3-20. Set the "DC MAIN" breaker switch on the Master Control Panel to ON.

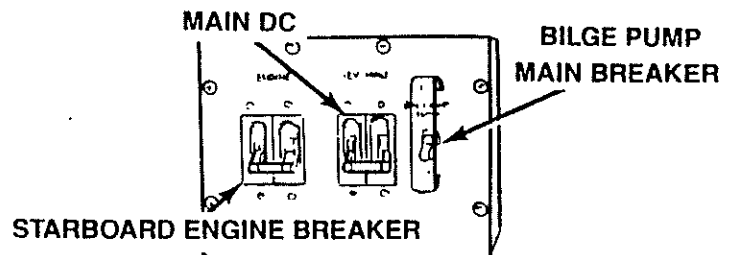


Figure 3-19 Battery Circuit Breaker

Check the condition of each battery by setting the selector switch to each battery and checking the Battery Condition Indicator. If any battery indicates low charge, operate the generator or shore power in order to provide power to the battery charger. Switch to ON only the 12V systems which you intend to use such as lights, shower pump, water pump, etc. Switch OFF any system which is not in use.

NOTE

Always switch circuit breakers to OFF when leaving the boat unattended.

CONNECTING AC POWER

The AC electrical system is connected to either the shore power system or the generator. Connection to either system is by circuit breakers on the Main Control Panel. Both systems provide 50 amps of power to the panel where power is supplied to both Line A and Line B as needed.

Connecting Shore Power

1. Connect shore power cable as directed above. If operating, Shut down generator as directed above.
2. Set the "GEN" circuit breaker OFF. Slide the cover over the "GEN" circuit breaker. Set the "SHORE" circuit breaker to ON.
3. Check that the voltmeter reads approximately 220V. If the voltage is low or high do not attempt to operate equipment. Equipment can be damaged if operated on voltage lower than it is rated.

SECTION III OPERATION

ELECTRICAL SYSTEM

4. Switch on only the circuits you will be using.

Connecting Generator Power

1. Shut down all AC systems. Start generator as directed above.
2. If shore power is connected, set "SHORE" circuit breaker to OFF. Slide the cover over the shore power circuit breaker.
3. Set the "GEN" circuit breaker ON. Check that the voltmeter reads approximately 220V. If the voltage is low or high do not attempt to operate equipment. Equipment can be damaged if operated on voltage lower than it is rated.
4. Switch on only the circuits you will be using.

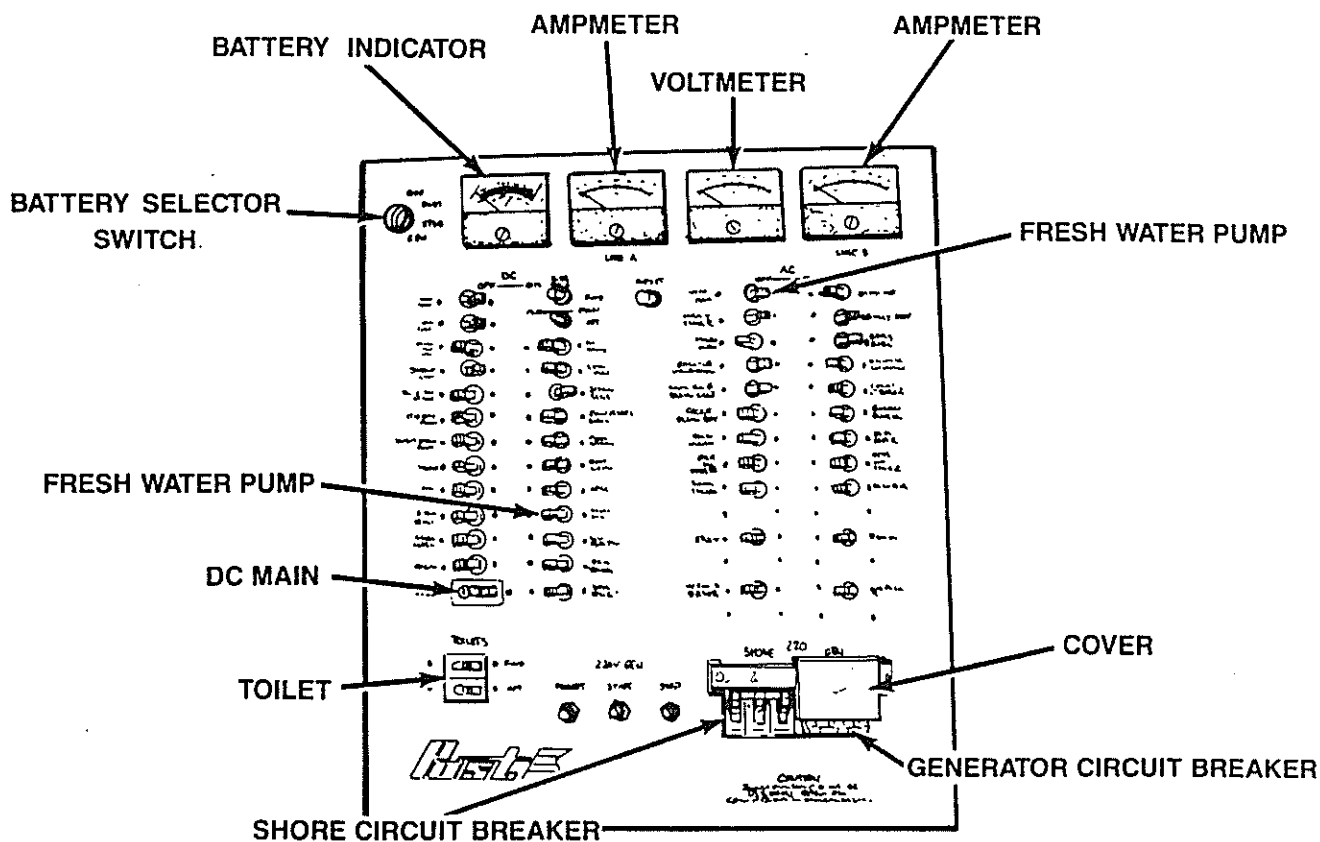


Figure 3-20 Master Control Panel

FRESH WATER SYSTEM

GENERAL

The fresh water system on your boat has four water tanks with a capacity of 240 gallons. The water supply is fed to both the AC and DC (optional) water pumps that pressurize the system.

When docked, if available, a pressurized dockside water supply can be attached to the boat's fresh water system. This will pressurize the system without using the electrical water pumps or consume the water tanks' supply.

NOTE

The dockside water supply will not fill the water tanks. They must be filled through the filler fitting.

CONNECTING DOCKSIDE WATER INLET

NOTE

Before attaching the water supply to the dockside water inlet, make sure the water is for drinking. Not all water at dockside is for drinking. Check with the dockmaster to be sure.

1. See Figure 3-21. Connect a garden hose to the dockside water inlet located on the forward, port side of the cockpit.
2. Connect the other end of the hose to the dockside spigot.
3. Open the cold water faucet valve at the cockpit sink and then open the dockside water spigot. As soon as a steady stream of water comes out of the faucet, close it. The fresh water system is now ready for use.

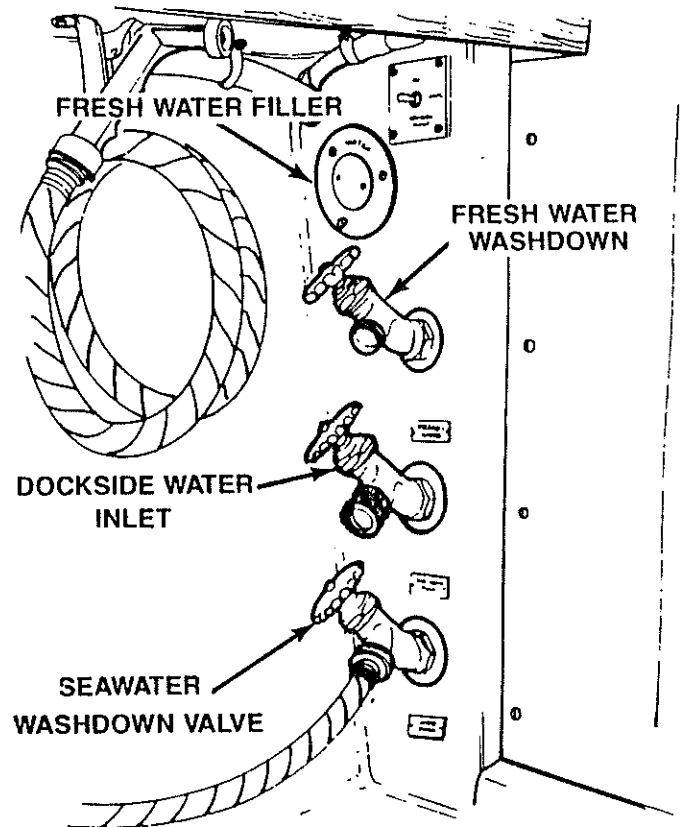


Figure 3-21 Dockside Water Inlet

CAUTION

Always disconnect the dockside water inlet when the boat is unattended. The sudden rupture of an inside water line could very quickly flood the boat with an endless supply of water.

FILLING FRESH WATER TANK

NOTE

Before filling the water tank, make sure the water supply is for drinking. Not all dockside water is for drinking. Check with the dockmaster to be sure.

SECTION III OPERATION

FRESH WATER SYSTEM

CAUTION

When filling the water tank, do not leave the hose unattended. The water supply system could over-pressurize the tank and damage it.

1. Open the water tank fill fitting located on the forward, port side of the cockpit.
2. Fill the tank with the hose from the dockside supply up to the fill fitting.
3. See Figure 3-22. Check that the water tank gauge beside the Master Control Panel indicates full.
4. Replace cap on the fill fitting.

WATER TANK GAUGE

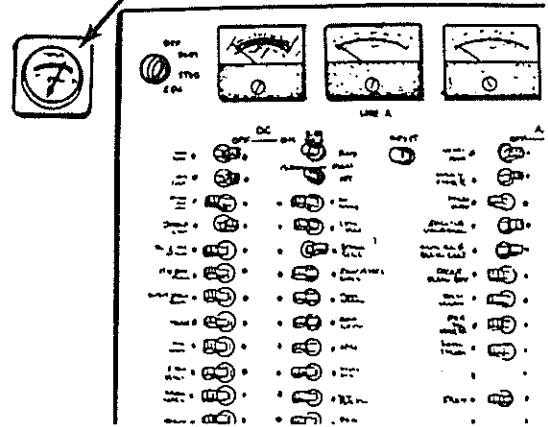


Figure 3-22 Water Tank Gauge

OPERATING FRESH WATER PUMP

CAUTION

Only operate the fresh water pump with water in the tank. Running the pump dry will cause impeller damage.

Water pressure for the fresh water system is supplied by AC water pump and by an optional DC water pump. Only one pump should be operated at a time. Where possible, the AC pump should be used to conserve the battery power.

1. See Figure 3-20. Set either the AC or DC "WATER PUMP" breaker switch in the Master Control Panel to ON.

The pump will run until the system is pressurized. Once pressurized, it will turn itself off and only come back on when water pressure is decreased.

NOTE

The AC water pump can be primed from the Master Control Panel if necessary. To prime the pump, hold the "RESET" switch to ON until the pump is primed and running.

2. Operate all of the faucets as needed.

OPERATING HOT WATER HEATER

CAUTION

Before turning the Hot Water Heater breaker switch ON MAKE SURE THE WATER HEATER IS FULL OF WATER. Turning on an empty water heater will damage the heating elements and destroy the unit.

FRESH WATER SYSTEM

NOTE

To make sure a water heater is full of water open a hot water faucet valve and allow a steady stream of water to flow out of the faucet to remove all air from the hot water circuit.

1. With the generator running or shore power connected to the boat, switch ON the "WATER HEATER" breaker switch.
2. Wait for the water in the tank to warm up, then use as you would at home.

NOTE

The cold water line to the galley sink contains an instant hot water heater. To obtain hot water immediately, turn ON the "INST HOT" breaker switch.

OPERATING SHOWER

CAUTION

The shower drains into a sump containing a pump. Make sure the breaker switch for that pump is switched ON when using the shower.

1. Switch ON the "SHOWER PUMP" breaker switch in the Master Control Panel. If you are not connected to dockside water supply, switch ON the AC "WATER PUMP" breaker switch.
2. Turn the shower on and regulate the water temperature as you would at home.

TOILET AND HOLDING TANK

CAUTION

Always check local laws pertaining to overboard discharge in your area. Regions prohibit discharge of waste other than at an approved dockside pump-out station.

Do not deposit any foreign objects into the toilet. Even a cigarette or paper towel could clog or damage this very delicate system.

Toilet lid should always be in the down (covered) position when the boat is underway to prevent slamming and possible damage.

NOTE

Post recommends only the use of biodegradable toilet tissue that is sold for marine use.

Odor in the toilet and holding tank can be controlled by the use of approved sanitary system treatment chemicals.

SECTION III OPERATION

TOILET AND HOLDING TANK

TOILET

See Figure 3-20. To operate, make sure the breaker switch "TOILETS" "FWD" or "AFT" is ON.

See Figure 3-23. Make sure the thru-hull valve for the toilet is open. The valve is open when the handle is in line with the hose.

The thru-hull valve for the toilets is located in the bilge below the passageway.

See Figure 3-23. The toilets can be flushed either directly overboard, where permitted, or into the holding tank. To flush the toilet directly overboard, open the drain valve and close the holding tank valve. The drain valve for the forward toilet is located in the bilge in the forward stateroom. The drain valve for the aft toilet is located in the bilge in the passageway. To flush into the holding tank, close the drain valve and open the holding tank valve.

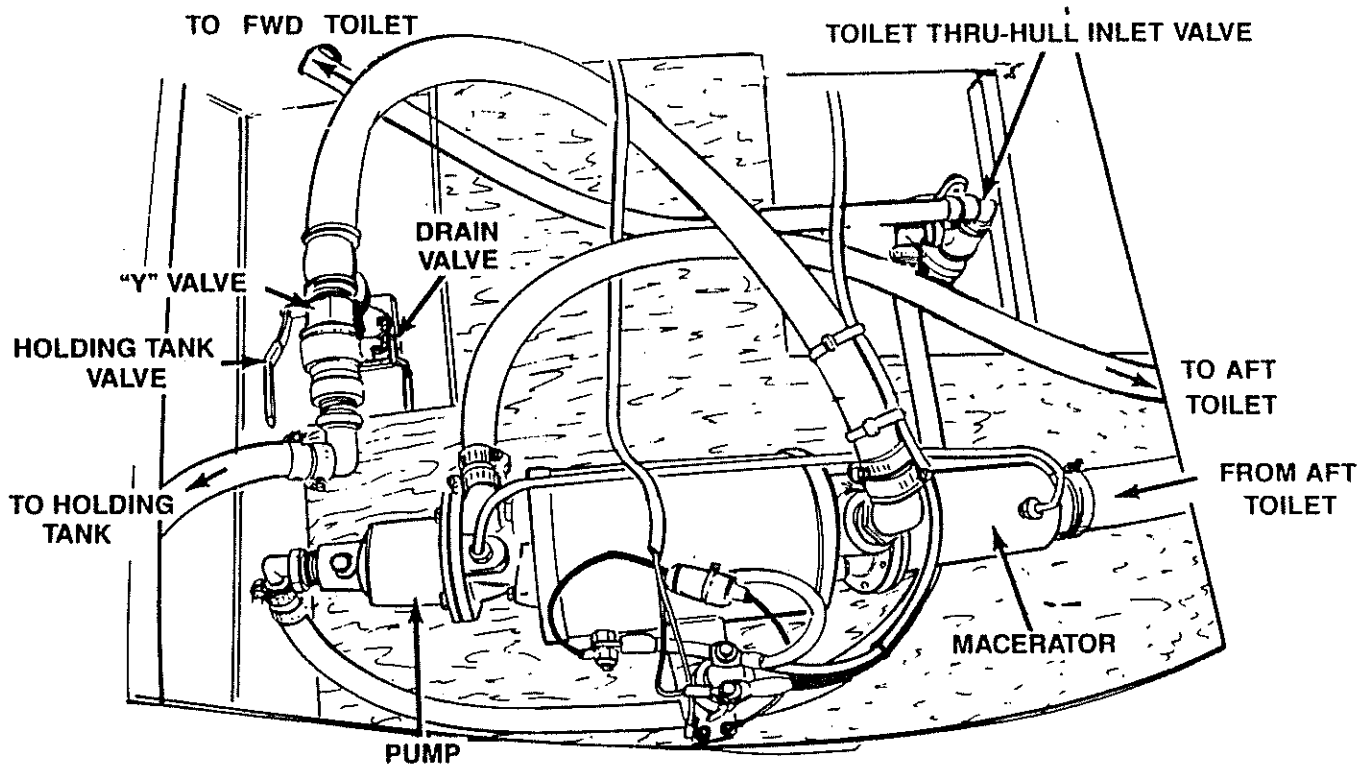


Figure 3-23 Toilets Thru-Hull Valve and Toilet Drain Valve

See Figure 3-24. To flush the toilet, push the flush button switch. Water should flush the toilet for approximately 10 seconds. If the water does not stop, set the "EMERGENCY" switch to OFF.

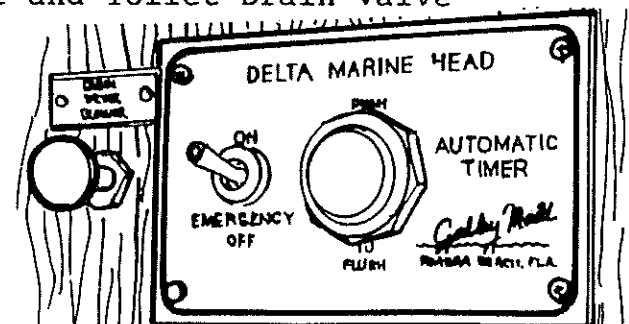


Figure 3-24 Toilet Control Panel

TOILET AND HOLDING TANK

HOLDING TANK

The holding tank will hold 55 gallons. To empty the holding tank, Post recommends the use of a dockside pump-out facility. Connect the hose from the pump-out facility to the fitting marked "WASTE" on the starboard gunnel.

See Figure 3-25. Where permitted, the holding tank can be drained directly overboard by opening the thru-hull valve located in the forward, port side of the engine compartment.

WARNING

The effluent in the holding tank can develop a gas which can explode. Use suitable precautions when any maintenance is done on the system.

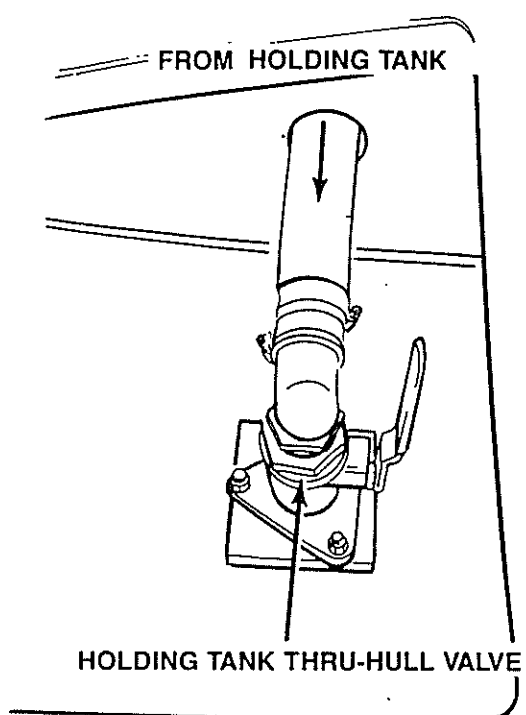


Figure 3-25 Holding Tank Thru-Hull Valve

GENERAL INFORMATION ON BOAT HANDLING

BOAT HANDLING

The best method of learning how to handle your Post yacht and obtaining the best performance from the yacht is to practice and experiment. After several hours of operation, you should experiment with throttle settings to discover the setting that will be the most comfortable and economical range for your particular loading conditions.

We suggest that you make a speed/RPM chart in order to obtain the most economical operation. Operate the boat at various speeds and check the fuel consumption. Determine the amount of operating time remaining when the fuel gauge drops into the red band. Make a log of this type of information and have it available when operating your yacht.

In addition, you may want to determine the following:

Minimum speed for effective steering.

Turning radius at different speeds.
Response to steering at low speeds.

Acceleration and deceleration rates.

Time and distance to bring the boat to a stop at different speeds.

Control of the boat using both engines (transmissions) and rudder in close quarters.

SECTION III OPERATION

GENERAL INFORMATION ON BOAT HANDLING

Twin screw boats are easy to maneuver. The boat will run ahead or backward in a straight line when both engines are working together at the same speed. During backing, the rudders can be used to steer to port as well as starboard. Most close-in maneuvering is accomplished without using the rudders.

Moving ahead on one engine will cause the bow to swing away from the running engine side and to move forward at the same time. Backing up with one engine will cause the bow to swing toward the running engine side and the boat to move backward.

Running one engine ahead and one engine astern will cause the boat to turn end-for-end in little more than its own length.

Running both engines in the same direction at different speeds will cause the boat to move in the direction dictated by the faster engine but its influence will be modified by the slower engine.

CAUTION

When operating with one engine shut down, be careful to avoid any situation where water can enter the dead engine through its exhaust. Water entering an engine can cause serious damage.

You should always keep both engines running when underway. If it is necessary to shut down an engine, be very careful when slowing down, backing up, or running in a following sea. These situations are conducive to allowing water in the exhaust system. If extensive running on one engine is necessary, the propellar shaft should be locked on engine not running to prevent damage to the transmission.

PUT SAFETY IN YOUR BOATING

Each year more and more Americans go boating in their leisure hours. To prevent the needless loss of life and property, the increase in traffic on our waterways must be accomplished by greater awareness of safe boating practices. The principal factor in boating accidents over the years has been the careless operator. In order to reduce the number of boating accidents and to make boating the purely pleasant recreation it should be, the following words are devoted to help make this possible:

BOATING'S GOLDEN RULE -- SAFETY FIRST

Observe these safety rules:

1. Know your boat
2. Don't overload
3. Keep a good lookout
4. Operate at safe speeds
5. Respect the weather
6. Take sufficient fuel
7. Keep your boat in shape
8. Carry necessary equipment
9. Secure your boat properly
10. Obey the law

BE COURTEOUS AND CAREFUL AT ALL TIMES

EMERGENCY OPERATION

ENGINE COMPARTMENT FIRE

Your yacht is equipped with two halon fire extinguishers in the engine compartment; one forward and one aft. This system operates automatically to extinguish a fire in the engine compartment. The system readiness is indicated by a light on the bridge command console. This light should be on whenever power is on. If the light is out, a halon extinguisher has discharged.

Actuation of an extinguisher is also indicated by a loud sound similar to that of small arms fire followed by a "rushing" air sound.

See Figure 3-26. The extinguisher system can also be manually activated by a pull handle in the cockpit on the starboard forward side. If a fire is detected before the automatic system is activated, the pull handle can be used to activate the system.

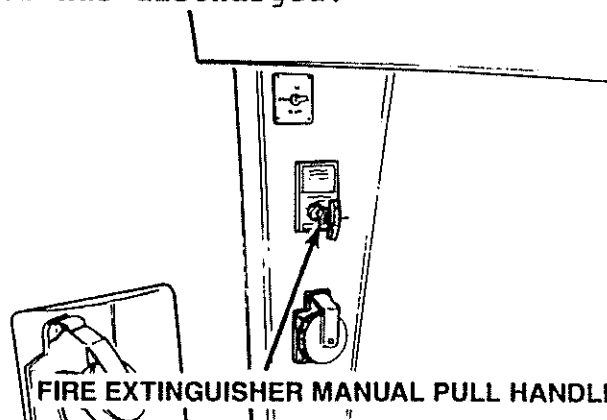


Figure 3-26 Manual Pull Handle for Fire Extinguisher

If the indicator light goes out, if you hear the sound of the extinguisher discharging or if you manually activate the system, proceed as follows:

1. Shut down engines and generator.
2. Have all occupied enclosures evacuated immediately. If practical, evacuate the boat.
3. Shut down all electrical circuits.
4. Do not open the compartment. Allow the halon fire extinguisher to soak the compartment for at least 15 minutes.

WARNING

Opening the compartment will feed oxygen to the fire and flashback can occur.

If halon is consumed by the running engine, an orange brown smoke will come out the exhaust. This smoke is toxic and extremely acrid. Avoid breathing if possible.

5. Wait for hot metals and fuels to cool before inspecting for cause or damage. Have approved portable extinguisher at hand and ready for use. Do not breathe fumes or vapors caused by the fire.

SECTION III OPERATION

EMERGENCY OPERATION

6. See Figure 3-27. Prior to entering the compartment, operate the bilge blowers to ventilate the area. Bilge blower switches are located on the bridge control console and next to the Master Control Panel in the salon.

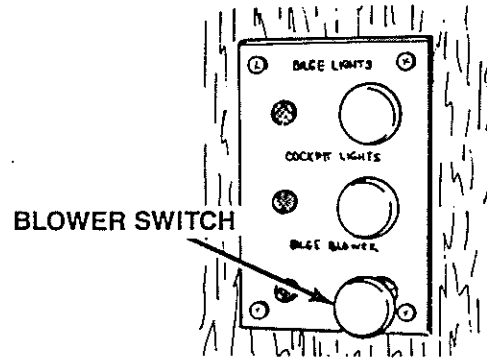


Figure 3-27 Bilge Blower Switch

STRONG FUEL FUMES

Fuel fumes are heavier than air and can collect in the bilge areas. They are extremely hazardous. If you detect strong fumes, proceed as follows:

1. Have all occupied enclosures evacuated immediately. If at a safe place, evacuate the boat.
2. Shut down engines and generator.
3. Shut down all electrical circuits.
4. Notify the dock, fire department or Coast Guard of your condition.
5. Open the boat up for natural ventilation. See Figure 3-26. Use the bilge blowers to ventilate the area.
6. When safe, locate the source of the fumes. Using a hand pump, remove any fuel from bilge to a safe, approved location.

EXCESSIVE WATER IN BILGE

See Figure 3-28. Your Post yacht is equipped with 2 bilge pumps; one in the master stateroom and one under the cockpit deck. The bilge pumps have a float switch which automatically turns the pumps on when the water level reaches a specific height.

The pumps can be turned on manually by switches on the Master Control Panel. The Indicator on the bridge command console will light when the aft pump comes on. Under most conditions, the pumps will handle any water in the bilge.

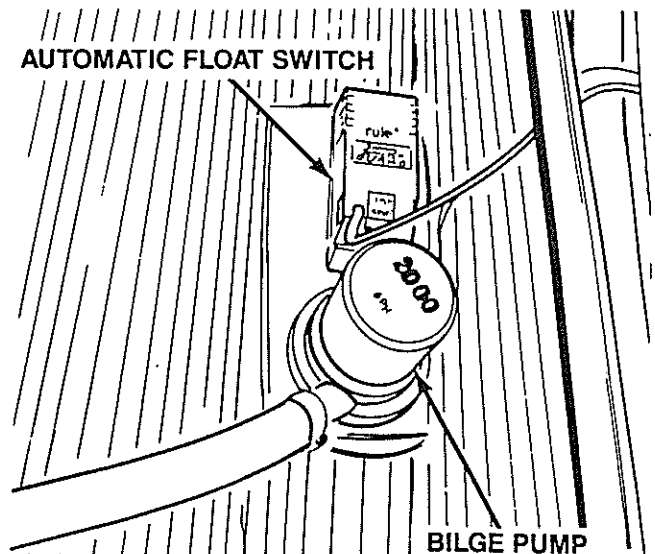


Figure 3-28 Forward Bilge Pump

EMERGENCY OPERATION

See Figure 3-29. There is also a high water alarm system. This system consists of a water level sensor in the forward stateroom bilge just forward of the bilge pump and an alarm in the salon. If this alarm sounds, the water level is too great for the bilge pumps and it may be necessary to use the engine bilge pump out system below.

See Figure 3-30. Your yacht has an engine bilge pump out system. In an extreme case (such as when the high water alarm sounds) where water entering the hull cannot be handled by the bilge pumps, the engine raw water pump can be used to extract the water.

Hoses connected to the raw water intake are routed to the engine compartment bilge. When the water level reaches these hoses, close the raw water thru-hull valve and open the emergency bilge pump out valve. As soon as the water lowers below the open hose, close the emergency bilge pump out valve and open the raw water intake thru-hull valve.

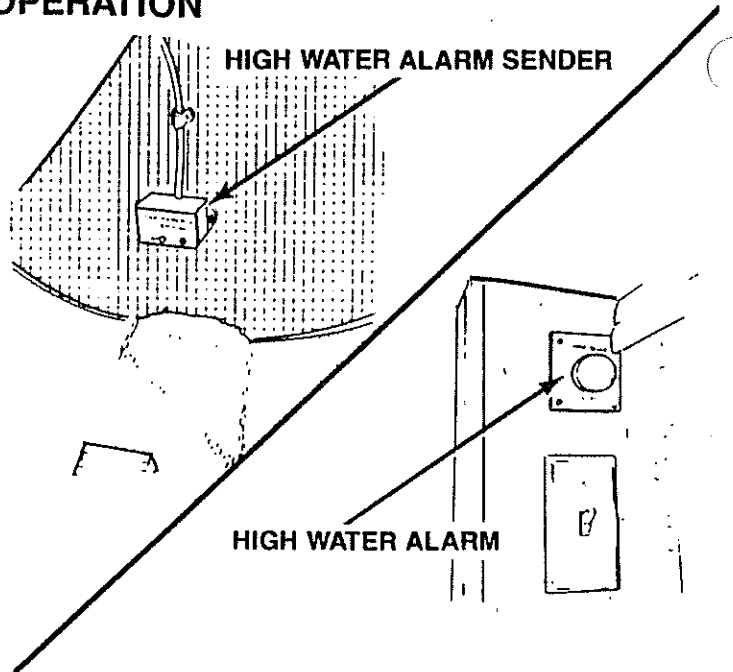


Figure 3-29 High Water Alarm

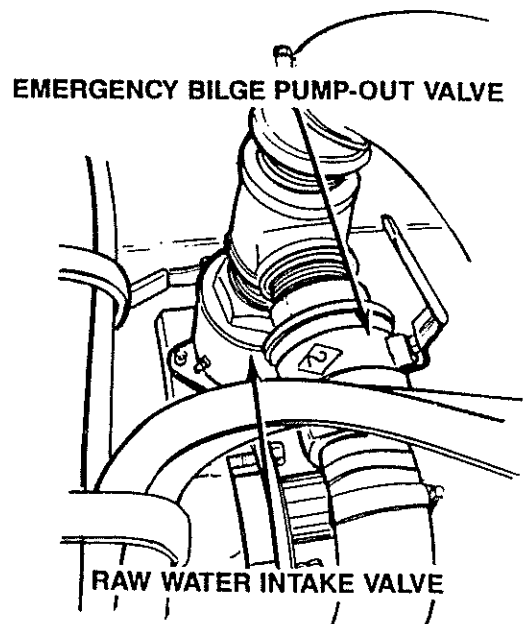


Figure 3-30 Engine Bilge Pump Out Valves

NOTE

The forward fuel tank compartment contains a drain tube with a plug for draining the compartment. The drain plug is located in the bilge under the companionway below the toilet pump. This tube should be opened periodically and the compartment drained.

SECTION IV ACCESSORIES

GENERAL

This section provides some information on the accessories on your Post yacht. It does not provide all the information needed for complete operation and maintenance. Refer to the manufacture's manual for detail information.

ENTERTAINMENT CENTER

The entertainment center includes the TV and stereo with cassette deck. These items are plugged into AC outlets and the outlets are controlled by breaker switches on the Master Control Panel. The outlets and cable connections are accessible through the cabinet on the wall opposite the galley. There is a CABLE/ANTENNA selector switch in the same compartment which must be set to the proper source. Refer to the manufacturer's manuals for operation.

REFRIGERATOR/FREEZER

The refrigerator supplied with your Post yacht is controlled by a circuit breaker switch marked "CABIN & REFIG" on the Master Control Panel. A temperature control knob is located inside.

NOTE

Do not obstruct the air flow around the refrigerator.
Do not obstruct the air flow at the vent.

STOVE/OVEN AND MICROWAVE OVEN

The stove is a three burner AC electric stove with an oven. It is controlled by a breaker switch marked "STOVE" on the Master Control Panel.

The microwave oven is controlled by a breaker switch marked "MICRO OVEN" on the Master Control Panel.

To operate these items. you must have either shore power or the generator running.

CENTRAL VACUUM SYSTEM

The vacuum tank is located in the engine compartment, forward of the starboard engine. It is controlled by a breaker switch marked "SHELTER & VAC CLEANER". To operate the system, supply either shore power or generator and turn on the "CENTRAL VACUUM" breaker switch on the Master Control Panel. The vacuum is turned on when a hose is placed into the vacuum outlet located in the step from the galley to the salon.

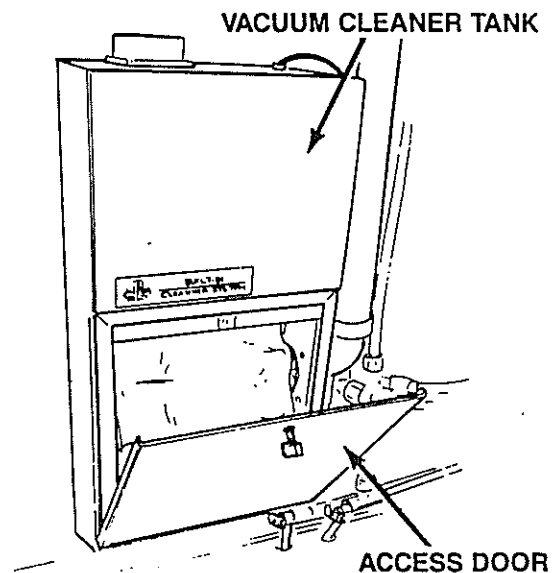


Figure 4-1 Vacuum Cleaner Tank

COCKPIT REFRIGERATOR/FREEZER

A top loading refrigerator/freezer is located on the starboard side of the cockpit. The unit is controlled by the breaker switches marked "COCKPIT REFRIG BOX" and "COCKPIT FREEZER" in the Master Control Panel.

To operate the refrigerator/freezer. you must have either shore power or the generator running.

AIR CONDITIONING SYSTEM

There are three air conditioning units; one in the forward stateroom under the bunk, one in the mid stateroom under the bunk and one in the bilge area under the cockpit. The unit in the forward stateroom cools/heats the forward stateroom. The unit in the starboard guest stateroom cools/heats the guest stateroom and heads. The unit in the cockpit bilge cools the salon, galley and port guest stateroom.

The units are reverse cycle. that is they heat and cool. The air conditioning units are controlled by 3 breaker switches marked "FWD AIR". "MID AIR" and "AFT AIR".

The air conditioning system uses sea water for operation. The water is taken in through a thru-hull valve and a strainer to the air conditioning seawater pump where it is pumped to the compressors units.

Two thru-hull valves, strainers, and air conditioning pumps are located in the aft stateroom bilge and one thru-hull valve, strainer and pump is located in the forward, port side of the cockpit bilge.

When operating the air conditioning system. the valves must be open. handle straight up. The strainers must be checked and cleaned occasionally. For operation of the air conditioning system. refer to the manufacturer's instructions.

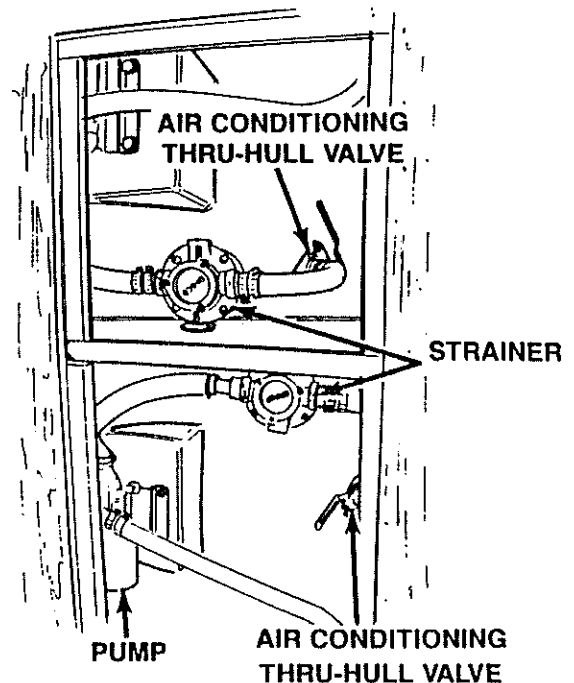


Figure 4-2 Air Conditioning Thru-Hull Valve and Strainer

SECTION IV ACCESSORIES

OPTIONAL HEATERS

Efficiency of the air conditioning system for heating is greatly reduced when the sea water temperature drops below 40°F. In order to heat the yacht in cold water operation, optional heaters may be installed. These heaters are controlled by breaker switches marked "FWD HEATER", "AFT HEATER", "STBD MID HEATER" and "PORT MID HEATER" on the Master Control Panel.

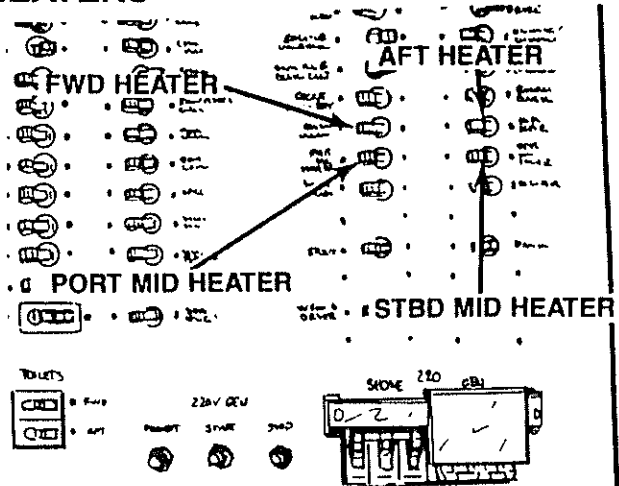


Figure 4-3 Heater Breaker Switches

WASHER/DRYER

Your yacht has a washer and dryer located in the passageway. The water valves for the washer are accessible from inside the mid stateroom. The washer and dryer are controlled by a breaker switch marked "WASHER & DRYER" on the Master Control Panel.

ICEMAKER

There is an icemaker located in the wet bar in the salon. The icemaker is controlled by a breaker switch marked "ICE MAKER/COMPACTOR" in the Master Control Panel and an ON/OFF switch at the bottom of the unit.

SECTION V MAINTENANCE

GENERAL

The amount of maintenance required to keep your yacht operating properly and to maintain the appearance is dependent on the use of the yacht. The use of the yacht includes such variables as frequency of use, salt or fresh water, geographic location, etc.

Bilge areas should be kept clean and dry. Leaks found early and corrected will not cause damage. Do not allow grease and dirt to build up.

Any condition found requiring corrective action should be done by a qualified mechanic. If away from home, contact your Dealer or the manufacturer of the equipment involved for reference to a qualified repair shop. Make sure any changes made during maintenance conform with Coast Guard specifications.

EXTERIOR

FIBERGLASS

Your Post yacht's exterior surfaces are finished with gelcoat, an excellent long lasting finish. Although gelcoat has a hard, smooth surface, it does contain microscopic pores that will allow surface discoloration if not kept clean.

The best way to prevent such discoloration is to hose with fresh water after each outing. Regularly wash with water and a mild detergent. Use a sponge on smooth surfaces and deck and use a brush on non-skid areas. Do not use abrasive cleaners. Be sure to rinse away all grime and salt residue.

At least once a season, you should apply a good coat of wax and buff to a high luster. Check with your local Dealer for recommendations as to the best wax to use for your local conditions. The wax film will seal the pores as well as enhance the looks of your boat. While waxing your yacht, be sure to inspect the surfaces for any damage and have the damage corrected as soon as possible.

Gelcoat will age or dull naturally. The sun, pollution in the air, old wax accumulations, salt content of the water are factors that will affect the rate of yellowing. The following process will restore a yellowed finish and remove stains.

1. Clean the affected area with a good detergent.
2. Remove stubborn stains and yellowing with a polishing compound suitable for use on fiberglass. Use an electric buffer and an 8 inch lamb's wool pad.

CAUTION

Keep the buffer moving. Do not allow it to rest in one spot. Heat build up will quickly distort the surface.

EXTERIOR

3. Apply the compound sparingly to a small area at a time. During buffing, check to see when the yellow is removed. Avoid excessive buffing, this can wear away the gelcoat.
4. After removing the discoloration, wipe the area clean and wax it.

CAUTION

Compounding too often or excessive compounding can wear away the gelcoat. Check with your Dealer for the right type of compound to use.

EXTERIOR FINISH

The painted exterior areas of the boat is Interlux Exterior Gloss White #87 mixed with Ivory Interlux #224 (approximately 8 oz. per gallon) to match gelcoat.

The wood is finished with Interlux #60 Rubbed Effect Varnish. The teak is treated with Tip-Top Teak (or equal) manufactured by Triple T. Enterprises, Inc., Palm Beach Gardens, Florida.

The Bridge parts and moulding around shelter are teak finished with Interlux #96 Schooner Varnish.

STAINLESS STEEL RAILS AND HARDWARE

The stainless steel rails and hardware should be rinsed off after cruising and polished periodically to prevent salt water corrosion.

To clean stainless steel, do the following:

1. Wash with hot water and soap or detergent such as Bon Ami or other commercially available stainless steel cleaners.
2. After cleaning, rinse with clear water. Wipe dry with a clean soft cloth to avoid water marks.
3. If discolorations or deposits persist, use a non-scratching household cleanser or stainless steel polishing powder with a little water and a soft cloth.
4. For stubborn deposits, use a plastic scouring pad or soft bristle brush with cleanser and water. Rub lightly in the direction of the polishing lines of the finish. Do not use too much pressure which may mar the surface.

CAUTION

Do not use abrasive cleaning products, pads, steel wool or steel brushes. These will damage the finish.

SECTION V MAINTENANCE

EXTERIOR

5. Do not allow deposits to remain on the finish for long periods. Do not allow salt solutions, disinfectants, bleaches or cleaning compounds to remain on the finish. Many of these compounds contain chemicals which could cause harm. Rinse with water after exposure and wipe dry with a clean, soft cloth.

WINDOWS

The glass is tempered safety glass and requires only normal cleaning.

The Venturi windshield and deck hatches are made of acrylic plastic that should have particular care not to be scratched. Clean them with standard window cleaner.

CAULKING

Deck fittings, bow rails, window, hatches, etc., have all been caulked with the highest quality material to ensure a waterproof joint with the boat. However, the working action of normal use will tend to flex the joint and eventually break down the seal between them.

BOTTOM PAINT

The bottom only of your new boat has a special gelcoat called Blisterguard. This helps resist the formation of bottom blisters and will last two to three times longer than standard gelcoat. The color pigment is gray and any bottom patching should be done with the same material. We do not advise any sand blasting of bottoms or rough sanding that goes through the gelcoat.

Although Post uses an expensive and time consuming system in applying anti-fouling paint to hull bottoms, some owners may experience paint failure due to deeper than normal penetration of the parting compound used in molding the hull. This is a condition that is unpredictable and is not warranted. Usually, cleaning and a light sanding is all that is needed before re-coating with a quality anti-fouling paint.

NOTE

Post recommends an annual cleaning, sanding and application of anti-fouling bottom paint. In tropical waters this should be done every 6 months. Check with your Dealer for recommendations as to the specific paint to be used in your area.

The bottom paint is Unepoxy Black #1810, Blue #1222, Red #1622, or Brown #1522. The boot stripe is from the Awl Grip Colors chart.

EXTERIOR

SLIDING DOOR LOCK

The lock cylinder on the sliding door should be lubricated with "CRC" or "WD-40" every six months. This will prevent the tumbler pins from getting hung up due to salt buildup.

Do not leave keys in the inside lock of the deckhouse sliding doors when locking door from the outside.

INTERIOR

COUNTERTOPS, FIBERGLASS AND TOILETS

These surfaces can generally be cleaned by using a mild cleaner such as "Fantastic". Avoid using any harsh or abrasive cleaners.

Teak interiors are sealed with Interlux Sanding Sealer #X9297 and then finished with #60 Interlux Rubbed Varnish.

Odor in the toilet and holding tank can be controlled by the use of approved marine sanitary treatment chemicals.

WALLS

The walls can be cleaned with a mild soap and water.

BILGES

The engine compartment of your Post yacht is painted with a high quality gelcoat which is easy to keep clean.

Several brands of bilge cleaners are available which will dissolve dirt and grime but will not harm the environment when pumped overboard. If the bilge is kept clean, it is much easier to identify leaks or other problems should they develop.

CAUTION

The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into or upon the navigable waters of the United States.

SHOWER SUMP

There is a shower sump located in the forward stateroom bilge.

The shower drains into a contained "sump" which is used to prevent hair, soap, scum and bacteria from accumulating in the bilge and developing an odor. The sump consists of a plastic box and a pump.

Periodically, open the sump box and clean out any build-up of hair and scum which will eventually clog the pump. The sump is located under the floor hatch in the passageway.

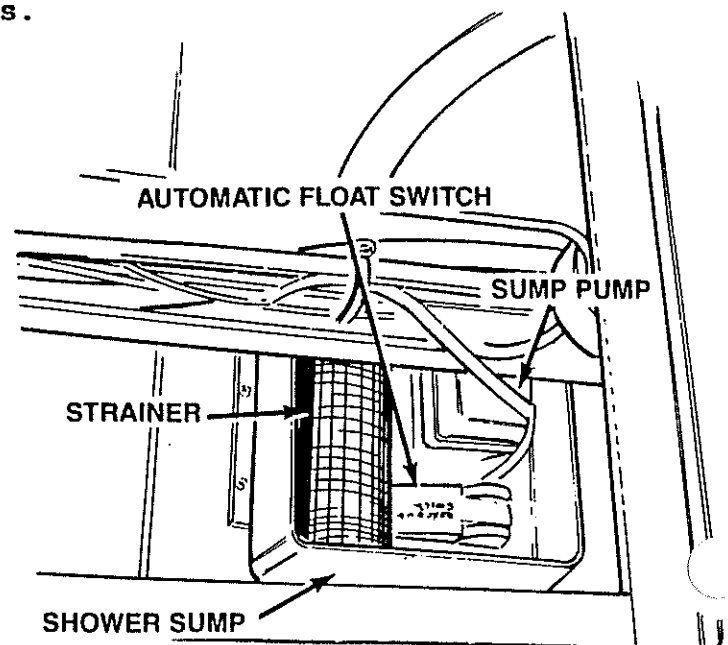


Figure 5-1 Shower Sump

SECTION V MAINTENACE

DAILY MAINTENANCE

PRE-START

Prior to starting, check the following:

1. Check condition of dock lines and cleats.
2. Check engine, generator, and fuel tank compartments for fumes. If strong fumes are detected, take action as directed in Section III, Operation.

If fumes detected are not strong, open compartments and operate bilge blowers.

3. Check bilge area for water or other liquids. Clean up any liquids. Make sure there is no loose gear in bilge area.

Check the intake screen of the bilge pumps to make sure they are free of dirt or material which could impede the flow of water through the pump.

4. See Figure 5-2. Check engine oil level. Pull out dipstick and make sure level is up to the upper mark.

If engines need oil, refer to Engine Oil in this section.

5. See Figure 5-3. Check that the coolant level in the expansion tank is at the "FULL" mark.

If coolant system needs filling, refer to Engine Cooling System in this section.

6. Check all water and fuel lines on the engine and in the engine compartment for signs of leaks. Correct any leakage.

7. Check all drive belts on the engines for wear. If belts show signs of wear, replace them. Refer to Engine Operation and Maintenance Manual.

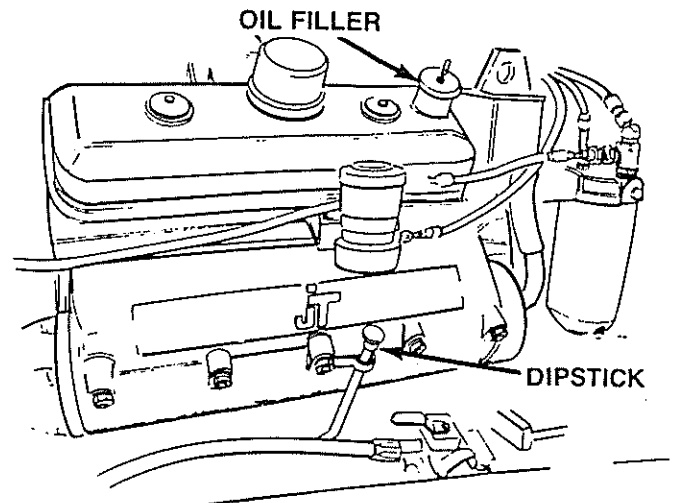


Figure 5-2 Checking Engine Oil

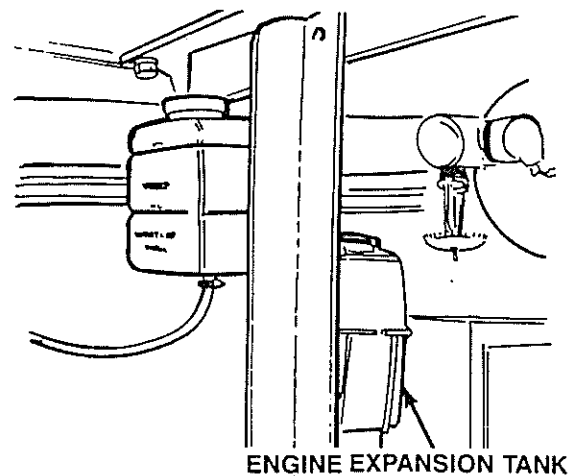


Figure 5-3 Checking Engine Coolant Level

DAILY MAINTENANCE

8. See Figure 5-4. Check transmission oil level. Pull out dipstick and make sure level is up to FULL mark.

If transmission oil needs filling, refer to Transmission Oil in this section.

9. See Figure 5-5. Check stuffing boxes for leaks.

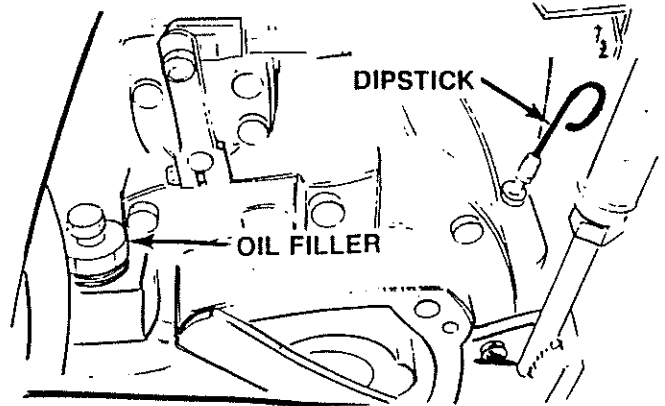


Figure 5-4 Checking Transmission Oil Level

NOTE

A slight leak (one drop every 60 seconds) is desirable as it helps to lubricate the packing.

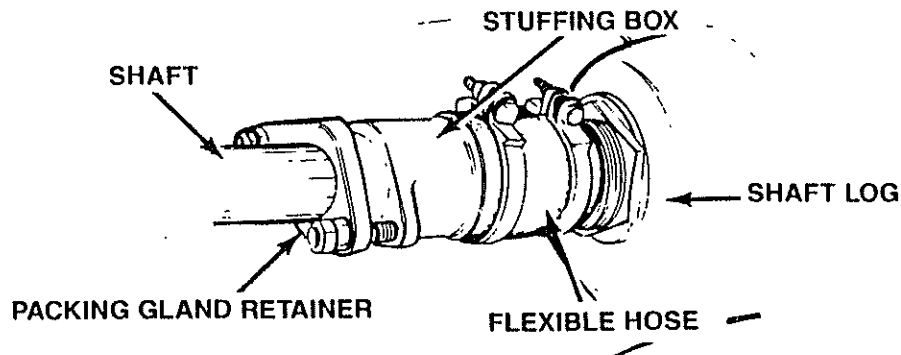


Figure 5-5 Stuffing Box

10. See Figure 5-6. Check generator oil level. Pull out dipstick and make sure level is between high and low marks.

If generator needs oil, refer to Generator Oil in this section.

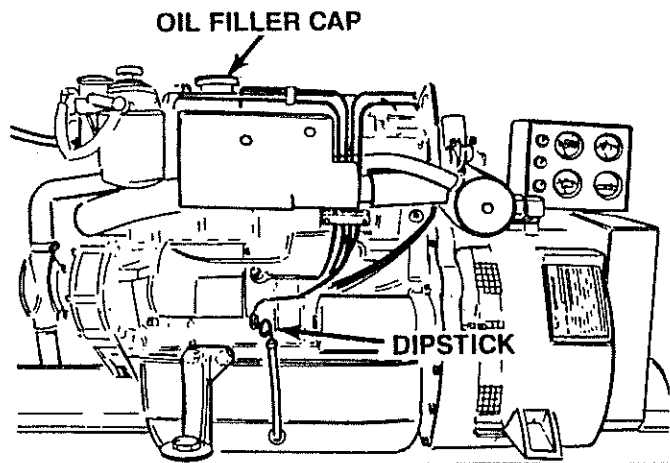


Figure 5-6 Checking Generator Oil Level

SECTION V MAINTENANCE

DAILY MAINTENANCE

11. See Figure 5-7. Check that the generator coolant level in the expansion tank is between the upper and lower marks.

If coolant system needs filling refer to Generator Coolant in this section.

SHUT-DOWN

After each run, check the following:

1. Check that dock lines are secured fore and aft.
2. Pump bilges dry.
3. Inspect engine, generator, and fuel tank compartment. Note any damage or required maintenance.
4. Check operation of all pumps and other equipment, particularly the bilge pumps.
5. Open all storage compartments to allow air circulation. Remove wet equipment and clothing and dry ashore.
6. Remove garbage from galley.
7. Make sure all loose items are secured properly.
8. Wash down boat with fresh water and boat soap and shami dry.

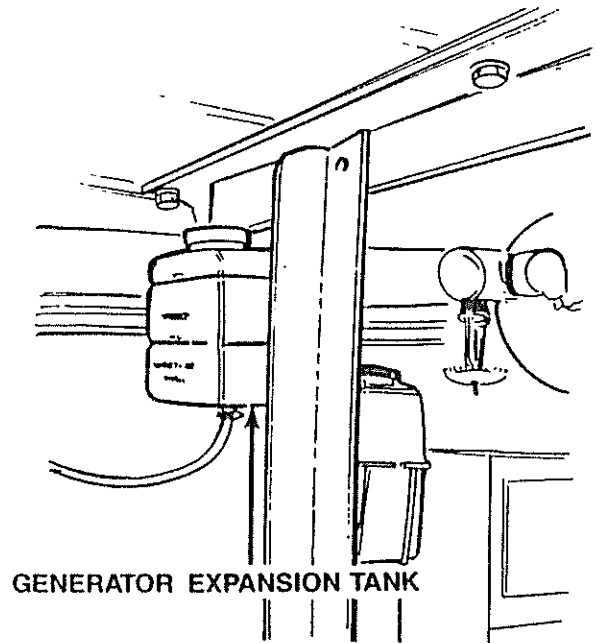


Figure 5-7 Checking Generator Coolant Level

PERIODIC MAINTENANCE

GENERAL

Refer to the manuals supplied by the manufacturers for their recommended periodic maintenance. The following chart provides the minimum items to be performed and the manufacturer's manuals may contain additional items. Procedures for some of the items are contained in this section. For procedures not contained in this section, refer to the manufacturer's manuals.

PERIODIC MAINTENANCE
PERIODIC MAINTENANCE CHART

ITEM	DAILY	50hrs	100hrs	YEARLY
ENGINES				
Check exhaust system for leaks	X	X	X	X
Check for loose, damaged parts	X	X	X	X
Check engine drive belts for wear, breaks, and fraying				X
Check engine governor for operation				X
Check engine mounts for tightness				X
Check exhaust elbows for deterioration				X
Check engine shaft alignment	Spring and mid-season			
Check fuel tank and lines for leaks and loose connections				X
Drain water and sediment from fuel strainer	X	X	X	X
Drain water and sediment from primary fuel filter	X	X	X	X
Replace fuel strainer element			X	
Replace primary fuel filter			X	
Replace secondary fuel filter			X	
Check oil level	X	X	X	X
Change oil and filters			X	
Drain oil vapor recovery canister		X		
Check cooling system for leaks	X	X	X	X
Check coolant level	X	X	X	X
Replace coolant	Every 2 years			
Check raw water pump impeller				X
Check thermostats and seals for operation				X
Check zinc anodes				X

SECTION V MAINTENANCE

PERIODIC MAINTENANCE PERIODIC MAINTENANCE CHART

ITEM	DAILY	50hrs	100hrs	YEARLY	
TRANSMISSIONS					
Check transmission oil level	X	X	X	X	
Replace transmission oil				X	
PROPELLER					
Check propeller for dents or gouges, retrue, if necessary				X	
ITEM	DAILY	MONTHLY	100 hrs	250 hrs	500 hrs*
GENERATOR					
Inspect generator for loose belts, chafed or broken wires, loose brackets and fittings, damaged hoses, loose clamps	X				
Check oil level	X				
Check fuel system lines for leaks	X				
Drain sediment from fuel filter	X				
Check cooling system for leaks	X				
Check exhaust system for leaks	X				
Check for proper operating temperature and oil pressure	X				
Check condition of anode in heat exchanger		X			
Check battery charging system		X			
Adjust drive belt tension			X ¹		
Change crankcase oil and filter			X ²		
Lubricate ball joint linkage between solenoid and throttle arm			X		
Change fuel pump and secondary fuel filters				X ²	
Clean cooling system					X
Torque cylinder head hold-down bolts					X ²

PERIODIC MAINTENANCE PERIODIC MAINTENANCE CHART

ITEM	DAILY	MONTHLY	100 hrs	250 hrs	500 hrs*
GENERATOR					
Adjust valve clearances					X ²
Check resistance of glow plugs					X
Check condition of starter motor pinion; lubricate pinion					X
MISCELLANEOUS					
Halon fire extinguishers					Remove and weigh every 6 months
ITEM	DAILY	25hrs	50hrs	100hrs	YEARLY
Check battery electrolyte level		X	X	X	X
Check raw water strainers (generator and AC unit)		X	X	X	X
Pumps (bilge and shower sump) check automatic operation		X	X	X	X

1. Visually check belts for evidence of slippage
2. Perform after first 50 hours of operation on new sets

* Some maintenance items performed at 500 hours and additional maintenance items performed after 500 hours should be performed by an authorized dealer. See Manufacturer's Manual.

ENGINE OIL

Engine Oil Recommendations

Use API Classifications CD/SE or CD/SF grade oil.

ENGINE OIL FIRST CHOICE	SECOND CHOICE	TEMPERATURE RANGE °F	TEMPERATURE RANGE °C
SAE-40*	SAE-30*	0 to 32	-18 to 0
SAE-40*	SAE-30	32 to 50	0 to 10
SAE-40	SAE-30	50 to 122	10 to 50

* Starting aids required.

SECTION V MAINTENANCE

PERIODIC MAINTENANCE

Checking And Filling

See Figure 5-2. To check engine oil, remove dipstick. Wipe dipstick clean with a clean, lint free cloth. Reinstall dipstick and remove. Check oil level on dipstick. Oil level should be up to "FULL" mark.

To add oil, use the oil pump in/out system or remove the oil filler cap on the valve cover and pour the oil into the valve cover. Wipe any spilled oil. Do not overfill.

Replacing Engine Oil

Your Post yacht has an oil change manifold and pump. This manifold and pump will pump out the old oil and can be used to add oil.

Before changing oil, run engines for a short time to mix sludge and warm oil. Service one engine at a time. Refer to manufacturer's instructions for operation.

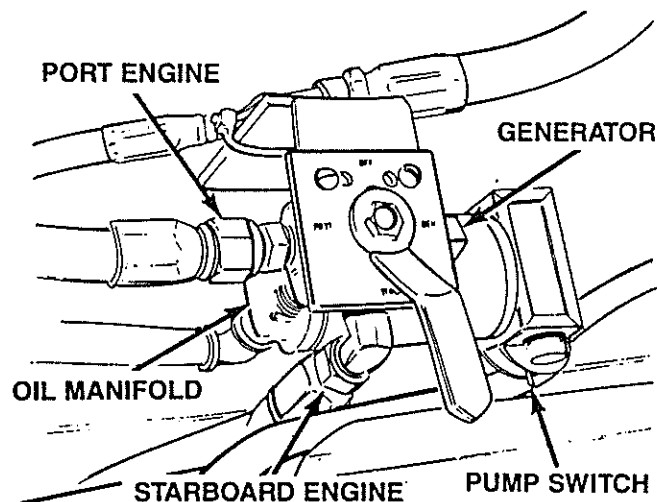


Figure 5-8 Engine Oil Manifold and Pump

ENGINE COOLANT

Engine Coolant Recommendations

Engines require the cooling system to be chemically treated to keep it free from rust and sludge.

It is recommended that the closed cooling system be drained and refilled every year to prevent a buildup of harmful chemicals within the fresh water system as recommended by engine manufacturer.

Checking And Filling

WARNING

Do not remove the pressure cap when engine is hot as coolant under pressure may boil over and cause personal injury. Allow engine to cool and then remove cap slowly to allow pressure to escape.

See Figure 5-3. Check that the coolant level in the expansion tank is at the "FULL" mark. If coolant level is excessively low check for signs of leakage and repair as needed. Fill system with water.

PERIODIC MAINTENANCE

NOTE

Use antifreeze only when operating in freezing conditions. When antifreeze has to be used, use a permanent type ethylene glycol anti-freeze mixed with soft water to 70% water and 30% anti-freeze mixture.

ENGINE EXHAUST ELBOWS

See Figure 5-9. The exhaust elbow, attached to the rubber hose located in the exhaust line, should be checked for deterioration at least once a year. Inspect the entire elbow with particular attention to the bottom where water tends to lay and the first signs of leaking or deterioration would normally occur. The elbow should be replaced if deterioration is noticed.

Inspect the complete exhaust system for loose clamps and leaks.

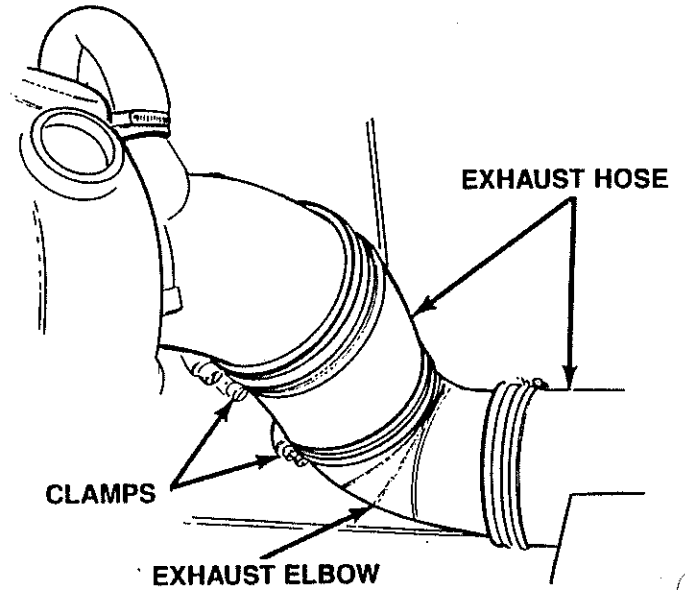


Figure 5-9 Engine Exhaust System

ENGINE MOUNTS

Engine Mount Inspection

The engine mounts should be inspected for tightness three times a year. If the hardware is loose, retighten it as follows:

NOTE

Do not remove the bottom mounting nut.

1. Remove top mounting nut and clean the old wicking type sealant from the threads of the studs.
2. Apply new wicking type sealant (Loctite 290, Permabond HL 126 or equal) to the threads of the studs.
3. Thread nuts on studs and tighten nuts to 175 ft. lbs. for 3/4" stud or 200 ft. lbs. for 1" studs.

SECTION V MAINTENACE

PERIODIC MAINTENANCE

Engine Mounts Replacement

If necessary to replace mount, have a qualified repair shop perform the following:

1. See Figure 5-10. Remove old mount.
2. Remove lock nut and lockwasher from leveling stud. Set adjusting nut to obtain same free height "H" as other mounts.
3. Place mount under engine with stud through engine bracket and foundation studs through mount. Tighten foundation nuts with lockwashers.

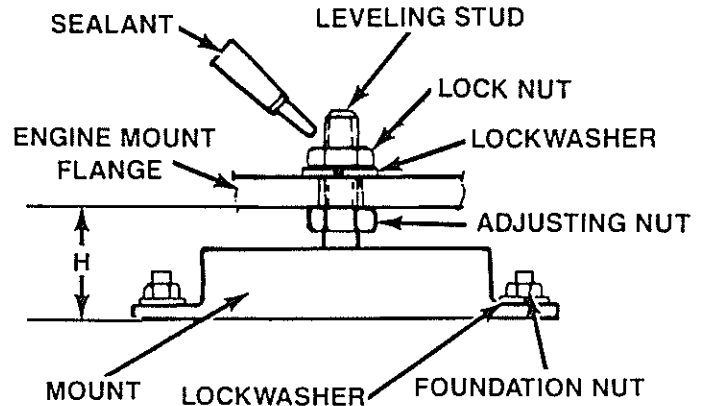


Figure 5-10 Engine Mount Installation

4. Adjust adjusting nut to obtain even loading and proper alignment. Apply sufficient wicking type sealant (Loctite 290, Permabond HL 126 or equal) through engine bracket into adjusting nut.
5. Install and tighten lock nut with lockwasher to 175 ft. lbs. for 3/4" stud or 200 ft. lbs. for 1" studs. Apply sealant to lock nut.

PROPELLER SHAFT ALIGNMENT

The engine alignment to propeller shaft should be checked and adjusted every spring and again at mid-season.

CAUTION

Engine to propeller shaft alignment should be checked to prevent extensive and costly damage to shaft alleys.

Check and adjust engine to propeller shaft alignment as follows:

1. Remove bolts holding engine couplings.
2. Remove packing gland with hose connector from shaft log.
3. Center shaft in shaft log. Check that engine couplings are aligned with shaft held in center of shaft log.
4. If necessary, adjust engine mounts to align engine couplings.

PROPELLER MOUNTING

To properly mount propellers on the shafts, have a qualified repair shop carefully check the following:

1. Inspect the propeller for damage or nicks on blade edges.

PERIODIC MAINTENANCE

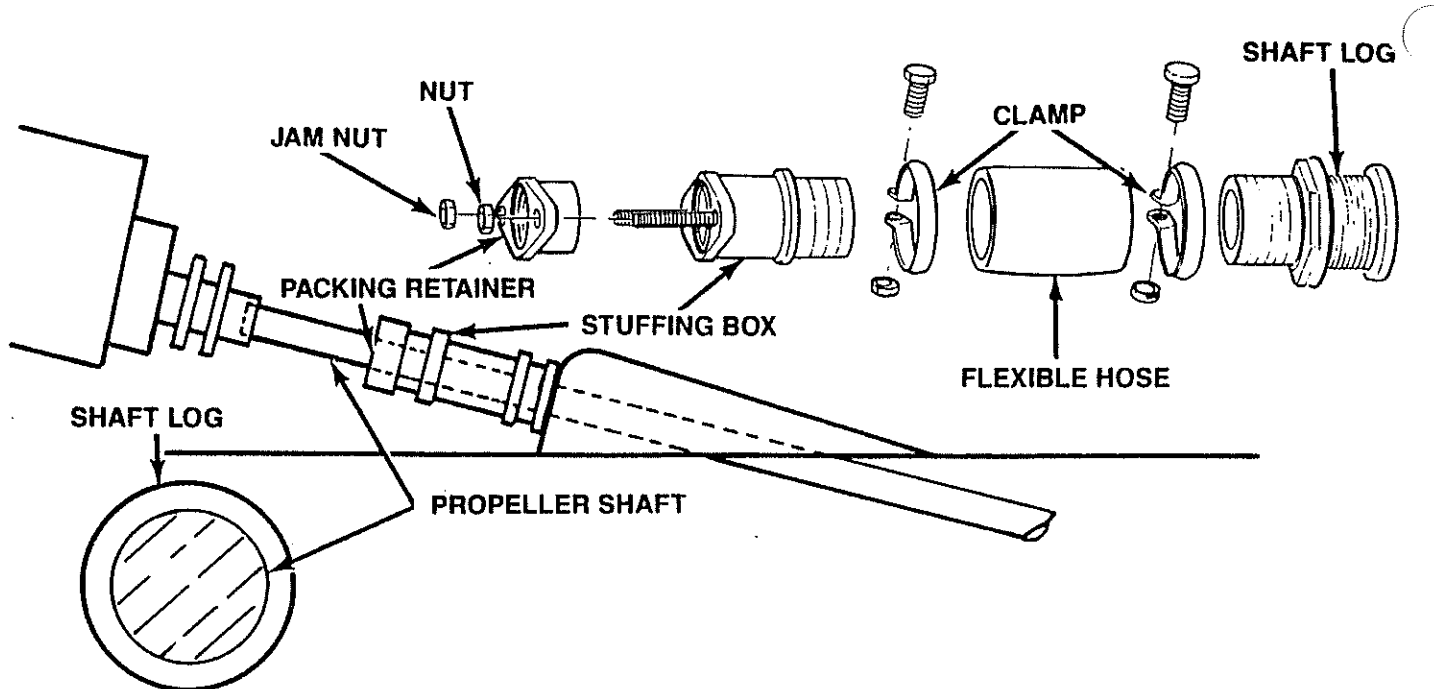


Figure 5-11 Engine to Propeller Shaft Alignment

2. Make sure shaft key has proper chamfer. If key is not chamfered, propeller will ride the key which could cause vibration in operation and eventually split propeller hub. Make sure key is free or shows clearance at top and is snug at sides.
3. Make sure shaft and propeller tapers are accurate.
4. Make sure shafts are straight and engine and shaft alignment is correct. In the event of propeller damage always check the shaft for possible misalignment.
5. Make sure couplings and keys at couplings are correct.
6. Should vibration or noise occur with the installation of a new propeller, in most instances trouble is not traceable to a factory bored propeller.

NOTE

Don't confuse cavitation vibration with propeller vibration. Cavitation generally means incorrect propeller size or other trouble.

7. Use a wheel puller to remove the propeller. If one is not available and propeller is frozen to the shaft, a slight warming of the propeller hub with a blow torch will facilitate removal. DO NOT USE HEAT TO INSTALL PROPELLER.
8. Use white lead or water pump grease freely between shaft and propeller on installation.

SECTION V MAINTENANCE

PERIODIC MAINTENANCE

GENERATOR OIL

Generator Oil Recommendations

Use API Classification CC or CD in viscosities shown in chart.

Checking and Filling

See Figure 5-6. The engine oil capacity is 7 quarts with filter change. Do not overfill crankcase. To check oil level, pull out dipstick and wipe dipstick clean with a clean, lint free cloth. Reinstall dipstick and remove it. Check that level is between high and low marks.

TEMPERATURE	VISCOSITY
68°F (20°C) or above	SAE 30 or 10W-30
41 to 68°F (5 to 20°C)	SAE 20 or 10W-30
41°F (5°C) or below	SAE 10W-30

Replacing Generator Oil

See Figure 3-8. Your Post yacht has an oil change manifold and pump. This manifold and pump will pump out the old oil and pump in the new oil.

Before changing oil, run generator for a short time to mix sludge and warm oil. Refer to manufacturer's instructions for operation.

GENERATOR COOLANT

Generator Coolant Recommendations

Use clean anti-freeze with rust inhibitors which are compatible with aluminum cooling system components (ZEREX or PRESTONE) in the cooling system during normal operation. See chart below for proper mixture. The coolant should be changed every 500 hours of operation.

ANTIFREEZE MIXTURE

Temperature °F	23	14	5	-4	-22	-40	-58
°C	-5	-10	-15	-20	-30	-40	-58
Antifreeze Concentration %	13	23	30	35	45	50	58

Checking and Filling

WARNING

Do not remove the pressure cap when engine is hot as coolant under pressure may boil over and cause personal injury. Allow engine to cool and then remove cap slowly to allow pressure to escape.

See Figure 5-7. Check coolant level in expansion tank. Coolant level should be between the upper and lower marks. If coolant level is excessively low check for signs of leakage and repair as needed. Fill system with permanent type ethylene glycol anti-freeze mixed with soft water to the proportions recommended by the anti-freeze manufacturer for the lowest temperature to which the engine will be exposed.

PERIODIC MAINTENANCE

TRANSMISSION OIL

Transmission Oil Recommendations

SAE-API Service Class CD/TO-2, SAE 30 is recommended.

Transmission oil should be changed once a year. Oil must be changed anytime it becomes contaminated, changes color, or becomes rancid smelling.

Checking and Filling

See Figure 5-4. To check transmission oil, remove dipstick. Wipe dipstick clean with a clean, lint free cloth. Reinstall dipstick. Remove it and check oil level. Oil level should be at the FULL mark. If necessary, add oil to bring level up to FULL mark. Reinstall filler cap.

BILGE AND SHOWER SUMP PUMPS

There are 2 bilge pumps with automatic switches (see Figure 5-12) and a shower sump pump with an automatic switch.

The operation of the automatic pumps is checked by raising the float and checking that the pump runs. Clean debris away from pump area.

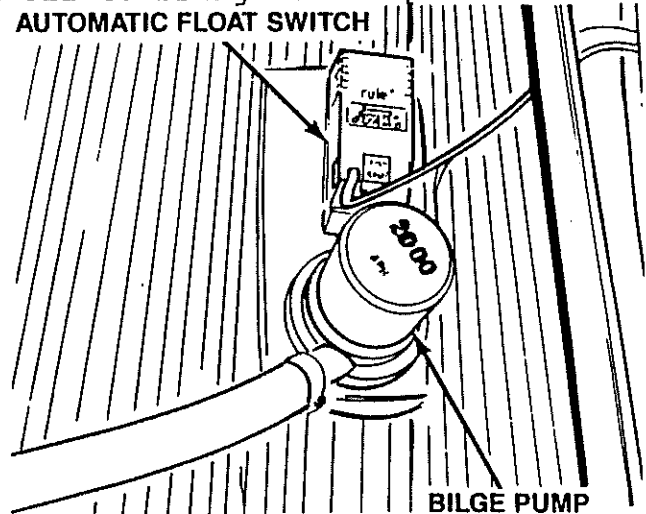


Figure 5-12 Bilge Pump

FUEL FILTERS

The primary engine and generator fuel filters (strainers) should be checked daily for sediment and water and drained as necessary. The filter element should be replaced yearly. Inspect the canister for possible deterioration due to corrosion or otherwise. If corrosion or deterioration is found, replace canister.

The engine secondary filter element should be replaced every 100 hours or at least once each season, more often if there is evidence of contamination in the fuel system. Always inspect the bowl gasket each time the filter is reassembled and check carefully for any signs of leakage.

The generator secondary filter element and fuel lift pump filter should be replaced after the first 50 hours of operation and then every 250 hours or at least once each season, more often if there is evidence of contamination in the fuel system.

Replacing Primary Fuel Filter

1. Allow time for fuel system pressure to decrease before opening system.
2. Close fuel shutoff valve.

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3. Open valve on bottom of fuel strainer and drain off fuel.
4. Remove the top of the filter housing. Remove the cartridge from the top of the housing.
5. Close the valve on the bottom. Install a new cartridge in housing. Fill the housing about 3/4 full with fuel.
6. Coat the seal gasket on the housing with fuel. Place the top half of housing on bottom half. Install bolt through the top and tighten the bolt.
7. Open the fuel shutoff valve.
8. Start the engine and check for leaks.

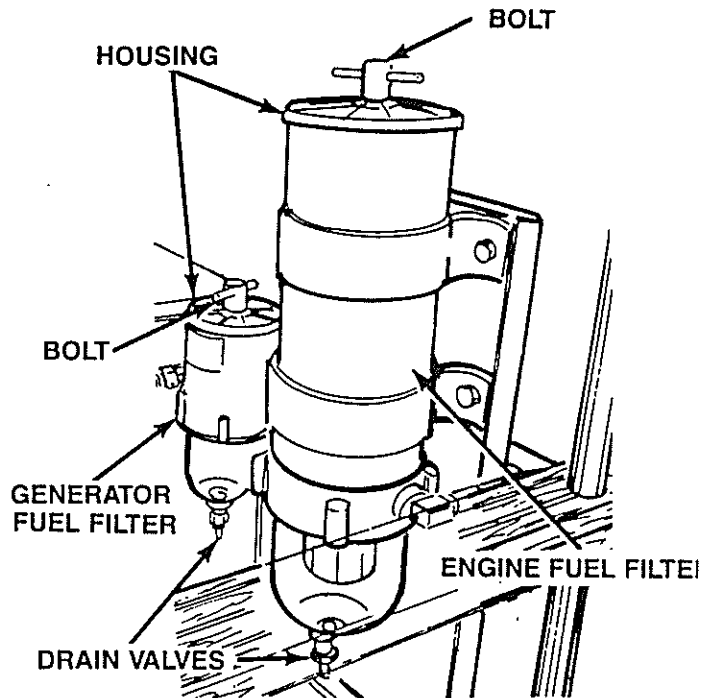


Figure 5-13 Primary Fuel Filter (Strainer)

NOTE

If the engine does not start right away, it may be necessary to prime the fuel system. To prime fuel system, hold priming pump switch until you hear fuel returning to the tank.

Replacing Engine Secondary Fuel Filter

1. Allow time for fuel system pressure to decrease before opening system.
2. Close fuel shutoff valve.
3. Open valve on bottom of fuel strainer and drain off fuel.
4. Support the bottom of the filter housing and remove the bolt from the top. Remove the bottom of the filter housing. Remove the cartridge from the bottom of the housing.
5. Close the valve on the bottom. Install a new cartridge in housing. Fill the housing about 3/4 full with fuel.
6. Coat the seal gasket on the housing with fuel. Place the bottom half of housing on top half. Install bolt through the top and tighten the bolt.

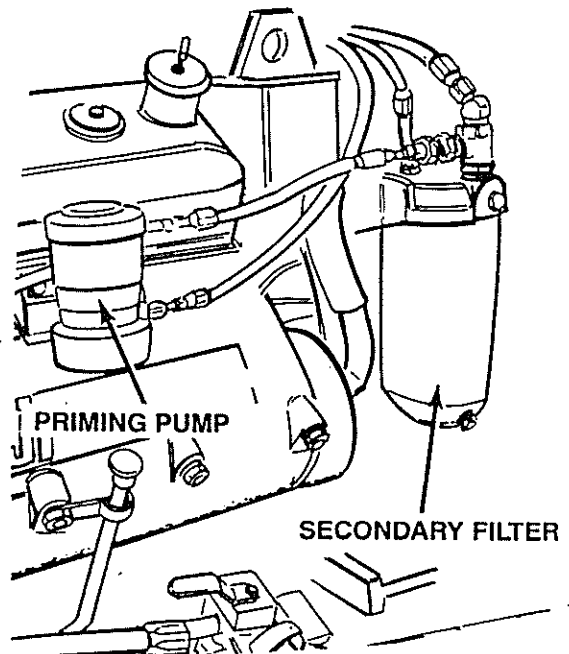


Figure 5-14 Engine Secondary Fuel Filter

PERIODIC MAINTENANCE

7. Open the fuel shutoff valve.
8. Start the engine and check for leaks.

NOTE

If the engine does not start right away, it may be necessary to prime the fuel system. To prime fuel system, hold priming pump switch until you hear fuel returning to the tank.

Replacing Generator Secondary Fuel Filter

1. Allow time for fuel system pressure to decrease before opening system.
2. Close fuel shutoff valve.
3. Unscrew filter element and screw on a new element.
4. Open fuel shutoff valve.
5. To prime the system, operate the "PREHEAT" switch for 20 to 30 seconds.

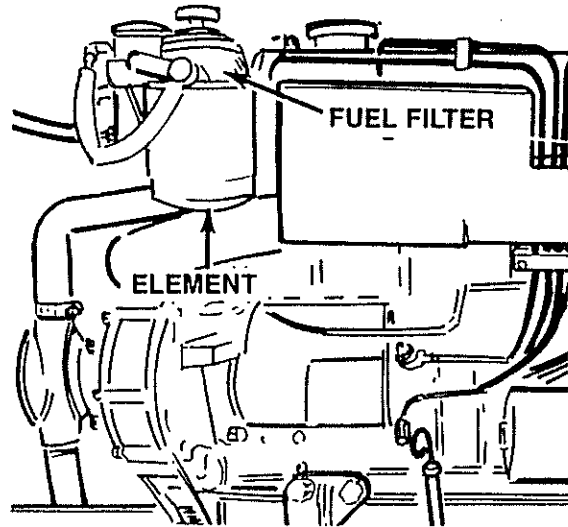


Figure 5-15 Generator Secondary Fuel Filter

FUEL LINE CONNECTIONS

All fuel line connections should be checked for leaks at least once a year and tightened as necessary.

CAUTION

Do not overtighten fittings which can crack the flair fittings and flair nuts. Use only tube wrenches when tightening connections.

BATTERIES

WARNING

Explosive gas may remain in or around the battery for several hours after it has been charged. Sparks or flames can ignite this gas causing an internal explosion which could shatter the battery structure and splash electrolyte which can cause personal injury.

A battery requires periodic maintenance. Only when the battery is properly cared for as described below can a long and trouble-free service life be expected.

Battery Care

1. Check the level of the electrolyte regularly. Add water only if necessary. Overfilling can cause poor performance and early failure.
2. Keep the top of the battery clean. When necessary, wash the top of the battery with a baking soda and water solution and rinse with fresh water.

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CAUTION

Do not allow the soda solution to enter the battery cells. Battery failure will result.

3. Inspect the cables and clamps regularly.
4. Remove and clean the battery terminals and posts regularly. After reconnecting the terminals, apply a coating of Petroleum Jelly (Vaseline) to protect them against corrosion.
5. Replace corroded or damaged parts immediately.
6. Use the standard battery test with a hydrometer to check the condition of the battery.

Check the electrical system if the battery becomes discharged repeatedly.

ELECTRICAL SYSTEM CONNECTIONS

At least once a year, electrical connectors in the bilge, engine and upper control areas should be disconnected, terminals checked for corrosive buildup, cleaned, if necessary, and reconnected. After reconnecting, wrap each connector complete from one side of the connector to the other with a good grade of vinyl electrical tape to prevent exposure to moisture.

TRIM TABS

See Figure 5-16. The fluid level in the trim tab reservoir should be checked once a year. If the level is below "ADD", remove the screws holding the clear cover on the reservoir. Remove the filler plug and add automotive automatic transmission fluid thru the filler tube to bring the level to "FULL". Install the filler plug and clear cover.

The trim tabs contain zinc anodes to prevent decomposition of the trim tabs. The anodes are not bonded to the internal bonding system. These anodes should be checked frequently and replaced when decomposition is noticed.

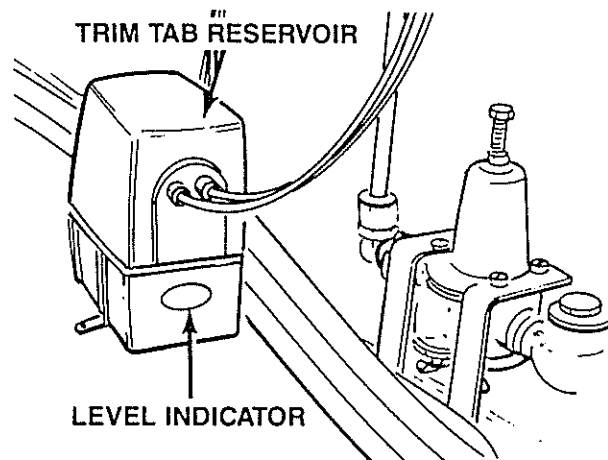


Figure 5-16 Trim Tab Reservoir

A large zinc anode is mounted on the aft transom. The internal bonding system for mechanical components are bonded to it.

STORAGE

GENERAL

In most cases, the reason for storage is for winter lay-up. If the boat is being removed from the water for another reason, the information contained here should be modified accordingly. This information is presented as a general guide and the actual storage should be performed by your Post Dealer or competent boatyard. Prior to and during the storage process, the boat and all its systems should be checked for any maintenance and repairs necessary and arrangements made to have them performed during storage.

When placing your yacht in storage it is extremely important that it be done properly. If not performed properly, costly damage could be done to the yacht and result in delays when launching. We recommend that you consult your Post Dealer or competent boatyard for service. Listed below is information which should be followed when placing the yacht in storage.

LIFTING THE BOAT

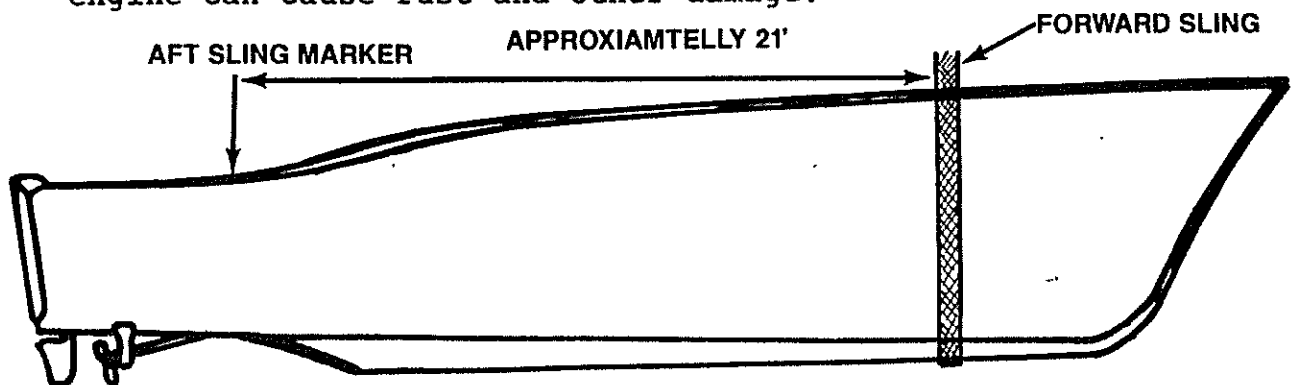
Never hoist the boat with an appreciable amount of water in the bilge. Fuel and water tanks should preferably be empty. Place slings where indicated by the sling tags on the gunnels as shown below. Avoid placing the slings where they may lift on the propeller shaft or other underwater fittings. Block or pad at the chine corners will help minimize pressure at this point. Disconnect the propeller shafts at the transmissions to prevent damage to the transmission.

Use flat, wide belting type slings and spreaders long enough to keep pressure from the gunnels. Do not use cable type slings. Severe gelcoat crazing or more serious hull damage can occur during lifting if pressure is created on the gunnels (sheer) by the slings.

When lifting the boat, keep the bow higher than the stern so the exhaust lines can drain. This will prevent water from running forward through the manifold and into the engine itself where it can be trapped.

CAUTION

If water enters the engine cylinders, it can cause a hydrostatic lock and result in bent rods and very possibly engine failure. Even a small amount of water in the engine can cause rust and other damage.



SECTION V MAINTENANCE

STORAGE

NOTE

This precaution should be followed every time the boat is lifted. Do not lift only the stern when changing a propeller. This can result in water entering the engine.

The spreader bar at each sling should be as long as the distance across the widest point which the sling surrounds. The sling should be located on the boat at the main frames and spaced to lift the boat with the least amount of stress on the hull.

If using a marine railway or platform hoist, locate and adjust the blocking to distribute the weight over several areas. The weight borne by the keel must not be so great as to cause crushing or distortion of that member.

While boat is in the sling, clean, scrub, and scrape the bottom thoroughly to remove marine growth and other foreign matter. Clean the inside of all hull openings, thru hull fittings, and screens. Inspect the bottom of the boat, rudders, and propellers for damage.

SUPPORTING THE BOAT DURING STORAGE

A cradle is the ideal support for the boat whenever it is not in the water. Properly designed, it will provide support at the proper points, which is essential. It is important that supports be located directly under main frames of the boat, never between frames.

If a cradle is not available, the boat may be supported on two or three timbers across a boat well or on another firm footing substantial enough to remain level. It is important that these and the foundation on which they rest be sufficiently substantial to prevent any change in shape while supporting the boat during the storage period. The weight carried by the supports should be about evenly divided, the keel should carry a share of it.

DRAINING THE BOAT

See Figure 5-18 for thru-hull fittings. It is important that the bilge be completely drained and dried out when the boat is layed up for the winter in climates where freezing occurs. Some compartments in the bilge may not drain completely because of the position of the boat. These should be pumped out and then sponged until completely free of water.

NOTE

The foward fuel tank compartment contains a drain tube with a plug for draining the compartment. The drain plug is located in the bilge under the companionway below the toilet pump. This tube should be opened periodically and the compartment drained. Prior to storage, open the tube and drain the compartment.

The engine and generator cooling systems and exhaust systems must be free of water if there is danger of freezing. Drain plugs are provided on the engine and generator. Make sure any connection or drain plug which is opened is securely closed immediately after draining. Refer to the engine and generator Operation and Maintenance Manuals.

STORAGE

The boat's entire fresh water system should be drained as follows (see Figure 2-20 for drain valve locations):

1. Remove drain plug from shower faucet inside compartment above toilet.
2. Open main water drain valves for shower and sinks, located in bilge compartment in passageway near the toilet pump.
3. Open drain valve for water tanks. Valve is accessible through the access panel at the aft end of the inboard bunk in the aft stateroom.
4. Disconnect hoses at water pumps and drain. Open drain on fresh water pump.
5. Open main water drain valves on hot and cold water lines, located on port and starboard sides of forward bulkhead in engine compartment.
6. Open drain valve at hot water heater.
7. Remove drain plugs at water pressure regulator.
8. Leave all faucets open and drain plugs out.
9. Winterize marine toilet as directed in the manufacturer's manual.
10. Remove bottom panel in front of refrigerator and remove plug. With refrigerator running, press and hold momentary switch on ice cube maker until water stops flowing.
11. Close water intake on air conditioner pump. Remove hose at valve and drain. Open bottom drain on sea water strainer.
12. Open bottom drain on generator sea water strainer.
13. On boats equipped with optional equipment, such as ice maker, etc., refer to the manufacturer's manuals for draining instructions.

STORAGE

Indoor storage is beneficial in many ways, particularly if your climate produces ice and snow. The storage building, however should not be tightly closed, but should be adequately ventilated. The importance of ventilation, both around and throughout the boat cannot be over-emphasized.

If you use outdoor storage facilities, a canvas cover with provisions for ventilation should be provided to prevent "sweating". It is best to have a frame built over the boat to support the canvas. It should be a few inches wider than the boat so the canvas will clear the rails and allow passage of air.

SECTION V MAINTENANCE

STORAGE

The cover should be fastened securely so that winds cannot remove it or cause it to chafe the boat. A poor covering job will cost more than the price of a well-made cover.

STORAGE CHECKLIST

The following checklist is a guide and additional procedures should be developed as needed.

1. Remove all loose and personal effects.
2. Remove any detachable and valuable equipment and electronics.
3. Make sure all equipment is winterized as directed in the manufacturer's manuals.
4. Make sure all on-board systems are winterized as directed in this manual.
5. Make sure the exterior and interior of the boat is cleaned. Make sure all grease, oil, tars, salt spray, etc. are removed.
6. Make sure all garbage is removed. Clean out the refrigerator. Clean out all lockers and cabinets and leave them open including the refrigerator door. Prop fish box lids open and open cockpit sole hatches.
7. Clean and wax all aluminum hardware.
8. Lubricate all hinges, valves, etc. Lubricate locks with a lock lubricant. Coat any surface which could rust.
9. Check all underwater items. Make sure all hardware is in good condition and tight. Remove propellers and send them to a shop for inspection.
10. Inspect all electrical systems and have any repairs needed performed. Remove batteries from the boat and keep them charged.
11. If fuel tank or tanks are left with fuel, they should be full to prevent condensation.

FITTING OUT AFTER STORAGE

Before removing the boat from its cradle, have the hull bottom sanded and reapply anti-fouling bottom paint. Check with your Dealer for the type of paint and procedure to use for your area.

NOTE

Hull bottoms should not be repainted for 24 to 36 hours after hauling.

Leave as much equipment, furniture, and personal equipment off boat until after launch and final check out.

STORAGE

Prior To Launching

Prior to placing boat in water, check and perform the following:

1. Check all anchor lines and gear and replace, if necessary.
2. Check all thru hull fittings to make sure they are clean. Check all strut and thru hull hardware for damage and tightness.
3. Check propellers and propeller shafts for proper installation and tightness. Clean propeller and shafts. Check shaft play in strut bearing. Replace bearing if excessive play is found.
4. Before installing batteries, clean the terminal posts and cables terminals with a wire brush or bronze wool. Install batteries and attach cable terminals. After cable clamps are tightened down smear posts and clamps with grease to exclude air and acid. Check all wiring connections for contact corrosion and tightness.
5. Check all hull valves for easy operation. Check all hoses for condition.
6. Check operation of bilge pumps in both manual and automatic modes. Check shower sump pump. Check all bilge blowers. Check operation of all DC electrical circuits.
7. On the fresh water system, connect all hoses and install all drain plugs and close all drain valves.

After Launching

After launching, perform the following:

1. With boat in the slings and fully in the water, check all sources of possible leaks from stem to stern.
2. Fill fuel system and thoroughly check out fuel system including all lines, fittings, connections, valves, and filters for leaks.
3. Perform maintenance on engine and generator according to manufacturer's manuals prior to returning them to service.
4. Check the complete exhaust systems of the engines and generator. Make sure the entire exhaust system is gas tight and that it stays that way. If exhaust opening was plugged or covered, remove it.
5. Check stuffing boxes, both shaft and rudder for possible leakage and adjust packing retainer or repack as required.
6. Check all engine, transmission, and steering controls, cables, and linkage for operation.

SECTION V MAINTENANCE

STORAGE

7. Fill fresh water system and check out system for air and leaks.
8. Connect to shore power. Check out all electrical equipment, lights, hot water heater, air conditioning system, etc. Check operation of toilet. Refer to manufacturer's manuals.
9. Thoroughly clean exterior and interior of boat. Polish and varnish areas as necessary. Clean range and refrigerator.
10. Check and replace as necessary all safety equipment including flags, flares fire extinguishers, and first aid kits.
11. Test run engines and generator as directed in manufacturer's manuals.
12. Check engine shaft alignment. Refer to Engine Operation and Maintenance Manual.

SHAKEDOWN RUN

A shakedown run is to test and check the boat and the engines under operating conditions. Note any condition which does not meet operating performance and have it corrected as soon as you return.

1. Engines - Check that engines operate normally and can obtain maximum RPM. Check for fuel, oil and water leaks. Check exhaust system for leaks.
2. Instruments - Check that all instruments operate properly.
3. Controls - Check that all controls operate properly.
4. Hull - Check for leaks from stuffing boxes, thru hull fittings, etc.
5. Generator - Check that generator starts and operates properly. Check all AC equipment for operation.

After completing shakedown run, recheck all oil levels. Check drive belts for tension. Check for items which may have come loose.

STORAGE

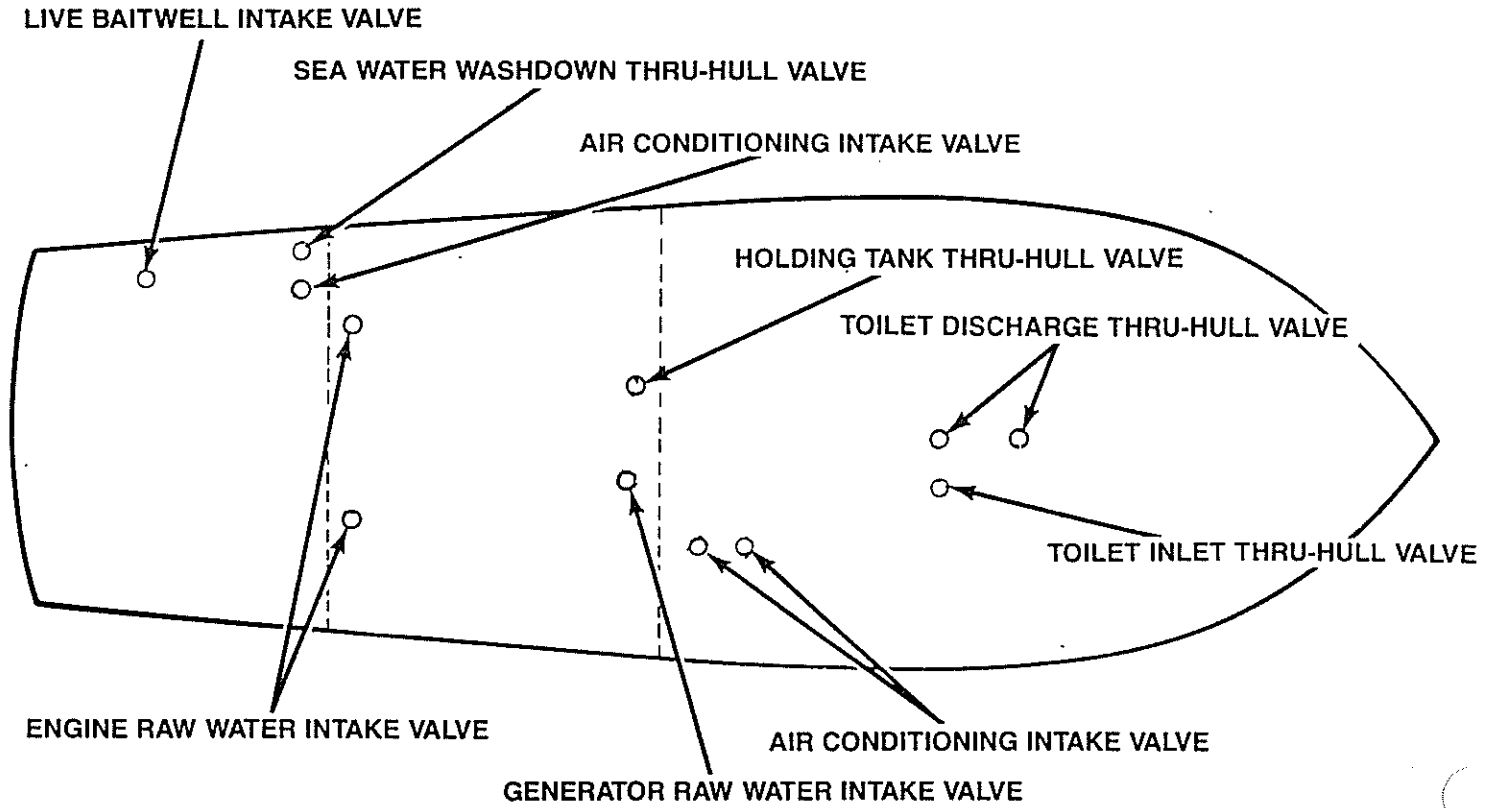


Figure 5-18 Thru-Hull Fittings

SECTION VI WARRANTY

ONE YEAR LIMITED WARRANTY

Post Marine Company, Inc. provides the following limited pleasure boat warranty.

1. THERE ARE NO EXPRESS WARRANTIES ON PRODUCTS MANUFACTURED BY POST MARINE COMPANY, INC. EXCEPT THAT the Company will through its selling Dealer replace or repair, at the Company's option any part (except as hereinafter provided) which is proven to its satisfaction to be defective under normal use and service within one year from the date of delivery to the first owner (maximum 18 months from date of delivery from the factory), if the part is returned transportation prepaid, within thirty days after the defect is discovered, to the Dealer or to such other point of manufacture as the Company may designate.

2. THIS WARRANTY SHALL NOT APPLY TO:

(a) The cost of removal or reinstallation of part, disassembly, or reassembly of the unit of which it is a component.

(b) Varnishes, gel-coats, paints, vinyls, fabrics, glass, chromium plated, stainless steel and aluminum finishes because of the varying effect resulting from different climatic and use conditions.

(c) Products not of the Company's manufacture. Any warranty provided by the manufacturer will be passed on to the owner if possible.

(d) Racing boats or engines.

(e) Boats that are used in commercial activities.

(f) Parts which have been altered in a manner which has impaired the original characteristics.

(g) The installation of any equipment by a Dealer or other installer.

(h) Speeds, fuel consumption and other performance characteristics because they are estimated and not guaranteed.

(i) Others than the first owner.

3. THE DURATION OF ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OR OTHERWISE SHALL BE LIMITED TO AND COINCIDENT WITH THE DURATION OF THIS EXPRESS WARRANTY. The replacement or repair of defective parts as stated in this warranty shall be under sole remedy of the purchaser and the sole liability of the Dealer and the Company under this warranty and any implied warranties. THE COMPANY OR ITS DEALER SHALL NOT BE LIABLE UNDER ANY CIRCUMSTANCE FOR INCIDENTAL, CONSEQUENTIAL OR INDIRECT DAMAGES CAUSED BY DEFECTS IN PARTS OR WORKMANSHIP OR ANY DELAY IN THE REPAIR OR REPLACEMENT THEREOF:

(a) Some states do not allow limitations on how long an implied warranty lasts or on the exclusion of incidental or consequential damages, so the above limitation on the duration of implied warranties and the above exclusion of incidental and consequential damages may not apply to you.

4. THE DEALER IS NOT THE AGENT OF POST MARINE COMPANY, INC. The Company does not authorize the Dealer, or any other person, to assume for the Company any liability in connection herewith or any liability or expense incurred in the repairing of its products other than those expressly authorized herein.

5. POST MARINE RESERVES THE RIGHT TO MAKE CHANGES IN DESIGN, EQUIPMENT, LAYOUT OR CONSTRUCTION WITHOUT NOTICE OR BEING OBLIGATED TO INCORPORATE SUCH CHANGES IN PREVIOUS PRODUCTS.

6. You may secure performance of warranty obligations hereunder by:

(a) Telephoning the Post Dealer from which you purchased the boat for an appointment to have the Dealer examine your Post Boat.

(b) Delivering your Post Boat to the selling Post Dealer for his examination.

(c) In certain cases the Dealer is authorized to complete warranty obligations unilaterally and in others he must receive authorization from the Post Marine Company Factory. The Dealer is obliged to follow whichever course is appropriate.

(d) Upon completion of warranty obligations, the Dealer will notify you of the availability of your Post Boat for your pickup.

(e) Major mechanical components, such as engines, generator sets, electronics, appliances and air conditioners for example, are warranted by the manufacturer of the component. They have authorized service dealers in most major boating markets. Your Post Dealer will identify such service dealers upon request.

7. Any other communications necessary in connection with this warranty should be sent to the following address:

POST MARINE COMPANY, INC.
36 Post Road
Mays Landing, New Jersey 08330

8. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE.

SECTION VI WARRANTY

OTHER MANUFACTURER'S WARRANTY

The warranty of components installed on your yacht may be covered by other manufacturer's warranties. These warranties will be handled directly with the manufacturer. The information package for these components may contain warranty registration cards. These packages should be reviewed and the registration cards sent to the manufacturer according to the instructions contained in the information package. Some of these components are:

- A. Engines and generator sets
- B. Battery Charger
- C. Television and stereo equipment

Returning all warranty registration cards is important to receiving proper service should any become necessary at a later date.

WARRANTY REGISTRATION

On the next page are three (3) warranty registration cards. There is a card for the original owner and two (2) subsequent owners. Each card is in two (2) sections. Each part of the card contains important information about your Post yachts' serial number, the starting date of the warranty period and the dealer where you purchased your Post yacht.

The first card is for the original owner and covers the One Year Limited Warranty. The additional cards are for subsequent owners of this Post yacht.

If you move or change the home port of this Post yacht you may notify us of the change by using one of the additional cards.

In order to comply with the Federal Boat Safety Act of 1971, all boat manufacturers are required to maintain the capability of contacting the first owners of their products. The warranty registration card provides a method of contacting the owner.

ORIGINAL OWNER

Use this card if you are the original owner of this Post yacht.

Boat Serial No. _____

Engine Nos. _____
 P _____
 S _____

Dealer Name _____

Address _____

Dealer Phone No. (____) _____

Date of Purchase _____

Date of Registration _____

OWNER #2

Use this card if you are the second owner of this Post yacht.

Boat Serial No. _____

Engine Nos. _____
 P _____
 S _____

Dealer Name _____

Address _____

Dealer Phone No. (____) _____

Date of Purchase _____

Date of Registration _____

OWNER #3

Use this card if you are the third owner of this Post yacht.

Boat Serial No. _____

Engine Nos. _____
 P _____
 S _____

Dealer Name _____

Address _____

Dealer Phone No. (____) _____

Date of Purchase _____

Date of Registration _____

Post Marine Comapny Warranty Registration

Use this card if you are the original owner of this Post yacht.

Name of Owner _____

Address _____

City _____ State _____ Zip _____

Dealer Name _____

Boat Serial No. _____

Model _____

Date of Purchase _____

Home Port _____

Name of Boat _____

Use this card if you are the second owner of this Post yacht. Check one:

Second Owner _____ Change of Address _____

Name of Owner _____

Address _____

City _____ State _____ Zip _____

Dealer Name _____

Boat Serial No. _____

Model _____

Date of Purchase _____

Home Port _____

Name of Boat _____

Use this card if you are the third owner of this Post yacht. Check one:

Third Owner _____ Change of Address _____

Name of Owner _____

Address _____

City _____ State _____ Zip _____

Dealer Name _____

Boat Serial No. _____

Model _____

Date of Purchase _____

Home Port _____

Name of Boat _____