

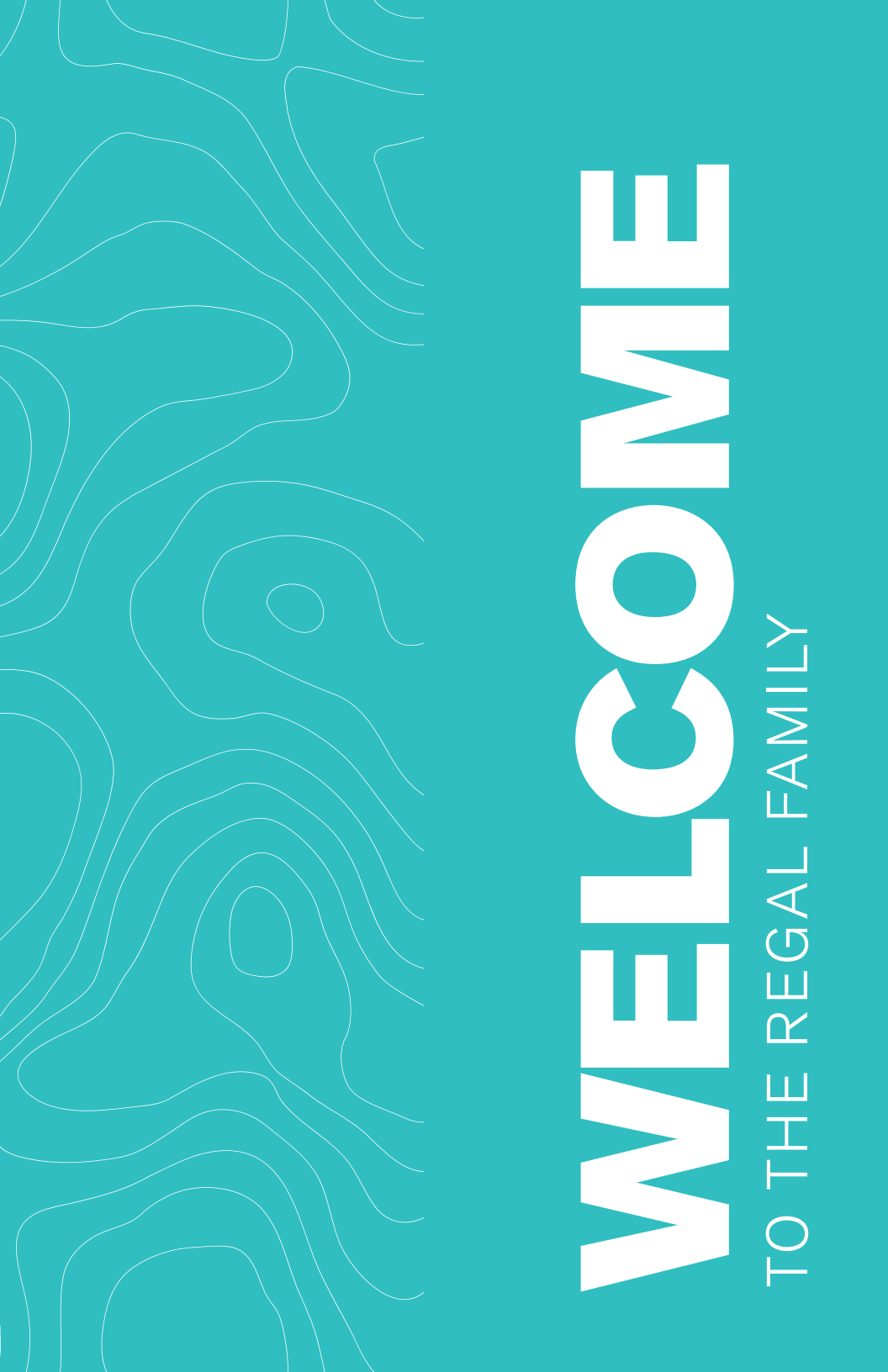


 **REGAL**

OWNER'S MANUAL

34 SAV

June 2026



WELCOME

TO THE REGAL FAMILY

TABLE OF

CONTENTS

5	Our Mission & Values	92	Mercury
7	Limited Warranty	104	Bow
15	Introduction	108	Cabin
16	Notes	118	Technical Guide
21	General Vessel Information	120	Propulsion
32	General Boating Safety	126	Electrical
41	Water Sports Safety	141	Chartplotters
43	Safety Equipment	144	Digital Switching System
44	PFDs	156	Fluids - Fresh Water
46	Fire Extinguishers	166	Fluids - Raw Water
47	Distress Signals	172	Safety
51	Pollution and Waste	177	Care and Maintenance
53	Rules of the Road	178	Cosmetic Care
61	Physical Walkthrough	188	Servicing Schedule
63	Stern and Transom	193	Final Acknowledgements
67	Aft Cockpit	194	Troubleshooting
73	Main Cockpit	196	Engine Diagnostic
79	Hardtop	202	AC/DC Electrical Diagnostic
82	Helm	205	Technical Drawings
83	Yamaha	270	Index

OUR MISSION

With God's help, we will develop an exceptional team dedicated to enriching lives and providing an awesome boating experience.

OUR VALUES

Integrity

Gratitude

Relationship-Focused

Excellence-Driven

Ambitious

Team

I know I speak for everyone at Regal when I welcome you to the ever-growing family of Regal boat owners. You've chosen a boat that is recognized worldwide for its standard of excellence. Each step in construction has been carefully scrutinized to assure safety, performance, reliability, and comfort for both your passengers and yourself.

Your yacht is certified by the National Marine Manufacturers Association. It also complies with the applicable standards set by the United States Coast Guard, American Boat and Yacht Council, and the International Marine Certification Institute. Your Regal boat was built with the same attention to detail and quality of construction that we would expect in a craft we would purchase ourselves.

Whether you're a veteran boater or a newcomer, we strongly urge you to read this owner's manual thoroughly. Familiarize yourself with the various components of your vessel, and heed the safety precautions noted herein.

If you have questions that are not covered in this manual, please consult your authorized Regal dealer for assistance, phone the Regal factory at 407-851-4360 or visit www.regalboats.com.

Thank you, and welcome to the "World of Regal"!

A handwritten signature in black ink, appearing to read "Duane Kuck". The signature is fluid and cursive, with a large, stylized "D" and "K".

CEO
Duane Kuck

LIMITED WARRANTY

This document is your Limited Warranty Registration Certificate and Statement of Limited Warranty. Please check the registration information section for accuracy. If this information is not correct or if you change your address at some future date, please notify us at the following address: Regal Marine Industries, Inc., Attention: Warranty Registrations, 2300 Jetport Drive, Orlando, Florida 32809; or email customer.service@regalboats.com.

Please read the Limited Warranty carefully. It contains important information on Regal's claims procedures and your rights and obligations under this Limited Warranty.

WHAT IS COVERED: This Limited Warranty applies to Regal boats beginning with model year 2026.

LIFETIME LIMITED STRUCTURAL DECK & HULL WARRANTY:

Regal Marine Industries, Inc. warrants to the original retail purchaser of this boat, if purchased from an authorized Regal dealer, that the authorized selling Regal dealer or Regal will repair or replace the factory-installed fiberglass if it is found to be structurally defective in material or workmanship, for as long as the original retail purchaser owns the boat.

For the purpose of this Limited Warranty, the hull is defined as the single fiberglass casting which rests on the water. The deck is defined as the single fiberglass casting attached to the hull. This Limited Warranty is subject to all limitations and conditions explained below.

FIVE-YEAR TRANSFERABLE LIMITED STRUCTURAL DECK & HULL WARRANTY:

Regal Marine Industries, Inc. warrants to the original retail purchaser of this boat, if purchased from an authorized Regal dealer, in addition to the Lifetime Limited Structural Hull Warranty, Regal offers a Transferable Five-Year Limited Structural Deck & Hull Warranty. Under the

Five-Year Transferable Limited Structural Hull Warranty, the authorized Regal selling dealer or Regal will repair or replace the fiberglass hull or deck if it is found to be structurally defective in material or workmanship within the first five (5) years after the date of delivery to the original retail purchaser. Any remaining term of this Five-Year Limited Hull Warranty may be transferred to a second owner if, within 60 days of purchase, the new owner registers the transfer with Regal and pays the established Limited Warranty transfer fee. Contact Regal Customer Service at the above address for details.

FIVE-YEAR LIMITED HULL BLISTER WARRANTY: Regal Marine Industries, Inc. warrants to the original retail purchaser of this boat, if purchased from an authorized Regal dealer that the authorized selling dealer or Regal will repair any underwater gelcoated surfaces of the hull against laminate blisters which occur as a result of defects in material or workmanship within five (5) years of the date of delivery provided that the original factory gelcoat surface has not been altered. Alteration would include but is not limited to damage repair; excessive sanding, scraping, sandblasting, or improper surface preparation for application of a marine barrier coating or bottom paint, any of which shall void this Five-Year Limited Hull Blister Warranty. Proper preparation must be applied to the hull bottom if the boat is to be moored in the water for periods in excess of sixty (60) days. Regal Marine shall repair or cause to be repaired any covered laminate blisters based on the following prorated schedule.

Less than three (3) years from delivery date - 100%, Three (3) to four (4) years from delivery date - 50%, Four (4) to five (5) years from delivery date - 25%

Reimbursement shall be limited to one repair, not to exceed one hundred and fifty (\$150.00) dollars per foot of boat length prior to prorating. Regal's prior authorization for the method and cost of repair must be obtained before repairs are commenced. All costs to transport the boat for repairs are the responsibility of the owner.

THREE-YEAR BOW-TO-STERN WARRANTY

Regal Marine Industries, Inc. warrants to the original retail purchaser of this boat, if purchased from an authorized Regal dealer, that the authorized Regal selling dealer or Regal will repair or replace any parts found to be defective in materials or workmanship for a period of three (3) years from the date of delivery. This warranty includes cabinetry, fiberglass parts (aside from hull/deck), upholstery, and other factory-installed components, excluding the items outlined in "What is Not Covered."

ONE-YEAR LIMITED COSMETIC WARRANTY

Regal Marine Industries, Inc. warrants to the original retail purchaser of this boat, if purchased from an authorized Regal dealer, that the authorized Regal selling dealer or Regal will repair cosmetic defects in gelcoat, powder coating, paint, and similar finishes for one (1) year from the date of delivery to the original retail purchaser. This warranty covers cosmetic defects, such as cracks, air voids, or crazing, subject to the limitations and conditions described herein.

CUSTOMER OBLIGATIONS: The following are conditions precedent to the availability of any benefits under Regal's limited warranties:

(a) The purchaser, who is not Regal's sales agent and is otherwise not in any general or sales agency relationship with Regal, must sign and the authorized Regal selling dealer, must submit to Regal the "**Customer Delivery Acceptance Form**" within fifteen (15) days of the date of delivery and such information must be on file at Regal.

(b) The purchaser must first notify the authorized Regal selling dealer from whom the boat was purchased of any claim under this Limited Warranty within the applicable Limited Warranty period and within a reasonable period of time (not to exceed thirty (30) days after the defect is or should have been discovered).

(c) Regal will not be responsible to repair any condition or replace any part, (1) if the use of the boat is continued after the defect is or should have been discovered; and (2) if such continued use causes other or additional damage to the boat or component parts of the boat.

(d) Based on the authorized Regal selling dealer's knowledge of Regal's Limited Warranty policy and/or consultations with Regal, the dealer will accept the claim and arrange for appropriate repairs to be performed, or deny the

claim if it is not within the Limited Warranty policy or is otherwise excluded.

(e) The authorized Regal selling dealer will contact the Regal boat owner regarding instructions for delivery of the boat or part for covered warranty repair if it is covered by the Limited Warranty. **ALL COSTS TO OR FROM THE BOAT AND/OR TRANSPORT OF THE BOAT FOR REPAIRS ARE THE RESPONSIBILITY OF THE OWNER.**

(f) If the Regal boat owner believes a claim has been denied in error or the authorized Regal selling dealer has performed the covered warranty work in an unsatisfactory manner, the owner must notify Regal's Customer Service Department in writing at the address listed for further consideration. Regal will then review the claim and take appropriate follow-up action.

(g) Before bringing any action, claim, lawsuit or otherwise seeking relief against Regal based on any alleged breach of any of the Limited Warranties' terms or conditions herein, the Regal Boat owner must contact Regal's Customer Service Department Directly and allow Regal, beyond those efforts made by its authorized Regal selling dealer or other authorized Regal dealer, notice and an opportunity to cure any alleged breach of any of the terms of any of the Regal Limited Warranties.

WARRANTY EXCEPTIONS: THIS LIMITED WARRANTY does not cover, the following are not warranted, are excluded from the terms of the Regal Limited Warranty, and the following terms apply to any Regal Limited Warranty:

(a) Engines, drives, controls, propellers, batteries, generators, gyro stabilization systems, metal plating or finishes, windshield breakage, leakage, fading, and deterioration of paints, canvas, vinyl, upholstery, and fabrics;

(b) Gelcoat surfaces, including, but not limited to, discoloration or blistering, except as noted above;

(c) Accessories and items which were not part of the boat when shipped from the Regal factory or which carry their own individual warranty, and /or any damage caused by such accessories and items;

(d) Damage caused by one or more of the following: misuse, accident, corrosion, galvanic corrosion, negligence, lack of proper maintenance, or improper trailering;

(e) Any boat used for racing, or used for rental or commercial purposes;

(f) Any boat operated contrary to any instructions furnished by Regal, including

instructions and guidance provided in the Regal Owner's Manual, or operated in violation of any federal, state, Coast Guard, or other governmental agency laws, rules, or regulations;

(g) The limited warranty is void if alterations have been made to the boat;

(h) Transportation of boat or parts to and/or from a REGAL factory or service location;

(i) Travel time or haul outs, loss of time or inconvenience;

(j) Any published or announced catalog performance characteristics of speed, fuel and oil consumption, and static or dynamic transportation in the water;

(k) Any boat that has been repowered beyond Regal's power recommendations;

(l) Boats damaged by accident and boats damaged while being loaded onto, transported upon, or unloaded from trailers, cradles, or other devices used to place boats in water, remove boats from water, or store or transport boats on or over land;

(m) Any item repaired, replaced, or modified under the terms of this warranty does not in any way prolong, extend, or change any terms set forth in this limited warranty;

(n) Water damage to, dry rot to, condensation to, or absorption by interior surfaces, wood structures or polyurethane foam; interior wood including, but not limited to, mold, bleeding and/or discoloration as a result of condensation or moisture or water continually contacting the plywood causing staining to upholstery, carpet or other interior surfaces;

(o) Costs or charges derived from inconvenience or loss of use, commercial or monetary loss due to time loss, and any other special, incidental, or consequential damage of any kind or nature whatsoever.

(p) Regal reserves the right to improve the design or manufacturing process of Regal boats without obligation to modify previously produced products.

NO WAIVER OF THESE TERMS: The terms, conditions, limitations, and disclaimers contained herein cannot be waived except by the Customer Service Manager of Regal. Any such waiver shall be in writing. Neither the authorized Regal dealer, nor the customer, nor any service, sales, and/or warranty representative of Regal, is authorized to waive and/or modify these conditions, limitations, and/or disclaimers.

EXCEPT AS SET FORTH HEREIN OR ON ANY OTHER WRITTEN EXPRESS LIMITED WARRANTIES BY REGAL, THERE ARE NO OTHER WARRANTIES EITHER EXPRESS OR IMPLIED PROVIDED BY REGAL ON THIS BOAT. ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING IMPLIED WARRANTIES OF FITNESS AND MERCHANTABILITY, ARE EXPRESSLY EXCLUDED.

REGAL FURTHER DISCLAIMS ANY LIABILITY FOR ECONOMIC LOSS ARISING FROM CLAIMS OF PRODUCT FAILURE, NEGLIGENCE, DEFECTIVE DESIGN, MANUFACTURING DEFECT, FAILURE TO WARN AND/OR INSTRUCT, LACK OF SEAWORTHINESS, AND ANY OTHER THEORY OF LIABILITY NOT EXPRESSLY COVERED UNDER THE TERMS OF THIS LIMITED WARRANTY.

AS SET FORTH ABOVE, REGAL MAKES NO IMPLIED WARRANTY OF MERCHANTABILITY AND EXPRESSLY EXCLUDES ANY SUCH WARRANTY. TO THE EXTENT SUCH EXCLUSION IS NOT ALLOWED BY LAW OR AN IMPLIED WARRANTY OF MERCHANTABILITY IS REQUIRED BY LAW: (1) ANY IMPLIED WARRANTY OF MERCHANTABILITY THAT IS, AS A MATTER OF LAW, NOT PERMITTED TO BE EXCLUDED AS SET FORTH ABOVE, IS LIMITED TO ONE YEAR FROM THE DATE OF DELIVERY TO THE FIRST RETAIL OWNER; (2) NEITHER REGAL, NOR ANY SELLING DEALER SHALL HAVE ANY RESPONSIBILITY FOR LOSS OF USE OF THE BOAT, LOSS OF TIME, INCONVENIENCE, COMMERCIAL LOSS, INCIDENTAL OR CONSEQUENTIAL DAMAGES.

SOME STATES MAY NOT ALLOW EXCLUSIONS OF IMPLIED WARRANTIES OR LIMITATIONS ON HOW LONG ANY IMPLIED WARRANTY LASTS, SO THE ABOVE LIMITATION MAY NOT BE APPLICABLE. SOME STATES MAY NOT ALLOW THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATIONS OR EXCLUSIONS MAY NOT BE APPLICABLE IN THOSE STATES. THIS WARRANTY GIVES THE OWNER SPECIFIC LEGAL RIGHTS, AND THE OWNER MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE.

THE TERMS AND CONDITIONS CONTAINED HEREIN, AS WELL AS THOSE OF ANY DOCUMENTS PREPARED IN CONJUNCTION WITH THE SALE OF THIS VESSEL MAY NOT BE MODIFIED, ALTERED OR WAIVED BY ANY ACTION, INACTION, OR REPRESENTATIONS, WHETHER ORAL OR IN WRITING, EXCEPT UPON THE EXPRESSED, WRITTEN AUTHORITY OF A MANAGEMENT LEVEL EMPLOYEE OF REGAL.

Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you. Regal's obligation with respect to this warranty is limited to making repairs to or replacing the defective parts and no claim for breach of warranty shall be cause for cancellation or rescission of the contract or sale for any boat manufacturer by REGAL MARINE INDUSTRIES, INC.

Regal will discharge its obligations under this warranty as rapidly as possible, but cannot guarantee any specific completion date due to the different nature of claims which may be made and services which may be required. Regal reserves the right to change or improve the design of its boats without obligation to modify any boat previously manufactured. This limited warranty gives you specific legal rights, and you may also have other rights which may vary from state to state. Regal shall in no way be responsible for any repairs not PRE-AUTHORIZED by a Regal Customer Service Manager or repairs performed by a repair shop not PRE-AUTHORIZED by a Regal Customer Service Manager.

ARBITRATION OF DISPUTES AND WAIVER OF JURY TRIAL

EXCEPT AS SPECIFICALLY EXCLUDED IN THIS LIMITED WARRANTY, PURCHASER, REGAL, AND AUTHORIZED REGAL DEALER AGREE TO SUBMIT ANY AND ALL CONTROVERSIES, CLAIMS, OR DISPUTES ARISING OUT OF OR RELATING TO THE BOAT AND THIS LIMITED WARRANTY AND ALL OTHER AGREEMENTS EXECUTED BY PURCHASER RELATED TO THE BOAT TO BINDING ARBITRATION. IT IS THE EXPRESS INTENT OF PURCHASER, REGAL, AND DEALER THAT THIS ARBITRATION PROVISION APPLIES TO ALL DISPUTES, INCLUDING CONTRACT DISPUTES, TORT CLAIMS, FRAUD CLAIMS, AND FRAUD-IN-THE-INDUCEMENT CLAIMS, STATUTORY CLAIMS, AND REGULATORY CLAIMS RELATING IN ANY MANNER TO THE BOAT AND THIS LIMITED WARRANTY.

IF ANY CONTROVERSY OR CLAIM DESCRIBED IN THIS ARBITRATION PROVISION IS DETERMINED FOR ANY REASON TO BE INELIGIBLE FOR ARBITRATION, AND FOR ANY CONTROVERSIES, CLAIMS, OR DISPUTES SPECIFICALLY EXEMPTED FROM ARBITRATION, THEN THOSE CONTROVERSIES, CLAIMS, OR DISPUTES SHALL INSTEAD BE DECIDED BY A JUDGE OF A COURT OF COMPETENT JURISDICTION, IN ORANGE COUNTY, FLORIDA, WITHOUT A JURY. PURCHASER, REGAL, AND DEALER KNOWINGLY AND VOLUNTARILY WAIVE THE RIGHT TO A TRIAL BY JURY FOR ALL SUCH CONTROVERSIES, CLAIMS, AND DISPUTES. PURCHASER, REGAL, AND DEALER UNDERSTAND THAT THERE SHALL BE NO JURY TRIAL, WHETHER THE CONTROVERSY OR CLAIM IS DECIDED BY ARBITRATION OR BY TRIAL BEFORE A JUDGE. NOTWITHSTANDING THE PROVISIONS OF THIS ARBITRATION AGREEMENT, WITH REGARD TO CONTROVERSIES AND/OR ENTITLEMENT TO POSSESSION OF EITHER THE BOAT OR ANY TRADE-IN, ANY PARTY HERETO MAY RESORT TO A JUDICIAL DETERMINATION (BY A JUDGE AND NOT A JURY) OF SUCH CONTROVERSIES, DISPUTES OR CLAIMS WITHOUT WAIVING ANY RIGHT TO DEMAND ARBITRATION WITH RESPECT TO ALL OTHER CONTROVERSIES, DISPUTES, OR CLAIMS BETWEEN THE PARTIES AS MORE SPECIFICALLY SET FORTH IN THIS ARBITRATION PROVISION.

ALL ARBITRATIONS SHALL PROCEED THROUGH THE AMERICAN ARBITRATION ASSOCIATION AND BE SUBJECT TO ITS COMMERCIAL ARBITRATION RULES, EXCEPT AS SET FORTH HEREIN.

THE ARBITRATORS SHALL HAVE THE AUTHORITY TO AWARD ANY FORM OF RELIEF THAT COULD BE PROPERLY AWARDED IN A CIVIL ACTION IN THE STATE OF FLORIDA FOR THE TYPE OF CLAIMS PRESENTED, SUBJECT, HOWEVER, TO ALL LIMITATIONS, PREDICATES, AND CONDITIONS COVERING SUCH REMEDIES OR RELIEF UNDER FLORIDA LAW.

THE PURCHASER, REGAL, OR DEALER MAY DEMAND ARBITRATION OF A CLAIM BY FILING A WRITTEN DEMAND FOR ARBITRATION, ALONG WITH A STATEMENT OF THE MATTER IN CONTROVERSY WITH THE AMERICAN ARBITRATION ASSOCIATION, AND SIMULTANEOUSLY SERVING A COPY UPON THE OTHER PARTY. PURCHASER, REGAL, AND DEALER AGREE THAT THE ARBITRATION PROCEEDING SHALL BE CONDUCTED IN ORANGE COUNTY, FLORIDA, UNLESS OTHERWISE AGREED BY THE PARTIES. EACH PARTY AGREES TO BEAR THEIR OWN ATTORNEY FEES AND COSTS DURING THE PROCEEDING. THE FILING FEES AND ALL OTHER THIRD-PARTY COSTS FOR THE ARBITRATION, INCLUDING THE ARBITRATOR'S FEE, SHALL BE PAID BY THE FILING PARTY INITIATING THE ARBITRATION. THE ARBITRATOR SHALL AWARD TO THE PREVAILING PARTY, IF ANY, AS DETERMINED BY THE ARBITRATOR, REASONABLE ATTORNEY FEES AND REASONABLE COSTS FROM THE NON-PREVAILING PARTY.

INTRODUCTION

Congratulations on purchasing your new Regal boat. Regal is an industry leader in quality and luxury—the 34 SAV was born out of our commitment to those ideals. Your vessel is certified by the National Marine Manufacturers Association and meets or exceeds standards set by the United States Coast Guard, American Boat and Yacht Council, and the International Marine Certification Institute. We believe you have made the best choice in a crowded field.

As a Regal boat owner, it is important to learn about general boating practices and safety before operating your vessel. This document will first cover rules of the road, safety precautions, and various governmental regulations governing boating. The information contained herein can help reduce the risk of accidents and injury on the water. This manual also contains a physical walkthrough and technical guide regarding your systems and equipment. Regal urges you to read and understand this manual thoroughly before setting out to help keep you and your loved ones safe.

Your Regal owner's manual contains information that will help you operate your craft safely and with ease. There is a QR code placed close to the helm. Scan the code with your smartphone to access your owner's manual. Your owner's manual is not a complete technical manual, but may help troubleshoot select Regal systems and components.

For more information on safe boating practices, visit the US Coast Guard website or usboat.com. Regal recommends taking the usboat.com licensing test for your state to become a licensed boater. Regal does not accept any liability or responsibility for accidents resulting from owner operations.

Your Regal dealer will answer any questions and provide valuable hands-on information during the new boat delivery process. Your dealer has received factory training; employ their services to solve advanced technical problems and perform periodic maintenance. Your Regal dealer also carries a line of factory approved parts and accessories. Call 407-851-4360 or go to regalboats.com to find your closest Regal dealership.

NOTES



NOTES

CALIFORNIA PROPOSITION 65

Boats manufactured for use in California for model year 2026 and after meet the California EVAP Emissions regulation for spark-ignition marine watercraft. Boats meeting this requirement will have a label affixed near the helm.

WARNING

Operating, servicing and maintaining a recreational marine vessel can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, service your vessel in a well ventilated area and wear gloves or wash your hands frequently when servicing this vessel. For more information go to: www.P65warnings.ca.gov/marine.

The fuel system in this boat complies with U.S. EPA mandated evaporative emission standards at time of manufacture using certified components.

MANUFACTURER'S WARRANTY COVERAGE

This evaporative emission control system is warranted for two years. If any evaporative emission-related part on your spark-ignition marine watercraft is defective, the part will be repaired by Regal Marine Industries, Inc.

EMISSIONS CONTROL SYSTEM INFORMATION

MEETS U.S. EPA EVAP STANDARDS USING CERTIFIED COMPONENTS AND MEETS 2026 MY CALIFORNIA EVAP EMISSIONS REGULATIONS FOR SPARK-IGNITION MARINE WATERCRAFT

MANUFACTURER: REGAL MARINE INDUSTRIES, INC.
MODEL:

CALIFORNIA EVAP FAMILY: RRMIPVSSL001
EMISSION CONTROL SYSTEM: CM

Typical helm CARB label

OWNER'S MANUAL RESPONSIBILITIES

- As the spark-ignition marine watercraft owner, you are responsible for the performance of the required maintenance listed in the owner's manual. Regal Marine Industries, Inc. recommends that you retain all receipts covering maintenance on your spark-ignition marine watercraft, but Regal Marine Industries, Inc. cannot deny warranty solely on the lack of receipts.
- As the owner, you should be aware that Regal Marine Industries, Inc. may deny you warranty coverage if your spark-ignition marine watercraft or a part has failed due to abuse, neglect, or improper maintenance or unapproved modifications.
- You are responsible for presenting your spark-ignition marine watercraft to a Regal Marine Industries, Inc. distribution center or a service center as soon as the problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days. If you have any questions regarding your warranty coverage, you should contact Regal Marine Industries, Inc. at (407) 851-4360.

SAFETY LABELS

Hazards are categorized by severity using specific signal words - **NOTICE**, **CAUTION**, **WARNING**, and **DANGER**. They are highlighted in this manual by font design and symbol usage. Many of the safety labels are found close to the helm, aft cockpit, cabin, Lazarette compartment, and swim platform.

Become familiar and understand all safety precaution labels. It is the captain's responsibility to review this information with all passengers. Use common sense, analyze the potential risk of any action, and always think safety first!

NOTICE

General or specific information which is important for correct operation or maintenance, but is not hazard related.

⚠ CAUTION

Indicates a potentially hazardous situation or unsafe practice that, if not avoided, may result in injury, property or product damage.

⚠ WARNING

Potentially hazardous situation that, if not avoided, could result in death or serious injury.

⚠ DANGER

Immediate hazardous situation that if not avoided, will result in death or serious injury.

NOTICE

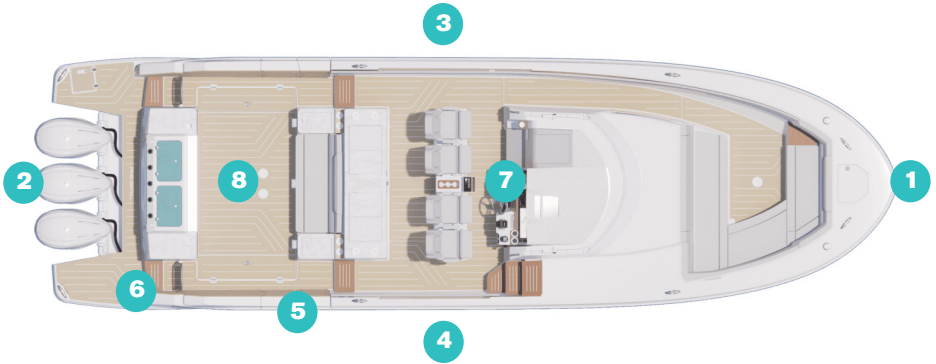
Do not remove or cover any precautionary labels. Keep harsh chemicals away from labels. If a label becomes illegible, contact your Regal dealer for ordering replacements.





GENERAL VESSEL INFORMATION

Parts of a Boat



1 - Bow: The front of the boat.

2 - Stern: The rear of the boat.

3 - Port: Left (facing the bow).

4 - Starboard: Right (facing the bow).

5 - Gunwale: The upper/outer edges of the boat.

6 - Transom: The flat wall of the back of the boat.

7 - Helm: The boat's steering equipment.

8 - Lazarette Compartment: The engine room with all technical equipment.

Resources and Information

Owner's Information Packet



At time of delivery, your Regal dealer will provide an owner's information packet in a black satchel bearing the Regal logo. Become familiar with the materials contained in the packet including a copy of your extended warranty and valuable information on your propulsion package, systems, third-party installed components, and care and maintenance.

WARNING

Prevent injury, death, or property damage! Read and understand the Regal owner's manual before attempting to operate the vessel.

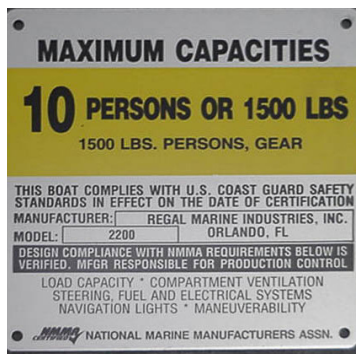
Hull Identification Number

The Hull Identification Number (HIN) is a fourteen character serial number used to identify the boat. It denotes the manufacturer, model, serial number, and month and year of manufacture. The HIN is typically mounted on the starboard side of the boat's transom. Locate and write down the HIN for future reference. It can be useful when ordering parts from your Regal dealer.



Typical HIN Plate

Max Capacity Plate



The Maximum Capacity Plate displays the maximum weight capacity and the maximum number of people the boat can carry safely in good weather. This is mounted on boats less than 26 ft. (approx. 8m.) long only.

Maximum weight is the combined weight of all passengers, gear, and engines.

Never exceed the maximum weight capacity. An overloaded boat, or a boat with uneven weight distribution, is difficult to steer and can cause accidents.

NMMA Yacht Plate



The NMMA Yacht Plate indicates that the vessel meets or exceeds the U.S. Coast Guard (USCG) safety standards in effect at the time of certification. It is mounted near the helm on Regal boats 26 ft. (approx. 8m.) and over.

Vessel Information Sheet

Fill out this page to keep all information about your vessel handy and organized.

Owner: _____

Address: _____

City & State: _____

Home Phone: _____ Business Phone: _____

In Case Of Emergency Notify: _____

Address _____

City & State _____

Phone _____

Insurance Agent's Name: _____

Policy#: _____

USCG Phone: _____ Local Police: _____

Marina Phone: _____ Slip (Dock#): _____

Hull Serial #: RGM _ _ _ _ _

Key #: _____ Engine: _____

Selling Dealer: _____

Address: _____

City & State: _____

Phone: _____ Fax: _____

Servicing Dealer: _____

Address: _____

City & State: _____

Phone: _____ Fax: _____

Vessel Float Plan

Document a float plan on this page before departing. Leave it with someone responsible on land who can notify the USCG or police if you do not return as planned. Notify the individual if plans change.

Owner: _____

Address: _____

City & State: _____

Telephone#: _____

Person Filing Report: _____

Make Of Craft: _____

Color_____ Trim_____ Hp _____

Inboard _____ Stern Drive _____

Hull I.D.# _____

Documented Vessel # _____

Registration# _____

Length_____ Boat Name _____

Leave From _____

Destination: _____

Fuel Capacity _____

Est. Time Of Arrival _____

If Not Back By_____ o 'clock Call Authorities

Safety Equipment Aboard:

Life Jackets_____

Flares_____

VHF Radio_____

Food_____Water_____

First Aid Kit_____

Flash Light_____

Cell Phone __#_____

Lap Top_____

E-mail address_____

Persons Aboard:

Name	Age	Address	Phone
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_____	_____	_____	_____
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Vessel Cruise Checklist

Use this checklist to prepare for your trip. Fill out a copy each time you embark.

- Check the local weather forecast.
- Inspect the hull bottom and propellers for damage and marine growth like barnacles.
- Check the sacrificial anodes on the propulsion unit, transom, and engine. Replace if 2 of the 3 nodes are missing.
- Check the electrical system and carry extra fuses.
- Check the bilge pumps. If the boat has been in the water, run the pump until water stops flowing. If your boat has been out of the water, check that all bilge water has drained and the drain plug is installed.
- Check that all safety equipment is on board and in good working order. This includes, but is not limited to, personal flotation devices, hand held fire extinguishers, and visual and sonic distress signals.
- Check fuel level.
- Open the engine compartment and inspect for fuel odors and leaks in the fuel, oil, coolant, exhaust, and power steering systems.
- Check the engine for cracked hoses, worn or loose belts, and loose hardware.
- Check all fuel filters for water.
- Check fluid levels of engines, drives, and generators.

Recommended Onboard Equipment

Tools:

Allen Wrenches
Digital Multimeter
Duct Tape
Floating Flashlight/Lantern
Hammer
Knife
Pliers
Ratchet & Socket Set
Screwdriver Set
Wire Cutters
Wrench Set

Spare Parts:

Batteries
Coolant
Extra Light Bulbs
Fuel Filters
Fuses
Oil

Basic Gear & Supplies:

Bailer or Hand Pump
Binoculars
Boat Hook
Bucket
Distress Signals
Dock Fenders
Emergency Food & Water
First Aid Kit
Life Raft
Personal Flotation Devices (PFDs)
Portable Fire Extinguishers
Rags & Oil-Absorbing Pads
Tow & Mooring Lines

Delivery Process

Orientation and Inspection

Your dealer must properly complete the delivery process to activate your boat's warranty.

Upon arrival, your dealer will complete an operational orientation of the boat including safety and maintenance instructions. The dealer will also inspect the boat with you in detail. The dealer will document each step of the delivery orientation and inspection on the Customer Delivery Acceptance Form.

After completing the form, you will sign the form acknowledging that the dealer explained the boat's systems and warranty provisions and indicating that all information documented therein is accurate.

Double check the form before signing. An incomplete form or one that is improperly completed may void your warranty.

It is your responsibility to make sure the dealer accurately completes all parts of the Customer Delivery Acceptance Form.

Dealer's Responsibility

It is the dealer's responsibility to provide the location of all relevant owner's resources including, but not limited to, vendor warranties, third party equipment manuals, and the Regal owner's manual for the vessel.

After delivery, your dealer will send all delivery documents to Regal World Headquarters and Regal will send you a warranty certificate within six weeks of boat delivery.

Owner's Responsibility

After completing the Customer Delivery Acceptance Form in full, you are entitled to all benefits and services outlined in your Regal warranty. You also have responsibilities to ensure warranty satisfaction.

1. Read and understand warranty materials.
2. Follow all boating and environmental rules and regulations.
3. Comply with all applicable accident reporting standards and warranty terms and conditions.
4. Read all relevant owner's literature, including this owner's manual, and follow all the recommendations therein.
5. Perform proper maintenance and service your boat according to the standards outlined in this manual and others.



SAFETY

General Boating Safety

Safety is the captain's number one priority. As the captain, you are responsible for the safety of your passengers and all other boats sharing the water. Follow all safety information found in this manual and familiarize yourself and your passengers with safe boating practices every time you embark. Use common sense to analyze the results of an action and always put safety first.

Follow these general guidelines when operating your vessel:

1. **NEVER boat under the influence (BUI).** Do not mix drugs and boating. Substances impair the boat operator's ability to make wise decisions and react in emergency situations.
2. Obey all Rules of the Road (see page 53). A weather resistant copy of the rules is included in your black Regal owner's satchel.
3. The spoken word "MAYDAY" is the international signal of distress and is for emergency circumstances only on VHF Channel 16. Never use the word unless there is imminent, life threatening danger.
4. Make sure your boat and essential equipment are in good working order by frequently inspecting the hull, engine, and propulsion components.
5. Posted speed limits, swimming areas, no wake zones, and other restrictions will be marked by white buoys with orange horizontal stripes. Follow all posted restrictions (see Navigation Aids, page 58).
6. Electronics can fail. Always keep an updated secondary navigation aboard, such as a backup GPS device or printed charts purchased from a NOAA-certified third-party provider.
7. Never allow anyone to sit, stand, or ride anywhere on the boat not specifically designed for seating while underway, particularly the bow and gunwales.

Boating and Alcohol

Operating a vessel while intoxicated is a federal offense. Operators with a blood alcohol content of .08% or higher can be subject to severe civil and criminal penalties, including heavy fines, loss of boating or driving privileges, and imprisonment.

Intoxicated boating causes the most fatal marine accidents each year. The marine environment - including the sun, wind, glare, vibration, and motion of the water - causes Boater's Fatigue. This accelerates the physical effects of alcohol, rapidly impairing your balance, vision, reaction time, and judgement. You are responsible for the safety of your passengers and other boaters at all times.



DANGER

DO NOT DRINK AND DRIVE.

Severe Weather

Before embarking, check weather conditions. Getting caught in severe weather is hazardous. Stay up to date with the latest weather conditions while on the water.

If you are caught in severe weather, do the following:

1. Slow down and proceed with caution.
2. Secure the crew. Have everyone put on PFDs (see Personal Flotation Devices) and have all passengers sit low and in the center of the vessel.
3. Secure the vessel. Stow and secure all gear, close all appliances, and get emergency equipment ready.
4. Head to the nearest shore that is safe to approach.
5. Navigate into waves at a 45 degree angle if possible. This prevents the boat from drifting sideways, as this dramatically increases capsize risk.
6. Make sure the bilge stays free of water by ensuring the bilge pumps are functioning properly.
7. If the engine fails, trail a sea anchor from the bow of the boat to keep it headed into the waves.



Fog

Avoid operating your boat in fog. When fog sets in, take bearings and log courses and speeds. Emit a five second blast from your horn or whistle once every minute. Wear personal flotation devices and listen closely for oncoming vessels.

Shallow Water

Shallow water operation presents a number of hazards including sandbars and changing tidal levels. If the vessel strikes an underwater hazard, check for damage. If the engine vibrates more than normal after striking an underwater obstruction, the propeller may be damaged. Only use emergency distress signals if the vessel is taking on water, sinking, or if it is a life-threatening emergency.





Fueling

Use extreme caution when fueling. Never allow smoke or flame nearby while fueling. Turn off engines, all electrical equipment, radios, stoves, and other appliances, and remove all passengers from the boat before fueling.

After fueling, ventilate the vessel by opening all ports, hatches, and doors and running the blower for at least four minutes. Check the bilges for fuel vapors before turning on the engine. Use the sniff test to make sure there is no odor of gas anywhere on the boat. Always check for fuel leaks and fumes after fueling. Do not start the engine until all traces of fuel vapors are eliminated.

Be certain you have enough fuel for your cruising needs. Practice the one-third rule: use one-third of fuel to go out, one-third to return, and keep one third in reserve.

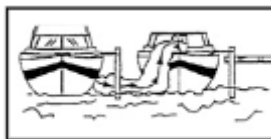
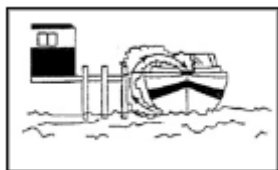
Exhaust and Carbon Monoxide

Carbon Monoxide (CO) is a colorless, odorless, and highly toxic gas produced by the exhaust of gasoline engines and generators, grills, stoves, and space heaters. Diesel engines and generators produce much less CO, but any amount of CO exposure can be dangerous. Be aware of and avoid:

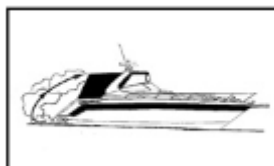
1. Blockage in exhaust outlets. Blockage can cause CO to accumulate in the cabin and cockpit even if doors, hatches, and portholes are open.
4. Anchoring next to another boat that has their engine or generator running for an extended period. Boats nearby can cause your vessel to accumulate CO.

2. Sleeping on board while an engine or generator is running. It is easy to succumb to CO poisoning while asleep.

3. Running an engine or generator next to or in a confined area. Sea walls and other confined spaces such as docks can cause CO to accumulate.



5. Operating the engine for an extended period with the canvas deployed. Back drafting or the "Station Wagon Effect" can cause CO to accumulate in the cabin, cockpit and bridge. Avoid operating your vessel with the bow up while cruising slowly or operating close behind another vessel at slow speeds.





Follow these guidelines to help prevent CO accumulation:

- Make sure all exhaust clamps are in place. Look for rust, black streaking, water leaks, or damaged fittings. These indicate an exhaust leak.
- Inspect all rubber exhaust hoses for burned or cracked areas. All rubber hoses should feel firm and be free of kinks. If soft, it may indicate deterioration and require replacement.
- Make sure that cooling water flows from the exhaust outlet after starting the engines and generator. Listen for changes in exhaust sound. These may be evidence of an exhaust component malfunction.
- Do not obstruct or modify the ventilation system.
- Do not disable the CO alarms that come installed on your Regal boats. Test them regularly and service them as required.
- When underway, open all hatches, windshield vents, and doors to allow proper airflow from bow to stern. Close them during inclement weather to prevent flooding the vessel.

Symptoms of CO Poisoning

- dizziness
- drowsiness
- (sudden) physical weakness
- nausea
- headache
- ringing in ears
- throbbing temples
- inattentiveness
- incoherence
- fatigue
- vomiting
- convulsions
- loss of consciousness/collapse

WARNING

Inspect the exhaust system. Immediately repair or replace leaking, cracked and corroded, or missing exhaust components.

Anyone with symptoms of CO poisoning should be placed in a fresh air environment and given medical attention as quickly as possible. If possible without endangering yourself or others, shut off all engines and generators and make an attempt to locate and eliminate the source.

DANGER

Carbon monoxide is a tasteless, odorless and invisible gas that can cause discomfort, severe illness, and even death. Exercise caution while operating generator or engines in confined spaces or at dockside. Do not allow hull exhaust outlets to become blocked or exhaust fumes can become trapped in and around the confines of your boat. During idle and slow cruise conditions, bilge blowers should be used.

NOTICE

Carbon monoxide precautionary labels are located at the helm, transom, and cuddy cabin. Ensure that all aboard read and understand the signs and effects of carbon monoxide (CO).

Boating Accidents

Take the necessary precautions to avoid accidents and make sure your passengers are educated and prepared to act in an emergency.

Common causes of boating accidents:

- Mixing boating and alcohol.
- Excessive speed.
- Failure to maintain a proper lookout or inattentive boat operation.
- Moving around the boat at unsafe speeds.
- Sitting on the bow, gunwales, deck, or swim platform while underway.
- Boating during inclement weather, especially high winds and thunderstorms.
- Getting underway without checking all fluids and systems, especially fuel system components.
- Improper boat operation.
- Broken emergency equipment.
- Inadequate fuel supply and/or navigational aids in open water.

Reporting boating accidents

Operators are legally required to report accidents when the accident involves:

- Death
- Injury required treatment beyond first aid
- Passenger disappearance

A formal report must be made to the United States Coast Guard (USCG) or local marine law enforcement for accidents involving significant damage or complete loss of a vessel. Reporting timeframes and damage thresholds vary significantly by state, so it is your responsibility to always check your local boating regulations.



Water Sports Safety

Be particularly careful around those engaging in water sports like scuba divers, water skiers, and wake boarders.

Scuba Diving



"Diver Down" Flag

The "diver down" flag indicates there is a diver in water. Use the flag whenever a diver is operating from your boat and continually observe the diver's air bubbles. As a general rule, maintain at least 100 ft (approx. 30m.) distance in inland water and 300ft. (approx. 91m.) in open water. This varies by state.



Towing Sports

Wear an approved life jacket when engaging in any towing activities like water skiing, wakeboarding, wakesurfing, or tubing. The life jacket should remain secure upon impact with the water. Inspect all tow lines, sky pylons, and attachment points for wear or damage before use.

Have a passenger observe the person being towed at all times. This "observer" cannot be the operator. Turn your engines off whenever someone is using the swim platform or transom to re-board from the water.

Do not engage in towing sports between sunset and sunrise.

! DANGER

Wakesurfing and wakeboarding is intended for surf boats with forward-drives only.

Fishing

When underway, stay clear of people fishing. Nets and lines can get cut or caught in your propeller when operating too close. Slow down and minimize your wake when approaching fishing boats, and do not return to cruising speeds until clear.

When fishing, never anchor in a shipping channel or tie up to a navigational aid. Look out for shallow water and hidden obstructions. Monitor water depth and local tide charts (if available) to avoid grounding.



Swim Platform



Periodically inspect all hardware that supports the platform, including the ladder. Ensure that all connections and fittings are tight and in good condition. Always retract the ladder and secure it in the stowed position before departing.

When operating the boat in reverse, ensure that water does not accumulate on the platform or transom, especially in rough seas. Do not exceed the recommended weight capacity.

**WARNING**

Avoid serious injury or death! Do not operate the boat with people in the water on top or holding on to the swim platform structure.



SAFETY EQUIPMENT

Personal Flotation Devices

Federal law requires one USCG-approved (or local equivalent), wearable personal flotation device (PFD) for every person on board. PFDs should be in good condition and readily accessible. Devices should not be stored or locked in closed areas. A PFD that cannot be located quickly in an emergency is useless.

Before departing, show all passengers where their PFDs are stored and how to put them on. Make sure each PFD is the correct size for the wearer; it should fit snugly, without restricting breathing.

Children under 13 must wear a USCG-approved life jacket unless they are below deck or in an enclosed cabin. Some states have regulations that differ from the USCG. Check your local and state laws before embarking with children. A PFD can save a life, but only if worn.

The USCG regulates PFDs using two different labeling systems. Older legacy devices are categorized by “Types” (Types I, II, III, and V are wearable; Type IV is a throwable device). Newer devices are categorized by “Performance Levels” (Level 70, 100, 150, etc).

Regardless of the labeling system, you must have an appropriately rated, wearable PFD for each person. Additionally, vessels 16ft. (4.9m.) or longer require at least one USCG-approved throwable device (such as a ring buoy or cushion).

Anyone being towed behind a vessel, i.e. water skiers and wake boarders, is considered on board and a PFD is required. Tow sports participants should wear PFDs designed for high-speed impact. Note that inflatable PFDs are not approved for high-impact sports, non-swimmers, or children under 16.



For more information regarding PFD selection, performance levels, and current federal requirements, refer to the official USCG boating safety brochures included in your Regal owner's satchel, or visit the U.S. Coast Guard Boating Safety website.

Maintaining PFDs

A PFD is only useful if it is in good, serviceable condition. While standard foam PFDs do not have a strict expiration date, they degrade over time due to UV exposure, saltwater, and wear. Inspect your PFDs regularly and replace them if they fail any of the following checks:

- Check for broken hardware, frayed webbing, missing straps, and stitching that has become undone.
- Feel the internal foam. If the foam feels hard, brittle, or shrunken, it has lost its buoyancy and the PFD must be discarded.
- If using inflatable PFDs, inspect the CO2 cartridge and activation mechanism according to the manufacturer's specific instructions.
- Clean PFDs with mild soap and fresh water. Allow them to air dry completely in a well-ventilated area, out of direct sunlight, before stowing to prevent mildew.

Life Rafts

Inflatable life rafts are recommended for ocean going vessels. Make sure the raft is large enough for everyone on board and contains proper emergency equipment. Make sure the raft is USCG-approved and have the unit serviced periodically.



Fire Extinguishers

Fixed Fire Extinguishers

If installed, the fixed fire extinguisher will automatically discharge for a fire in the Lazarette compartment. The suppression system will shut down the generator and ventilation blowers. Immediately turn off the engines and electrical systems.

The system can also be discharged manually with the manual pull handle (see below). Remove the safety pin and pull firmly on the handle to discharge. Location will vary depending on specific boat model.

Once the situation is under control, the suppression system can be overridden either through the shut-off panel near the helm or the Digital Switching System, if installed. For more specific information, refer to the Safety section.



Manual discharge

Portable Fire Extinguishers

It is the owner's responsibility to ensure proper maintenance and replacement of fire extinguishing systems. Below are the necessary requirements:

- USCG-approved for marine use.
- Recommended minimum rating is 5-B:C (formerly B-I).
- Dry chemical (Class ABC) is the standard for general protection. However, a "clean agent" extinguisher (such as Halotron or FK-5-1-12) may be used near the helm or entertainment systems to prevent residue damage to sensitive electronics.



Fixed fire extinguisher



Helm shutdown panel

Distress Signals

All vessels operating in the navigable, coastal, and territorial waters of the United States must be equipped with USCG-approved visual distress signals. Vessels owned in the United States and operating on the high seas must also have approved visual distress signals.

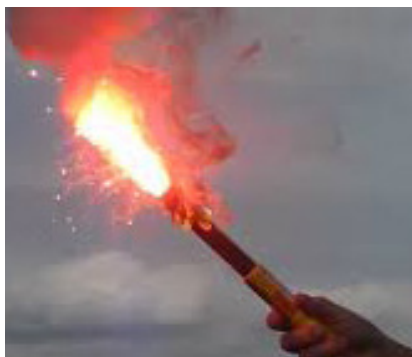
Pyrotechnic Devices

Pyrotechnic visual distress signals must be USCG-approved and readily accessible. All devices display an expiration date. Do not use expired devices.

A minimum of 3 devices is required if they are for both day and night. If not, you must carry three day signals and three night signals. Pyrotechnic devices should be stored in a cool, dry location inside a high-visibility, watertight container.

There are three types of USCG-approved devices:

1. Pyrotechnic red flares, hand held or aerial (day/night).



2. Pyrotechnic orange smoke, hand-held or floating (day only).



3. Launchers for parachute flares or red meteors (day/night).



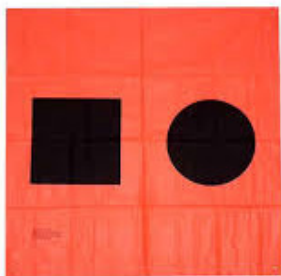
Pistol-style launchers handle like firearms and should be treated with the same care and caution. Some devices are banned in certain locales. Check state and local regulations before embarking.

No single distress signal is best in all circumstances, but pyrotechnics are widely considered the most effective. They do, however, emit a searing flame and dropping slag that can cause burns and ignite flammable materials. Always hold hand-held flares downwind and outward over the water. Check the area around you and practice caution when operating.

Non-Pyrotechnic Devices

Non-pyrotechnic visual distress signals must be marked USCG-approved and readily accessible. There are two types of devices:

1. Orange distress flags: For day use only. Must be 3x3 feet or larger with a black square and ball on an orange background. Display the flag from a boat hook, long fishing rod, or paddle waved overhead to maximize visibility.



2. Electric distress lights: For night use only. These flash the international SOS distress signal in Morse code (...---...). Ensure these devices have fresh batteries to meet USCG compliance.

Under inland navigation rules, a white light flashing at regular intervals 50-70 times a minute is commonly considered a distress signal, however, it does not meet the USCG carriage requirements for a visual distress signal.



NEVER display any visual distress signals under any circumstances except when assistance is required to prevent immediate danger to passengers or vessel.

Sonic Devices

All boats must carry a sound-producing device (whistles, air horns, or bells for larger vessels). Navigation Rules require sound signals to be made under certain circumstances like crossing or overtaking (see Rules of the Road). Requirements vary by vessel length; check federal and state regulations to ensure vessel compliance.

VHF Radio

If installed, Very High Frequency, or VHF, radios are used for distress signaling, ship-to-ship, and ship-to-shore communication. Channel 16 is the primary channel for ships in distress. Channel 9 is used for secondary/hailing purposes.



Option A: Digital Distress

Lift the red DISTRESS cover on the handheld radio unit. Press and hold for 3 seconds. This will digitally broadcast your GPS position and vessel identity to the Coast Guard (or your local agency) and all nearby vessels. You must register for a Maritime Mobile Service Identity (MMSI) for this option.

Option B: Voice Mayday (Ch. 16)

1. Ensure the radio is on and set to Channel 16.
2. Ensure the power is set to HI (25W) for maximum range.
3. Press and hold the transmit button and say "Mayday, Mayday, Mayday."
4. Provide:
 - Vessel name
 - Position (see chartplotter or VHF screen)
 - Nature of emergency
 - Number of people on board
5. Release the button and wait 10 seconds. Repeat if no response.

Note: The VHF is integrated with the chartplotter system. Ensure at least one plotter is powered on to provide the radio with accurate GPS coordinates.



POLLUTION AND WASTE DISCHARGE

Pollution Regulations

Clean Water Act

Also known as the Federal Water Pollution Control Act, this act prohibits the discharge of oil or hazardous substances into the navigable waters of the United States. No vessel may intentionally drain oil or oily waste from any source into the bilge.

All vessels equipped with propulsion machinery must be capable of storing oily mixtures and oil discharge on board. For recreational vessels, properly sealed containers and oil-absorbent pads are suitable for retention until they can be disposed of safely at an onshore facility.

Depending on vessel length, there is a placard mounted in the engine compartment that contains additional information.

Immediately notify the National Response Center (NRC) if your vessel discharges oily or hazardous substances. Call toll free at 800-424-8802. Report location, estimated quantity, color, substance and time observed.

Marpol Treaty

The International Convention for the Prevention of Pollution from Ships (MARPOL) and U.S. law strictly regulate the discharge of garbage and refuse of any kind. It is illegal to discharge plastic or garbage containing plastic into any waters. The discharge of other types of garbage (food waste, paper, dunnage, packing materials, etc) are restricted according to the vessel's distance from shore.

Violating these laws subject the operator to severe civil and criminal penalties, such as fines and/or imprisonment.

Sewage Discharge

Marine Sanitation Devices

Recreational vessels under 65 ft. (approx. 19m) with installed toilet facilities must have a marine sanitation device (MSD). All Regal boats with toilet facilities include a Type III MSD per USCG requirements (this is simply a waste holding tank). Type III devices do not chemically treat sewage. Dumping untreated sewage is allowed only 3 miles off ocean coasts and 9 miles off the coast in the Gulf of Mexico, if equipped with the overboard discharge macerator.

No Discharge Zones

In designated NDZs, it is **illegal** to dump any sewage, whether treated or not. Contact your local and state environmental agencies to find specifics on any zones in your area.

Do your part to help keep our waterways clean.





RULES OF THE ROAD

Introduction

Just like there are rules for driving on the road, there are also rules for driving on water. These ‘Rules of the Road’ define the responsibilities of vessel operators and, when followed correctly, prevent collisions. Operators must understand and follow them whenever encountering another vessel.

COLREG 72

The Convention on the International Regulations for Preventing Collisions at Sea 1972 (72 COLREGS) are published by the International Maritime Organization and set out the “Rules of the Road.” Both U.S. inland and international rules follow the 72 COLREGS, but contain some slight differences.

This section is only an introduction included for convenience and is not exhaustive. Additional education is recommended before taking the helm. The complete rules can be found on the USCG website.

Navigation Rules

The Navigation Rules establish actions to be taken by vessels to avoid collision and are divided into international and inland rules. Operators of vessels 39.4 ft. (12m) and over are required to keep a physical or digital copy of the inland navigation rules onboard at all times.

Vessels that do not have priority are “give-way” vessels. They are responsible for yielding to the stand-on vessel to avoid collision.

Vessels that have the initial priority are designated “stand-on” vessels. It is their responsibility to maintain course and speed when encountering another vessel.

In general, less maneuverable vessels are the stand-on vessels. This includes:

- Sailboats under sail
- Vessels engaged in fishing
- Vessels performing work that limits their mobility
- Vessels not under command.

Smaller boats are also obligated to avoid close quarters with larger commercial vessels.

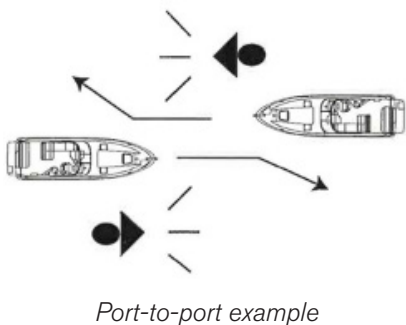
Encountering Vessels

There are three main situations in which vessels will encounter one another: meeting, crossing, and overtaking. Operators must maintain a proper lookout to watch and listen for dangers and assist in navigation.

Meeting

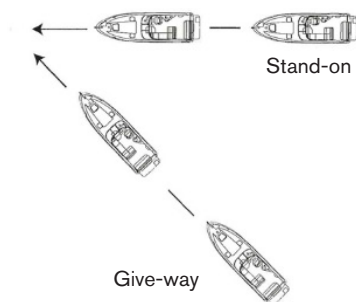
In a head-on meeting, neither vessel is the stand-on vessel and both must take action to avoid a collision.

- Port-to-port passing is preferred. Both vessels should sound a single short blast and alter their course towards starboard, allowing safe passage on each other's port sides.
- If port-to-port is impossible, vessels must sound two short blasts and alter their course towards port, passing starboard-to-starboard.



Crossing

When two vessels cross paths, the vessel that views the other from the starboard side is the give-way vessel and must alter course to avoid the stand-on vessel. The stand-on vessel views the other from the port side and should maintain its current speed and course.

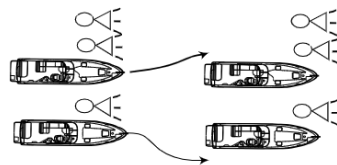


Overtaking

The vessel overtaking is always the give-way vessel. Sound one short blast if intending to pass on the stand-on vessel's starboard side and two short blasts if overtaking on their port side.

When the stand-on vessel replies with the same, alter course and speed to pass while staying well away from the stand-on vessel. The stand-on vessel should maintain its speed and course until overtaken. If it is unsafe to pass, the stand-on vessel should respond with the danger signal (five or more short blasts).

In the event of an imminent collision, no vessel has the right of way. Both vessels must take evasive action to avoid the collision.



Overtaking examples

**WARNING**

Follow the navigation “Rules of the Road” to prevent collisions and avoid injury and death.



Safety and Security Zones

The USCG establishes Safety and Security Zones to protect U.S. Naval vessels, commercial vessels, cruise ships, and essential infrastructure.

Operators must strictly observe these zones and follow all regulations:

1. Do not approach within 100 yards (approx. 91m) of any U.S. Naval vessel. When this is unavoidable, contact either the vessel or USCG escort vessel on VHF Channel 16 for permissions.
2. Operate at the minimum speed necessary to maintain a safe course when within 500 yards (approx. 457m) of these vessels.
3. Do not enter designated security zones around cruise liners, commercial ports, dams, and power plants.

Rendering Assistance

All operators are obligated by law to provide assistance to other vessels in dangerous situations on the water. Operators may be subject to a fine for failure to do so. However, this obligation only applies if the assistance can be safely provided without seriously endangering your own vessel or passengers.

Under federal law, operators who render assistance in good faith and without gross negligence (reckless or intentional misconduct) are protected from civil liability by the “Good Samaritan” provisions.



Navigation Aid

Navigation aids, such as buoys and beacons, are placed along coastal and navigable waters to mark safe channels, hidden dangers, and regulatory zones. Each aid provides specific information to help operators determine position and maintain a safe course.

Lateral Aids



Buoy and beacons called lateral markers indicate the port and starboard sides of a waterway. U.S. lateral markers follow the traditional 3-R Rule: Red, Right, Returning.

- Returning: Red markers starboard and green markers port.
- Departing: Red markers port and green markers starboard.
- Numbering: Red markers feature even numbers, and green markers feature odd numbers. Numbers increase as the vessel heads inland.



Safety marker example

Information and Regulatory Markers

These orange and white markers alert operators to specific warnings, dangers, and regulations.

Characteristics include:

1. White body with orange horizontal bands across the top and bottom
2. Blinking white light for night visibility
3. Black text inside an orange symbol:
 - Square - General Information (directions, distances, location)
 - Circle - Control/Regulation (speed limits, no wake zones)
 - Diamond - Danger (rocks, shoals, submerged stumps)
 - Crossed Diamond - Keep Out (exclusion zones, swim areas, dams)

Refer to the US Coast Guard website for specific information on navigation aids.

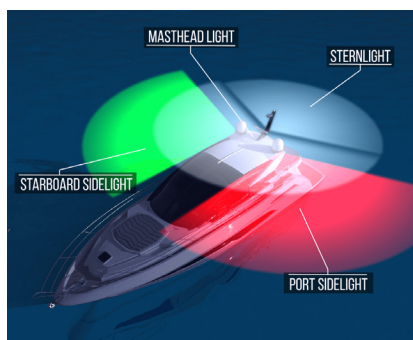
Night Running

Nighttime operation requires heightened caution. Boats operating between sunset and sunrise, or during any reduced visibility (such as fog or rain), must use navigation lights. All Navigation Rules still apply at night.

Navigation Lights

Navigation lights help avoid collision by indicating orientation and direction of travel. All vessels are equipped with USCG-compliant navigation lights: a red sidelight is on the port side, a green sidelight on the starboard side, and white lights indicate the stern or masthead.

Follow all manufacturer instructions regarding replacement of these lights and do not tamper with or otherwise modify the angles or colors for any reason.



Use running lights to gather information about any vessel encountered at night:

- **Red and Green Lights:** The vessel is head-on. Both must alter course to starboard to pass safely.
- **Red Only:** The vessel is crossing from the starboard side. You are the give-way vessel.
- **Green Only:** The vessel is crossing from the port side. You are the stand-on vessel.
- **White Only:** You are approaching from behind. You are the give-way vessel.

Size, speed, and position can be difficult to determine in the dark. It is best to give other vessel as much room as safely possible.

Anchoring at Night

Whenever a vessel is anchored under these conditions, it must display a 360-degree all-around white light to alert other vessels of its position.

Bridges

Clearance

Every vessel has a specified bridge clearance height, an estimate of the distance from the waterline to the top of the highest fixed equipment on board. However, the actual clearance constantly changes according to loaded weight and fluctuating water levels.

Some Regal boats come equipped with foldable towers or arches that facilitate easy passage under low bridges. Some bridges will be marked with a clearance measurement or tide board on a fender. Know the boat and take appropriate action when approaching a bridge to avoid damaging the vessel.

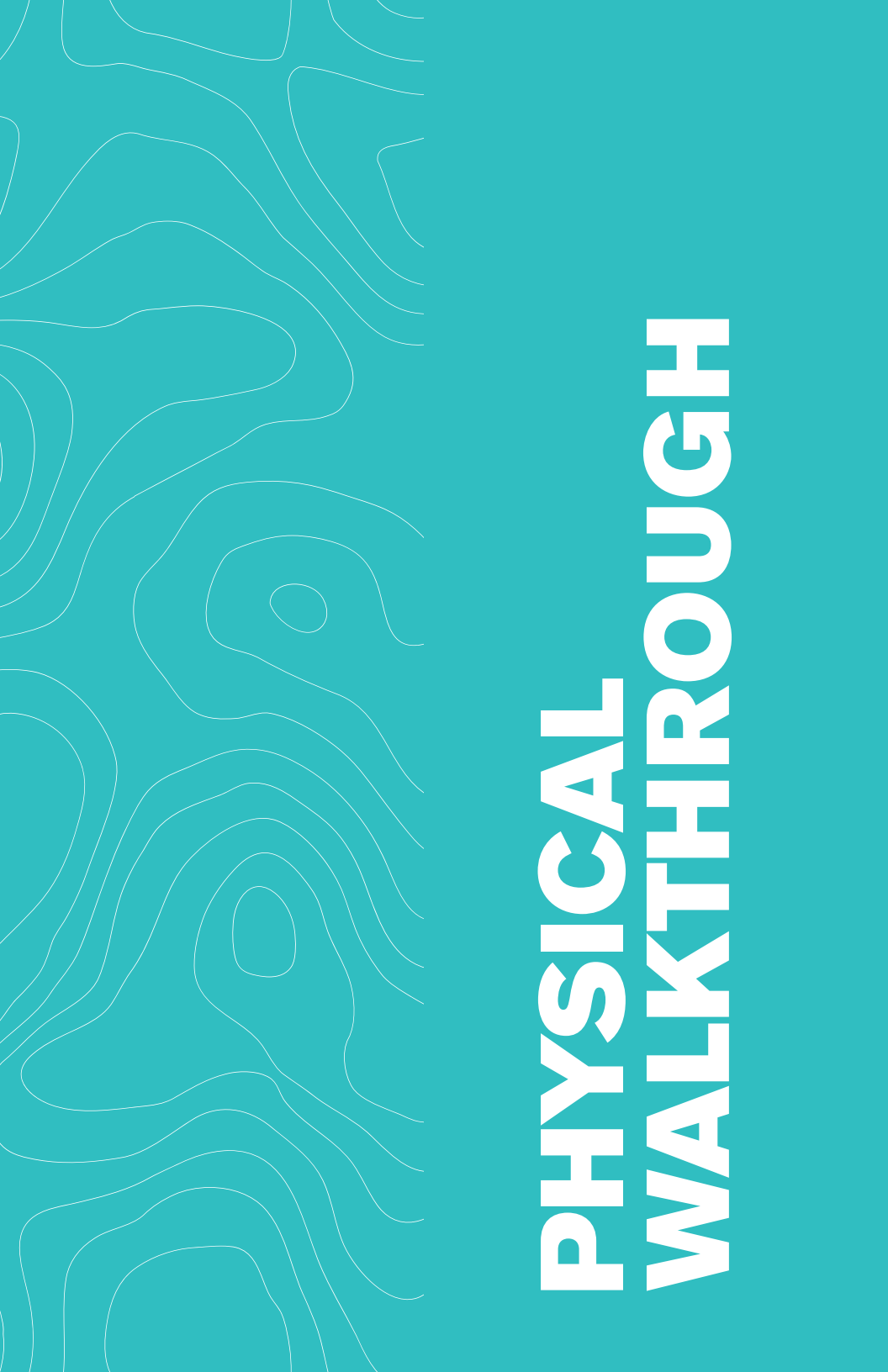
After confirming the vessel will clear a bridge, proceed with caution at a safe speed. Often, green or white lights will mark the safe or main channel under a bridge.

Drawbridges and Lift Bridges

When approaching a closed drawbridge or lift bridge, operators can request an opening by contacting the bridge tender on VHF Channel 13 or 9, or by sounding the horn with one prolonged blast followed by a short blast.

Green lights may denote the “up” or “open” position on lift bridges. Resume a safe, cruising speed once clear of the bridge and have clear visibility of the water on all sides. Never stop, anchor, or tie up under a bridge and exercise extreme caution when maneuvering near bridge structures due to shifting currents.

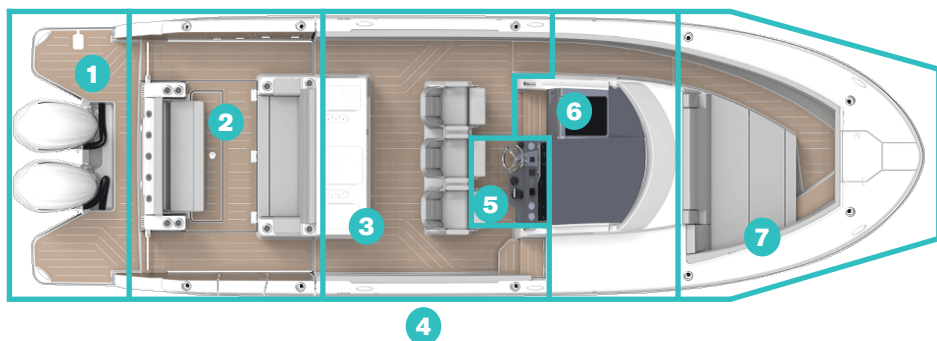




PHYSICAL WALKTHROUGH

Vessel Sections

The Regal 34 SAV is equipped with a wide range of features, organized into the following sections. The Physical Walkthrough section provides a tour-style introduction to the vessel's key components and is designed to familiarize you with its layout. For detailed technical specifications and in-depth information, refer to the Technical Guide. To quick-start, the battery activation panel is shown on page 82.

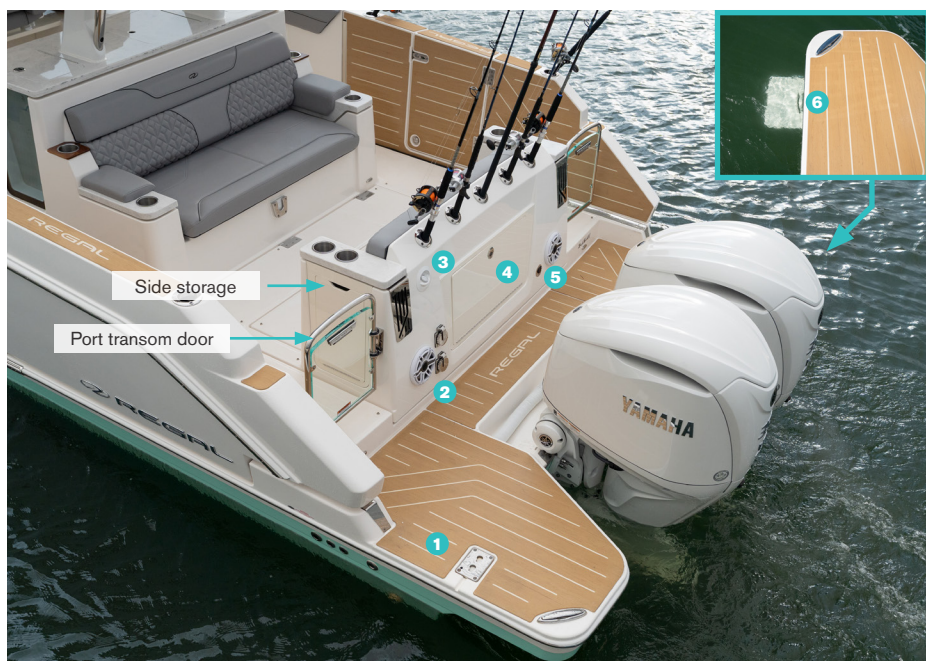


Note: Layouts may vary. Yamaha package shown.

- 1 - Stern and Transom
- 2 - Aft Cockpit
- 3 - Main Cockpit
- 4 - Hardtop (not shown, above Main Cockpit)
- 5 - Helm Controls
- 6 - Cabin Entrance
- 7 - Bow

Stern and Transom

The stern and transom areas are shown below, including locations of various features and amenities present in this section of the vessel. The walking surface in this section (and around the engines) is referred to as the “swim platform.”



Note: Details may vary.

- 1 - Deployable Ladder Bracket
- 2 - Shore Power Inlets
- 3 - Transom Washdown (Freshwater)
- 4 - Stern Anchor Storage (Option)
- 5 - Shore Water Inlet
- 6 - PowerPlatform

Transom Doors

Flanking the convertible transom seat, it is important to secure the transom doors whenever the vessel is underway. First, lift directly upwards from the top edge to disengage the hinge lock. There are 3 configurations: pointing forward, pointing outboard, and pointing aft.

Deployable Ladder

The deployable ladder is stored in the forward Terrace Door storage compartment (see image).

Installation

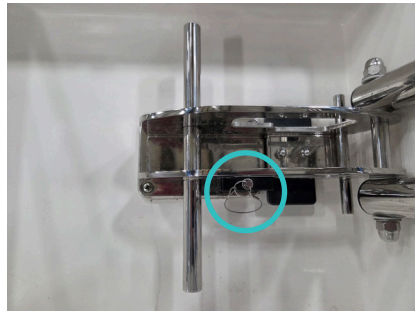
1. Pull the pin to disengage the lock and slide towards aft to release the mounting studs from the storage bracket.
2. Lift the ladder directly out of the compartment (upwards if Terrace Doors are deployed).
3. Align the studs with the swim platform bracket slots.
4. Insert the studs and slide the base outboard until the pin locks into place.
5. Extend and rotate the steps outboard and into the water.

Storage

Repeat steps in reverse. Ensure the ladder is securely locked in the storage bracket to prevent movement while underway.



Port Terrace Door



Locking pin



Ladder deployed

⚠ WARNING

Avoid engine propellers when reboarding the vessel. Do not grab hold of any engine parts for maneuvering to the ladder.

Transom Washdown

The stern and transom section also contains a freshwater washdown. It can be accessed in the location shown below. It functions as a retractable hose. Simply pull the hose out and twist to adjust the water temperature.

Shore Power Inlets

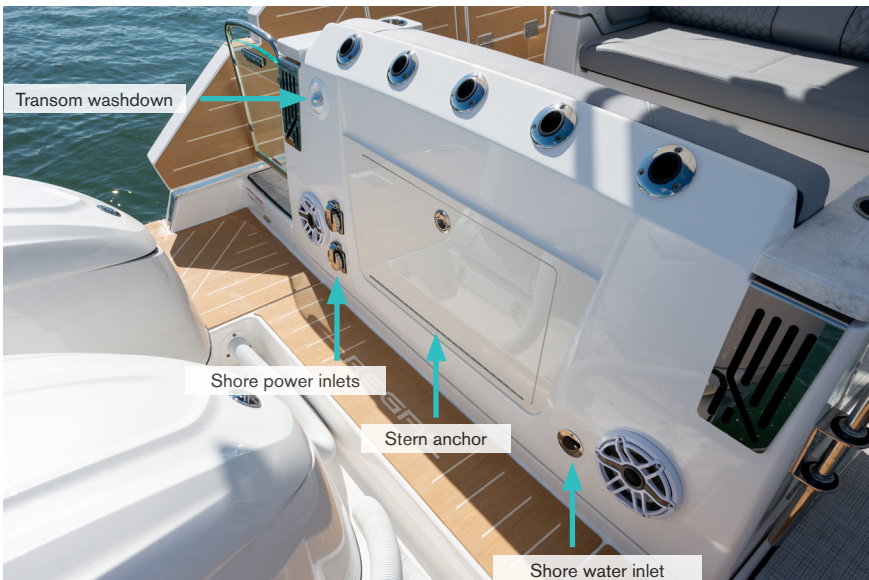
Two 30 amp shore power inlets are found on the port side aft face of the convertible transom seat to connect to a marina's shore power tower. This will power the boat's 120v AC system through the Main Distribution Panel (MDP). If the ELCI breaker is tripped, the vessel will not receive shore power (see ELCI section).

Stern Anchor

If selected, the stern anchor provides an extra method of anchoring the boat and keep it from drifting. It is accessed from the aft side of the convertible transom seat through a hatch. The stern anchor is only operated manually. The anchor rode/rope must be secured to a cleat before tossing into the water.

Shore Water Inlet

Located on the starboard side aft face of the convertible transom seat, the shore water inlet allows the freshwater system to pull from an external source instead of the limited freshwater tank.

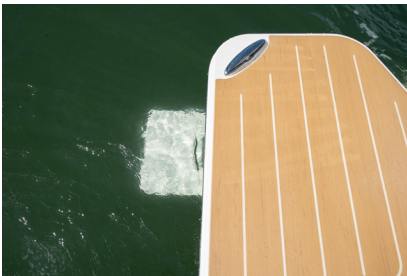


PowerPlatform

The PowerPlatform sits under the swim platform on the starboard side and can be raised or lowered to provide seating in the water or make it easier to enter and exit the boat from the stern. To operate the platform from the Digital Switching System (DSS), navigate to the Deck page. Press the down arrow once to deploy and the up arrow once to retract.



PowerPlatform DSS buttons



PowerPlatform deployed

⚠ CAUTION

Do not deploy the PowerPlatform while underway! Do not disembark without retracting.

Fender Clips

Fender clips allow a quick and simple method to attach and remove fenders. To attach a fender using the fender clips, first tie the fender line to the fender opening, then insert into the hull until it is locked in place. To remove the fender, press the quick release mechanism and pull the fender clip out.

Do not use fender clips as cleats. Improper use is not covered by your warranty.



Fender clip example

Aft Cockpit

The aft cockpit is the next section fitted with many convenient features, including the aft convertible transom seat, Terrace Doors, Mezzanine seats, and more.



Note: Details may vary.

1 - Terrace Dive Door

2 - Mezzanine Seating

3 - Insulated Fishbox

4 - Convertible Transom Seat

5 - Terrace Door Storage

Aft Convertible Transom Seat

The convertible transom seat contains two storage compartments on each side and a pull-out bench. To extend the seating, pull outwards from the top face while facing aft. The result is shown above.

Terrace Doors

Regal's Terrace Doors fold down to create an expanded entertainment area in the Aft Cockpit. The doors are controlled from the Deck page of the DSS. To operate, tap and hold the corresponding arrow. Alternatively, deploy the Terrace Doors using the manual buttons on the hard-top, flanking the television near the outrigger handles.



Port Terrace Door buttons

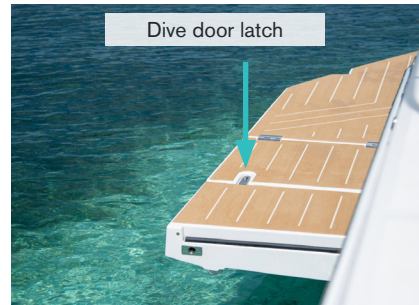
A locking pin secures and stabilizes the door when upright. The pin is engaged if the light indicator within the DSS (next to the control arrows) is green. When the pin is disengaged or the doors are lowered, the light will be yellow as shown below.



Terrace Door DSS buttons

Dive Door

The starboard Terrace Door also includes a dive door when in the raised position. Simply press and slide the latch to disengage and unlock the doors.



Starboard Terrace Door deployed



Dive door opened

Insulated Fishbox

An insulated fishbox is located in the deck floor forward of the convertible transom seat. It comes equipped with a drainage system and macerator-style pump. To activate the drainage system and macerator, tap the corresponding fish icon in the Deck page of the DSS. **Do NOT** operate without running water, as it may damage the macerator pump.

To open a fishbox, lift up the ring tab on the fishbox lid, turn the tab 90° counterclockwise and open the lid. To lock a fishbox, close the lid, turn the tab clockwise, and return the tab to its flush position.



Insulated fishbox



Terrace Doors deployed

Mezzanine Seating

The mezzanine seats, aft of the refreshment island, contain storage compartments underneath the seat cushions. Flip up the seat cushions to access. The manual pull handle for the fixed fire extinguisher, manual emergency hatch lift, ELCI and grill GFCI breakers, and optional cockpit table are all found in this storage space.



Mezzanine seating

Fixed Fire Extinguisher Pull

To manually discharge the fixed fire extinguisher in the Lazarette Compartment, remove the safety pin and then pull firmly on the red FIRE handle to discharge. A loud whooshing sound will indicate the extinguisher has successfully discharged.

After a fire, **do NOT** attempt to restart the boat. Have it serviced by your Regal dealer before embarking again.



Manual pull handle

Lazarette Compartment

The Lazarette Compartment contains many components of the electrical, fluids, and propulsion systems.

The Lazarette hatch is opened via the Digital Switching System (DSS). To open, simply press the corresponding button once. Ensure the shore power cords are disconnected. To close, the button must be held to prevent injury to anyone near the hatch or damage to any objects in the way of the compartment hatch.

Emergency Operation

Under the Mezzanine seats next to the ELCI is a manual hatch lift panel with positive and negative terminals for connection to an external 12v battery.



Battery terminals shown

ELCI

The Equipment Leakage Circuit Interrupter (ELCI) provides current protection for the entire alternating current (AC) system.

A properly operating AC system will display a green light. Periodically test the ELCI by pressing the “Test Monthly” button. The breaker should trip, indicating the system is functioning properly. Simply reset the breaker by flipping the switch back to the ON position. If the switch remains ON and no change occurs, please contact your dealer or our Regal Customer Service team.



Mezzanine storage components

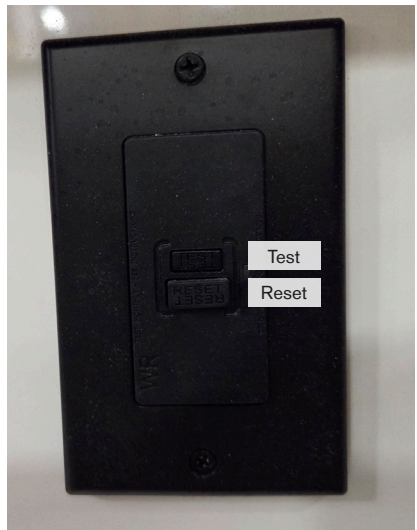


ELCI

Dedicated Grill GFCI

The Ground Fault Circuit Interrupter (GFCI) operates like the ELCI to protect the boat from deadly current leaks. While the ELCI governs AC power flowing into the system from shore power, the standard GFCI governs all the AC outlets. However, because the grill draws significant power and is exposed to a wet environment, a separate GFCI dedicated solely to the grill protects against dangerous electrical leaks without interrupting power to the rest of the boat's outlets.

If either the GFCI or ELCI trip repeatedly, have the boat serviced by your Regal dealer immediately, and do not use the vessel until the leak is fixed.



Cockpit Table

If selected, the cockpit table is folded and stored under the Mezzanine seating.

Installation

1. Retrieve the table from the Mezzanine storage compartments.
2. Retrieve the support post and slide it into the metal slot bracket (see image below).
3. Slide out the support plates before unfolding the table.
4. Unfold the table for more surface area.



Support post installed



Table installed

Boarding Steps

Depending on customization, the boarding steps are integrated into the port Terrace Door instead of a storage compartment for dock lines. These steps provide a way to board the vessel with ease. Pull downwards on the bottom step handle to deploy.

The forward Terrace Door storage houses the deployable ladder.



Boarding steps deployed

Main Cockpit

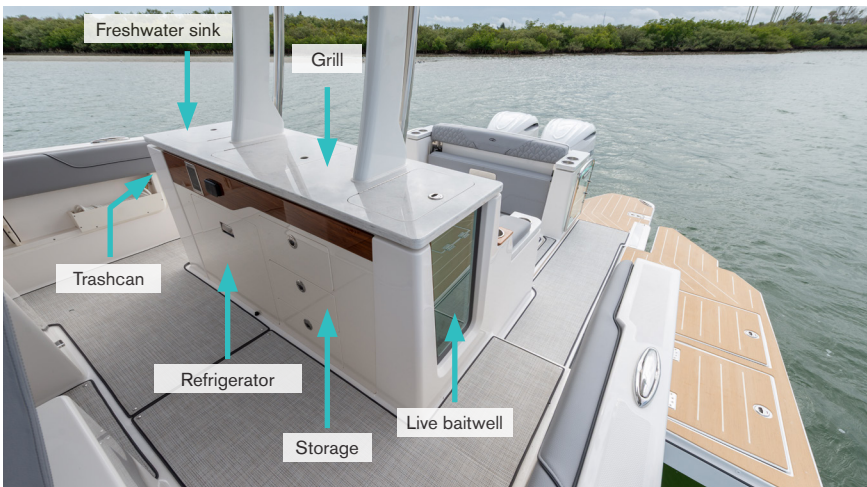
The main cockpit is the next section featuring the refreshment island, cockpit seating, and gunwale passages.

Refreshment Island

This station is located forward of the mezzanine seats previously mentioned. It contains an electric grill, freshwater sink, trashcan on the starboard side, a protected power outlet, a refrigerator, and three storage drawers in the center.

Trashcan

There is a trashcan on the starboard side of the refreshment island with openings to allow bottles/cans and other trash to be thrown away without opening it. A U.S. Coast Guard metal plate on the inside wall outlines the rules and regulations regarding waste disposal. Take time to understand the conditions for waste disposal, as you may be held legally responsible if done incorrectly. Important information on this topic is detailed on page 51.

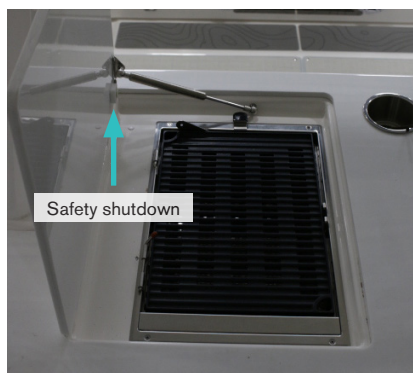


Electric Grill

If selected, an electric grill is found in the center of the refreshment island. The grill runs on AC power and needs no other fuel source to operate. To operate, first turn on the battery activation panel, and ensure the grill breaker is turned on at the MDP. Refer to the manufacturer owner's manual for more information.

The grill lid has a safety shutdown feature that deactivates the grill if closed while still on. Always keep a fire extinguisher within reach while using the grill to avoid the fire spreading. Contact your Regal dealer after assessing damages.

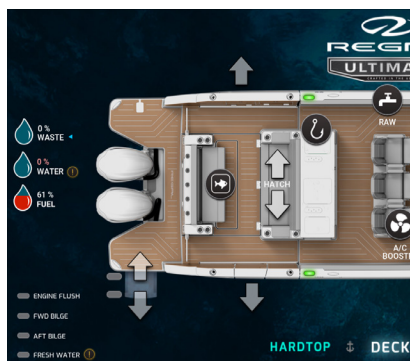
In any event other than an emergency, turn the grill off and let it cool completely before closing the lid to avoid damage.



Freshwater Sink

The sink uses water from the freshwater tank; ensure it has been filled. Before activating the freshwater system, check the strainer next to the freshwater pump (see Fluids section). Remove any debris. Once clear, activate the system within the Deck page of the Digital Switching System (DSS) by holding the **FRESH WATER** icon for two seconds. Finally, open a faucet to purge air from the system and check that there is water flowing from the tap.

There is a droplet **WATER** icon on the left side of the DSS screen. Keep an eye on freshwater levels before embarking and while on the water to avoid running out of water.



DSS icons

Refrigerator

Depending on customization, the refreshment island comes with either a refrigerator or freezer. Both options can hold up to 95 liters of food and drink and comes with a stainless steel door covered with acrylic.

The units run on AC current. Once the battery activation panel is turned on, the unit should automatically begin cooling. Make sure the refrigerator breaker is switched on at the Main Distribution Panel (MDP) if they do not start up automatically.

There is a temperature control under the overhang. The power button on the right will turn the refrigerator on. The snowflake button next to the power button will change the temperature setting. There are five temperature settings. Temperature setting and other specific operational instructions can be found in the manufacturer owner's manual included with your welcome packet.

Regal recommends turning the refrigerators on and allowing them to run for six hours prior to stocking to ensure that any perishable items are kept as cold as possible.



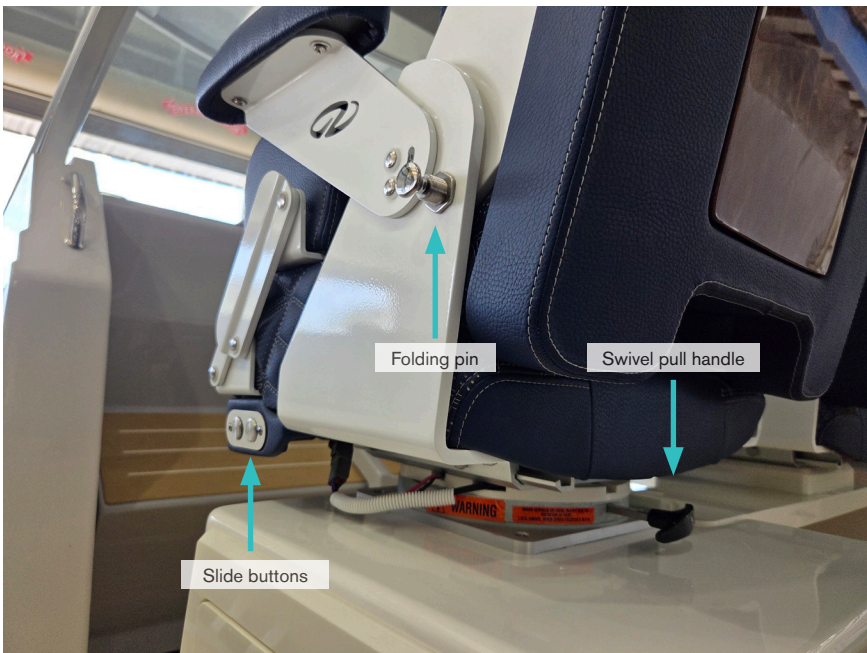
Periodically clean the door and interior of the refrigerator with standard household cleaners to prevent mold and other food contaminants from building up. Refer to the manufacturer manual and Care and Maintenance section of this manual for specific instructions.

Helm Seats

The two outer seats can swivel 180 degrees to face aft. To disengage, there is a pull-handle behind the outer seats. The electric sliding feature allows the seat to move forward or back with buttons on the outer face of the base. Lastly, the seats can fold down.



Swivel feature



Gunwale Washdowns

Rod storage tubs in the gunwale passageways flank the Main Cockpit and Helm. The port-side washdown runs raw seawater, while the starboard washdown runs freshwater. These areas also provide power outlets for deep-drop fishing.



Port raw water washdown tap



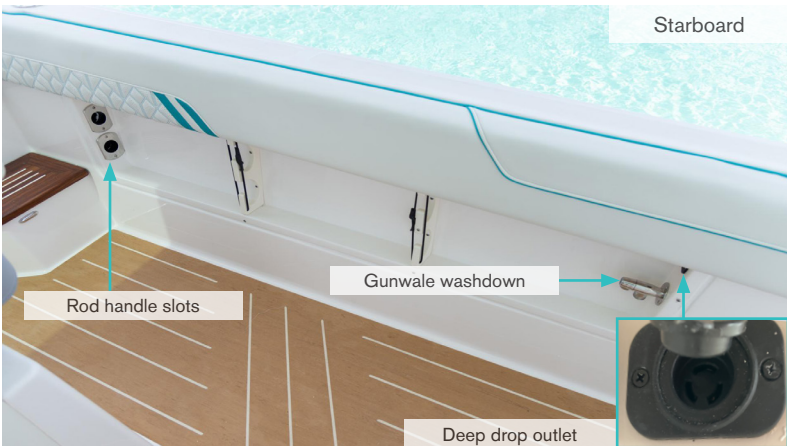
Starboard freshwater washdown tap

Rod Storage

Storage for fishing rods are located in the gunwales. Slots for the rod handles are located on the bow-facing edge of the tubs.

Deep Drop Outlets

Power outlets for deep drop fishing are located just above both gunwale washdowns. Ensure a power cord adapter is compatible with the 3-prong 12v outlet.



Wind Deflectors

Deploy the wind deflectors that flank the main windshield to help mitigate excessive wind force while underway. Lightly push the window from the inside out and extend the hinge arm until it folds backwards and secure the window into place.



Wind deflectors deployed



Hardtop



Note: Layouts may vary.

1 - Spreaders Light Control

4 - Overhead Cockpit Lighting

2 - PowerShade Controls

5 - Lightbar Toggle

3 - Navigation Lights

6 - RGBW Control

Garmin Chartplotter

Positioned directly above the re-freshment island, there is a Garmin chartplotter flanked by two wireless chargers. Within the Hardtop DSS page (shown above) are more hard-top features.



Note: Layouts may vary.

PowerShade

The PowerShade is operated from the Hardtop page of the DSS. The PowerShade provides shading to the Aft Cockpit and extends from the back of the hardtop. To extend the PowerShade, tap the extend arrow. To retract the PowerShade, tap the retract arrow. Do not extend the PowerShade (or the PowerPlatform) while underway.



PowerShade extended

Cockpit TV

The aft-facing, 32" cockpit television drops down from the ceiling above the refreshment island. Use one hand to support and prop the TV upwards while the other hand flips and rotates the metal locking tab. Once unlocked, gently lower the TV.



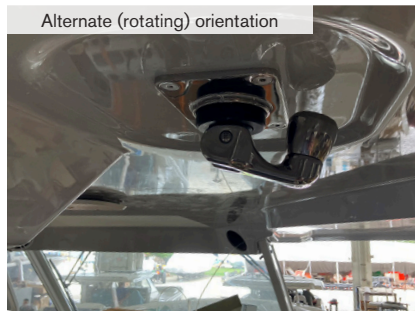
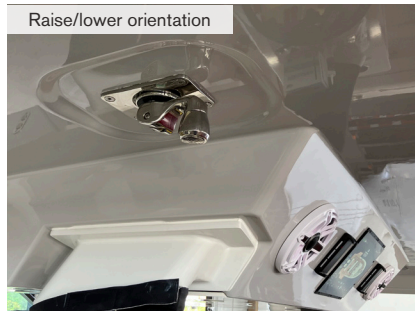
Cockpit TV in "down" position

Outriggers

As an option, outriggers are installed on the hardtop, flanking the plotter, wireless chargers, and speakers.

In the first photo shown, turning clockwise (facing upwards) raises the outrigger and increases the angle from horizontal. Turning counter-clockwise lowers the outriggers to horizontal. Flipping the crank handle to its alternate orientation allows it to rotate the direction the outrigger faces.

To stowaway, make sure the outrigger is facing aft and completely horizontal.



Helm

The helm station varies depending on the chosen propulsion package. There will be a section dedicated to both Yamaha and Mercury packages, as well as a section afterwards covering universal components regardless of chosen propulsion package. More importantly, the battery activation panel must be turned on before anything else.

Battery Activation Panel

This panel under the helm on the starboard side activates the 12v DC system on the vessel. Press the button again to turn the batteries off. This is necessary when storing the boat after each outing.

For more information on smart battery management, refer to the EGIS Modules section.

Check the voltage of the batteries on the chartplotters. On the Deck page of the DSS, tap the green battery icon in the top left corner to view voltage readings for each battery and whether they are linked in parallel or not.



Battery activation panel

Note: Layouts may vary.

Helm - Yamaha

Pictured below is the layout of the complete helm station with the Yamaha Helm Master EX installed. Refer to the manufacturer's owner's manual included in your welcome packet for specific engine operation, maintenance, and troubleshooting information.



Note: Layouts may vary.

- | | |
|---|---|
| 1 - Dual Garmin Chartplotters | 7 - Yamaha Autopilot Controls |
| 2 - Bow Thruster Controller | 8 - Digital Electronic Control (DEC)
Throttle Binnacle |
| 3 - Engine Kill Switch Lanyard | 9 - Maneuverability Joystick |
| 4 - Fixed Fire Extinguisher
Override Panel | 10 - Fusion Stereo Control |
| 5 - Ignition Panel | 11 - VHF Radio |
| 6 - 12v Helm Breaker Panel | |

Helm Assembly

Starting with Yamaha's Helm Master EX Package, option-specific components will be covered first. For more information, refer to Yamaha's Outboards web-site yamahaoutboards.com or global.yamaha-motor.com.



1 - CL5 Engine Data Display (no longer installed)

2 - Maneuverability Joystick

3 - Yamaha Throttle Shifter

4 - Ignition Panels and Key Fob

Starting Your Engine

Perform the following safety and system checks before starting your engines:

1. Turn the batteries on from the battery activation panel.
2. Open the engine hatch and perform a 'sniff test' to check for fuel leaks and vapors. If you smell any fuel vapors, do not start the engines. Have your boat serviced by your Regal dealer before turning on the engines.
3. Check the exhaust vents on the fishing tombstone for blockage. Remove any debris that may cause vapors to accumulate in the Lazarette compartment.
4. Run your bilge blowers for at least four minutes to clear any lingering vapors. To run your bilge blowers, tap the blower icons in the Digital Switching System.
5. Check oil.
6. Check fuel levels. Remember the '1/3 Rule'.
7. Make sure the throttle is in the neutral position (see below).

WARNING

Gasoline vapors can explode! Before starting engine. Perform sniff test and check bilge for gasoline leaks or vapors.

WARNING

Prevent injury or death due to fire or explosion!
Run blower at least 4 minutes before starting engines. Run blower below cruising speeds.

Ignition Panel



Note: Layouts may vary.

- | | |
|----------------------------|-------------------------|
| 1 - Engine Kill Switch | 4 - Extra Power Outlets |
| 2 - Fireboy Shutdown Panel | 5 - High Water Alarm |
| 3 - Engine Ignition Panel | 6 - Gas Vapor Detector |

Note: See Safety section for specific information.

Ignition

The ignition panel is under the steering wheel at the helm. Each engine has its own dedicated ignition button. To start the engines, begin by unlocking the ignition using the included Yamaha key fob. Once the ignition is unlocked, press the corresponding button(s) to enable the ignition.

1. Press the **POWER** button to turn on the ignition circuit.
2. Press each **START/STOP** button on the ignition panel to crank the engines individually.
3. Alternatively, press the **START/STOP** button on the throttle (see below) to crank the engines together.

To turn the engines off, press the **START/STOP** button(s) again, or the **POWER** button to turn off the entire ignition circuit.

After ignition, allow the engines to idle and warm up before embarking. While the engines are warming, check the engine compartment for any unusual sounds or conditions including visible fuel leaks.



Yamaha ignition panel



Yamaha DEC throttle isometric view

Helm Master EX - Throttle



Note: Layouts may vary.

The Yamaha propulsion option comes equipped with a twin control Yamaha EX Digital Electronic Control (DEC) throttle. The left lever controls the port engine, while the right lever controls the starboard engine.

Press the **Single Lever** button to control all engines together using the port-side lever only.

The **Speed Control** switch on the left side of the throttle lever maintains and adjusts speeds without moving the throttle. From any throttle position, press **UP** or **DN** on the switch to adjust the boat's RPMs in 50 RPM increments. To turn off speed control, move the levers either forward or back and the control will disengage.

The **Neutral Hold** button keeps the engines in neutral regardless of the throttle position. Moving the throttle forward or back while neutral hold is active, the engines will rev and RPMs increase, but the boat will not move.

An alert indicator LED on the throttle will illuminate if there is a communication issue between the throttle and engines. If the light illuminates, have your boat serviced by your Regal dealer.

Refer to the manufacturer's owner's manual for more information.

Helm Master EX - Autopilot



Press **HEADING HOLD** to hold the boat's compass setting. This will keep the boat pointed towards a consistent direction, though it is subject to drift from its projected path lane.

Pressing the left and right arrows once adjusts the boat's heading by 1 degree; holding the buttons makes an adjustment of 5 degrees.

Pressing the **COURSE HOLD** button will maintain both the direction and path lane, constantly adjusting and correcting for wind or current drift to stay on the intended course. Simply move the steering wheel or press the button again to disengage.

Press the **TRACK POINT** button to automatically navigate the boat through a plotted path, using multiple waypoint pins as checkpoints for the boat to reach and then correct its course to follow the intended path.

The **PATTERN STEER** button activates pre-selected patterns that are adjustable - Spiral, Zigzag, Pattern Search, and Williamson Turn - useful to find signs of fish at a target area.

For more information and visuals, read the Yamaha owner's manual included in your owner's packet, or visit global.yamaha-motor.com/business/outboards/products/accessories/hm-ex/ or yamahaoutboards.com/rigging/helm-master-ex.

Helm Master EX - Maneuverability Joystick



To engage the Yamaha Joystick, make sure the engine is running and the throttle is in neutral. Press the **JOYSTICK** button to activate the joystick. Press the button again to turn the joystick off.

Press the '**plus**' and '**minus**' buttons to adjust the joystick sensitivity.

There are three **SetPoint** buttons on the front of the joystick. Press the **STAYPOINT** button to automatically maintain the boat's position and heading.

Press the **DRIFTPOINT** button to maintain the boat's heading, but allow the vessel to drift with the current.

Press the **FISHPOINT** button and the vessel will automatically keep the bow pointed into the wind or current.

Press each button again to turn the modes off.

Garmin Chartplotter Yamaha Page



Yamaha also provides an interface to be used in conjunction with the Garmin Multi-Function Displays (MFDs), or chartplotters. This provides all necessary engine data and information.



Helm - Mercury

The helm station with the Mercury propulsion package is shown here. The most notable difference is that the Mercury Electronic Remote Control (ERC) throttle contains the Autopilot Controls. Refer to the Mercury owner's manual included in your welcome packet for specific engine operation, maintenance, and troubleshooting information.



1 - Bow Thruster Controller

2 - Ignition Panel

3 - Trim Tab Display

4 - Electronic Remote Control (ERC)
Throttle Shifter

5 - 12v Helm Breaker Panel

6 - Maneuverability Joystick

7 - VHF Radio

8 - Fusion Stereo Control

9 - Dual Garmin Chartplotters

Starting Your Engine

Perform the following safety and system checks before starting your engines:

1. Turn the batteries on from the battery activation panel.
2. Open the engine hatch and perform a 'sniff test' to check for fuel leaks and vapors. If you smell any fuel vapors, do not start the engines. Have your boat serviced by your Regal dealer before turning on the engines.
3. Check the exhaust vents on the fishing tombstone for blockage. Remove any debris that may cause vapors to accumulate in the Lazarette compartment.
4. Run your bilge blowers for at least four minutes to clear any lingering vapors. To run your bilge blowers, tap the blower icons in the Digital Switching System.
5. Check oil.
6. Check fuel levels. Remember the '1/3 Rule'.
7. Make sure the throttle is in the neutral position (see below).

WARNING

Gasoline vapors can explode! Before starting engine. Perform sniff test and check bilge for gasoline leaks or vapors.

WARNING

Prevent injury or death due to fire or explosion!
Run blower at least 4 minutes before starting engines. Run blower below cruising speeds.

Ignition

The ignition panel is under the steering wheel at the helm. Each engine has a dedicated ignition switch. To start your engines, insert each key into the ignition switches. When a key is in the ten o'clock position, the ignition is off. To prime the ignition, turn each key to 12 o'clock until it clicks once.

There are several options when cranking your engines.

1. Turn each key individually to two o'clock to crank each engine separately.

2. Press the **START ALL ENGINES / STOP** button on the port side of the Mercury shifter to crank the engines together.
3. Press the three **Start/Stop** buttons on the front of the Mercury shifter (see below) to turn on each engine.

To turn the engines off, you can perform any of the above steps in reverse.



Triple engine model

Ignition Panel

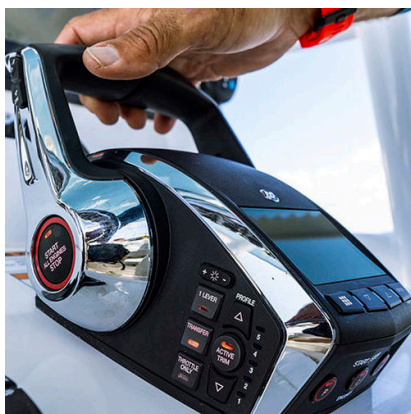


Note: Layouts may vary.

- | | |
|----------------------------|------------------------|
| 1 - Fireboy Shutdown Panel | 4 - Engine Kill Switch |
| 2 - Ignition Key Switches | 5 - Gas Vapor Detector |
| 3 - Extra Power Outlets | 6 - High Water Alarm |

Note: See Safety section for specific information.

Mercury Throttle Shifter (ERC)



Mercury ERC

The Mercury helm package comes equipped with a dual-handle Electronic Remote Control (ERC). The left lever controls the port engine and the right lever controls the starboard engine. If all engines are set at relatively the same speed, they will synchronize. Press the **1 Lever** button to control all engines together.

The screen in the middle of the throttle displays the status of the advanced features detailed below. It will also display any faults that may occur.

Press the **Throttle Only** button to increase the engine RPM without shifting into gear.

The **Active Trim** button on the left side of the throttle automatically adjusts the angle of each engine to provide the optimal ride. There are arrow buttons above and below the Active Trim button. Use the arrows to select a profile - each profile is a set of preprogrammed trimming parameters designed for specific situations. Adjusting the trim manually while Active Trim is engaged will turn the feature off.

For more information, refer to the Mercury Marine operation manual included in your owner's package.

Mercury Joystick



To engage the Mercury Joystick, make sure the engine is running and the throttle is in neutral. A green ring around the joystick will illuminate when the joystick is activated. Use the **Adjust** '+' and '-' buttons on the front of the joystick to adjust the joystick steering sensitivity.

Press the **Route Mode** button to allow the boat to pilot itself to a waypoint selected on the chartplotter. Press the button again to disengage.

Press the **SKYHOOK** button in the center to maintain the boat's position and heading.

To activate the **Auto Heading** mode, put the boat into gear and then press the corresponding button. The boat will maintain its current heading only.

After engaging, adjustment lights will illuminate on the top of the joystick. Tilt the joystick left or right to adjust the heading 1° port or starboard, respectively. Twist the joystick clockwise or counterclockwise to adjust the heading 10° port or starboard, respectively.

The bow thruster is integrated into the Mercury joystick. When piloting the boat using the joystick, the thruster will engage for extra control when maneuvering. When integration is active, two orange lights above the **Adjust** buttons will illuminate. To turn integration off, press the "Adjust" button once. Only one orange light over the minus (-) icon will illuminate.

Bow Thruster Controller



Operation

The bow thruster propeller is housed in the bow of the hull and pivots the bow to port or starboard. To turn the bow thruster on, press the power button on the front of the bow thruster joystick panel. Then, hold the button until a light on the panel flashes, indicating the joystick is on.

To operate the bow thruster, tilt the joystick left to port or right to starboard. Always use the thruster in short bursts (3 to 5 seconds). Continuous, prolonged use will cause the electric motor to overheat and trip the breaker. Ensure there are no swimmers in the area before using the bow thruster.

Maintenance

Periodically inspect the propeller for debris and make sure it is aligned in the center of the hull tunnel and is not touching the walls. Do not operate the bow thruster when the boat is out of the water.

There is a bow thruster cutoff icon in the DSS. In the unlikely event of a runaway bow thruster, tap the icon to cut power to the bow thruster.

Refer to the manufacturer owner's manual for specific operational and maintenance instructions.

VHF Radio

If selected, the handheld device is on the starboard side of the dash; the radio unit is installed on the hardtop above the helm chartplotters.

Very high frequency, or VHF radios, are used for distress signaling, ship-to-ship, and ship-to-shore communication. Channel 16 is the primary channel for ships in distress. Channel 9 is used for secondary/hailing purposes.



Hardtop radio unit



Helm dash handheld unit

Option A: Digital Distress

Lift the red **DISTRESS** cover on the handheld radio unit. Press and hold for 3 seconds. This will digitally broadcast your GPS position and vessel identity to the Coast Guard (or your local agency) and all nearby vessels.

Option B: Voice Mayday (Ch. 16)

1. Ensure the radio is on and set the Channel 16.
2. Ensure the power is set to HI (25W) for maximum range.
3. Press/hold the transmit button and say “Mayday, Mayday, Mayday.”
4. Provide
 - Vessel name
 - Position (see chartplotter or VHF screen)
 - Nature of emergency
 - Number of people on board
5. Release the button and wait 10 seconds. Repeat if no response.

Note: The VHF is integrated with the Garmin chartplotter system. Ensure at least one plotter is powered on to provide the radio with accurate GPS coordinates.

Audio System

The Fusion stereo panel, located on the helm dash, is the central hub for the audio entertainment system. It is also fully integrated with the chartplotters around the boat.

Control the entire audio system including independent control of all sub woofers, mix balance, and volume for individual audio zones. To navigate to the Media page in the chartplotters, tap the Layout icon at the bottom of the helm screen and scroll through the available icons.

The control panel is waterproof and engineered for the marine environment. Sub woofers and speakers are also waterproof and designed to provide optimal sound quality outdoors and on the water.

The audio system supports a variety of input options including, but not limited to, Bluetooth, USB, AUX, AM/FM, and Sirius Satellite radio (subscription not included). Refer to the component manufacturer owner's manual included in your welcome packet for more information.



Trim Tabs

There are two Humphree Lightning trim tabs mounted to the transom, flanking the engines. This provides an automatic trim and stabilization system by extending and retracting the stabilization blades to manipulate water flow under the boat.

The Humphree Lightning System on the boat comes with the Comfort Package pre-installed, which comprises of three auto-adjustment programs: **Auto Trim**, **Auto List**, and **Pitch Control**. These features can be toggled on or off from the Humphree control display at the helm dash.

Control the boat's trim and list manually from the Humphree control panel. Drag your finger left and right along the panel to adjust the list. Drag your finger up and down to adjust the trim angle.



Interceptor and display

Auto Trim adjusts the planing angle of the bow and achieves the best running angle at any speed. These values can be easily altered to further customize the boat's ride.

Auto List compensates for list and keeps the boat at an even keel while running. For example, if the boat is listing toward port, the port interceptor will extend to lift that side of the boat.

Pitch Control continually adjusts the interceptors to compensate for rough or choppy seas and keep the bow as steady as possible for a safe and smooth ride.

There are multiple levels of software packages for the Humphree Lightning system. The software can be upgraded. Contact your Regal dealer for assistance.

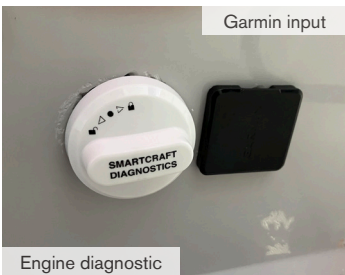
Refer to the manufacturer owner's manual included in your welcome packet for specific operating instructions.

12v Helm Breaker Panel

A 12v DC breaker panel is installed on the starboard side of the helm underneath the steering wheel. When a breaker trips, a button on the panel pops out. To reset the breaker, push the button back in until it clicks.

Additionally, there is a Mercury diagnostic receptacle for service technicians to access. For Yamaha propulsion, the receptacle is located on the back face of the throttle shifter.

There is also a Garmin input receptacle to update the Garmin chartplotters. Please contact your Regal dealer for service in these areas.



Adjustable Steering Wheel

Manually adjust the steering wheel angle and height in the same way for a car's steering wheel. Disengage the locking tab by pushing it forward, shift the steering wheel to the desired angle, and then re-engage the lock.



Embarking

After warming the engines, you are ready to embark. Push the throttle forward to accelerate forward or pull the throttle aft to reverse.

When operating the throttle, use smooth and deliberate movements. Do not shift abruptly from forward to reverse or vice-versa. Do not shift into forward or reverse while running the engine at high RPMs.

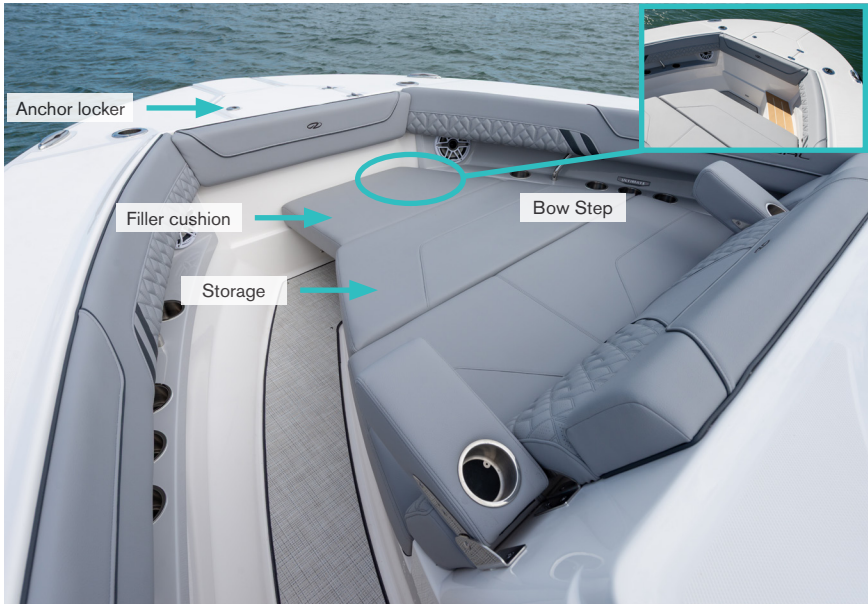
Ensure you have unobstructed visibility in front of and behind before accelerating or reversing.

Review the “Rules of the Road” chapter of the General Vessel manual before piloting the boat.

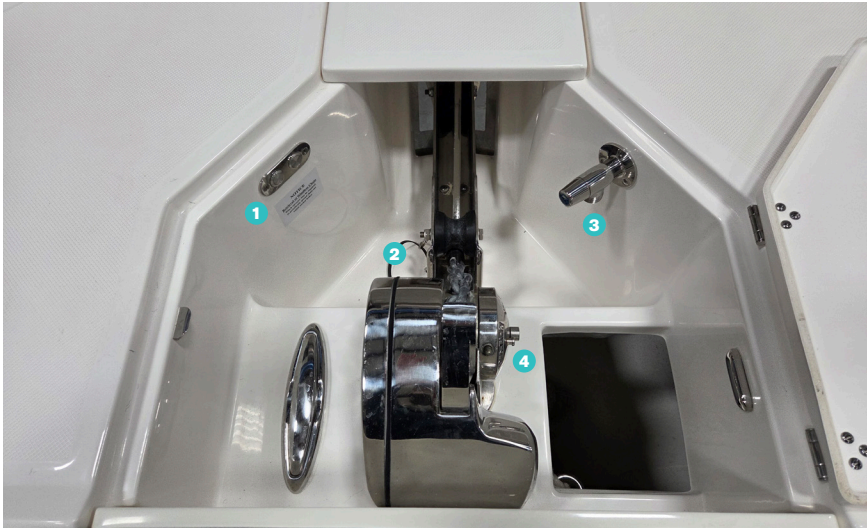


Bow

The bow seats have storage underneath the seat cushions - flip up the seat cushions to access. There are two fold down armrests, as well as cup holders and USB outlets set in the gunwale on either side of the bow. If selected, the bow filler cushion expands the area into a full sunpad.



Anchor Locker



Note: Layouts may vary.

Anchor Windlass

The anchor windlass can be operated via the DSS, physical buttons, or manual override. A 90 amp breaker for overcurrent protection is located on the Battery Management Box.

1 - Windlass Motor Buttons

2 - Safety Pin

3 - Freshwater Washdown

4 - Windlass Clutch

⚠ CAUTION

NEVER use the windlass motor to pull the boat and NEVER leave the boat anchored with the rode tensioned directly to the windlass. You MUST tie the rode off to the bow cleat. Excessive strain due to improper operation is not covered in your warranty.

⚠ WARNING

Prevent severe injury or death! Ensure all body parts & clothing are kept clear of the anchor, rode, and windlass during operation. Ensure there are no swimmers or divers in the area.

Manual Operation

Remove the safety pin and loosen the clutch counterclockwise until the anchor starts to descend. The clutch key can be found in the storage under the bow seating. Apply clockwise pressure to the clutch to control the anchor's descent. Lower the anchor slowly to avoid damage.

Digital/Button Operation

Control the motor with the buttons inside the anchor locker or on the chartplotter via the DSS. To do either, first navigate to the DSS Deck page. Press and hold the anchor icon on the bow to unlock the windlass. Two arrows will pop up. The buttons in the anchor locker are now functional. Press the forward arrow to lower the anchor, and the aft arrow to retract. This applies to the buttons as well.

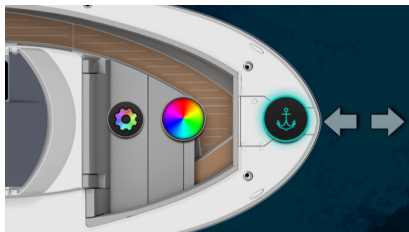
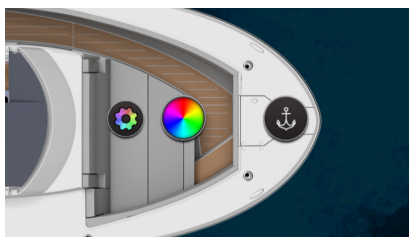


Windlass clutch key location

Raising the Anchor

Pilot the boat toward the anchor. Raise the anchor slightly to take up the slack created in the rode as the boat approaches the anchor. The rode should be close to vertical and perpendicular to the waterline. Using Yamaha's **StayPoint** feature or Mercury's **SkyHook** feature may prove useful here. Once positioned, hold the corresponding arrow on the DSS or button in the anchor locker until the anchor is fully retracted.

Do not let the rode get tangled in the windlass. If the sound of the windlass changes abruptly before the anchor is fully retracted, inspect the anchor locker for a bind. Once raised, reinstall the safety pin and close the anchor hatch to stow.



Locked vs. unlocked

Bow SunShade

To install the Bow SunShade, first install the four poles into each of the rod holders in the gunwale around the U-shaped seating area.

Run the ropes attached to the front of the shade through the eyelets at the top of each pole.

Next, clip the other end of the shade to the eyelets on the front of the hard top. Pull on the ropes to tighten. Once tightened, tie each rope off to the cleat attached to the bottom of each pole.

The Bow SunShade poles are telescopic. Once the Bow SunShade is installed, you can raise or lower the poles to your desired height.

Uninstall the Bow SunShade before cruising.



Pole insert locations



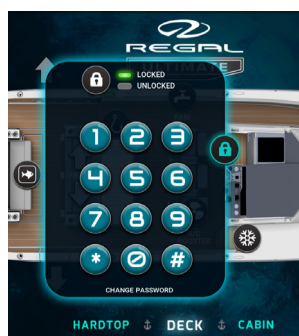
Bow and aft SunShades

Cabin



Cabin Door

The cabin door first needs to be unlocked through the DSS Deck page. Tap the lock icon to access a numberpad pop-up. The default lock code is 0123. To change the code, tap **Change Password** at the bottom of the lock pop up window and follow the on-screen instructions.



DSS cabin numberpad

Once unlocked, use either the DSS buttons or the physical buttons shown in the image above.

Manual Cabin Door Release

In the event the cabin door does not receive power for any reason, there is still a way to open and close the cabin door manually, from both the inside and outside.

From the outside, first remove the teak panel hiding the track, as shown to the right. Next, pull the right side of the lever towards you to retract the pin from the actuated slider on the track.

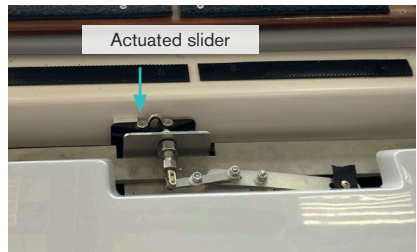
Once the lever is disengaged as shown in the second photo, the cabin door is free to move.

To reengage, simply close the cabin door fully and pull the actuated slider towards the pin. However, the easiest way is to activate the electric slider whenever there is power again, as it'll automatically latch the door once it makes contact.

To manually open the cabin door from the inside, simply pull the handle on the right to disengage the mechanism.



Cabin door engaged



Cabin door disengaged



Manual release (from inside)

V-berth

The cabin can be divided into 3 distinct spaces: the forward berth (pictured below, forward facing), the mid-berth (aft-facing), and the head.



- 1 - Cabin Controls & Air Conditioning Thermostat
- 2 - Alternating Current (AC) Main Distribution Panel (MDP)
- 3 - Filler Cushion Option Base
- 4 - Storage Compartments & Bow Equipment
- 5 - Storage Closet
- 6 - Cabin Sink
- 7 - Head

Cabin Control Panel

This button panel toggles all lighting within the cabin, as well as controls the cabin door from the inside.

A/C - Air Conditioning

Control the vessel's air conditioning system with the thermostat display. To activate the system, refer to the A/C subsection of the Electrical System. Refer to the manufacturer owner's manual for specific operating instructions.

Generator Control Panel

Activate and control the generator with the dedicated control panel. Refer to the Electrical System for more information.



Port wall of cabin entrance

AC Main Distribution Panel (MDP)

The AC Main Distribution Panel, or MDP, protects all high voltage alternating current components. The MDP controls the power flow from the power source and protects the air conditioning, water heater, cooking and entertainment appliances, and more. It contains all physical AC breakers and is on the port side wall of the cabin entrance.



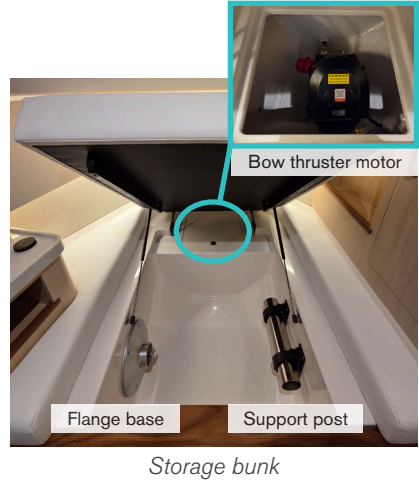
Note: Layouts may vary.

Filler Cushion Assembly

The forward berth seating flips upwards to reveal a storage bunk with the support post and flange base for the filler cushion, as well as the bow thruster motor housing.

To install:

1. Retrieve the flange base from the storage bunk. Use the same t-bolt to secure the flange base to the floor bracket.
2. Insert the support post with the tapered side down into the flange base.
3. Retrieve the filler cushion and loosen the lock on the underside.
4. Fold out the support legs.
5. Lower the table onto the support post. Ensure the support post is sitting properly before tightening the lock.
6. Ensure both support legs are making contact with the ground.



Cabin Sink

Remove the cover marble and store behind the sink in the dedicated slots. Ensure the freshwater system is activated before attempting to use the sink. Refer to the Fluids System for more information.

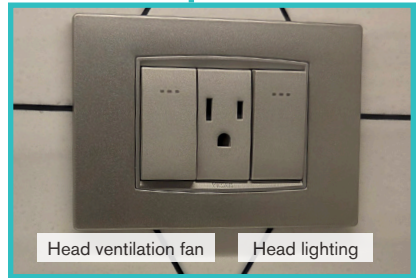
Shower

The rainfall-style shower is controlled using the control knob near the shower head.

Water drains through the floor grate and down into the shower box (see next page). Clean the drain screen periodically to avoid clogging. An automatic gulper pump in the Lazarette compartment evacuates the water overboard or into the waste tank if the optional gray water system is included. Refer to the Fluids System section for more information on the shower box and pump.

Ventilation Fan

Activate the ventilation fan using the button on the control panel above the sink shown on the previous page.



Shower Box

The shower box is a collection and distribution point for waste water used by the shower, sink, and A/C unit. It is located in the floor between both berths (see image). Turn the top cover counter-clockwise to access the inside. Clean the drain screen periodically to avoid clogging.



Toilet

The vacuum-style toilet is flushed using the nearby button, shown in the previous page. Press and hold **ADD WATER** to add water to the bowl. Release when the water reaches the desired level. The toilet pulls from the freshwater tank and flushes to the waste tank. For more information, refer to the Fluids System.



Shower box location

Mid-Berth

The mid-berth features a queen-bed mattress with the optional cabin TV and housing for the A/C unit in the starboard aft corner. The port side cabinetry flips open to reveal extra storage space.



Cabin Televisions

The cockpit and mid-berth cabin televisions run on AC power. Flip the **ENTERTAINMENT** breaker on the MDP in the cabin before using the television.

The boat comes equipped with a limited range air antenna that provides limited channel options while the vessel is docked or close to the shore.

The television system comes with two HDMI inputs in the stateroom media cabinet. There are two shelves available for accessories to use with the television including game consoles, DVD players or other third party streaming devices. After connecting accessories to the HDMI ports, navigate to the appropriate inputs using the television remote and select either **HDMI 1** or **HDMI 2**. The HDMI ports utilize a splitter to route a signal to all the televisions and plotters on the boat.



Carbon Monoxide Detectors

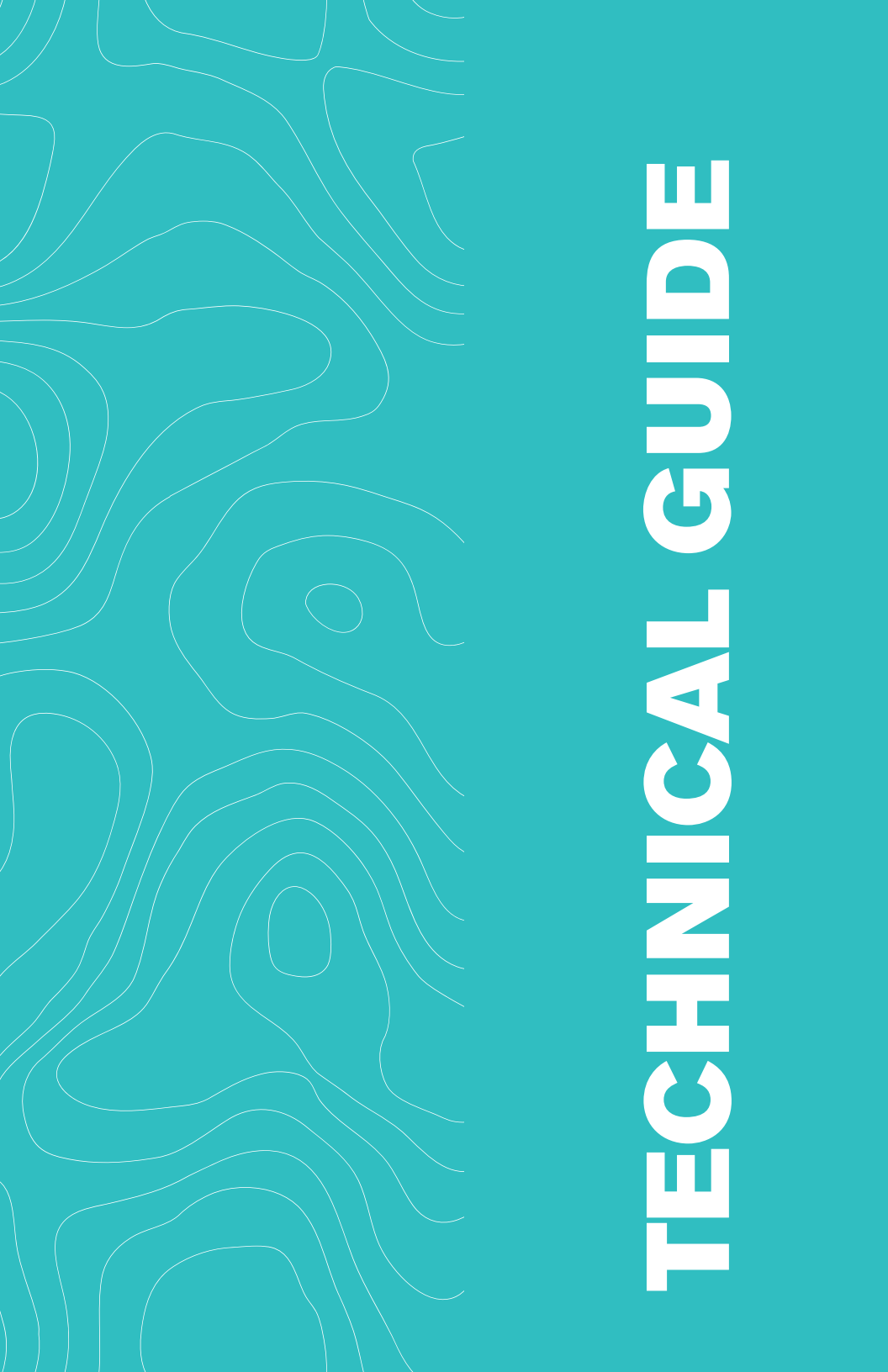
Carbon monoxide (CO) is toxic in any quantity and deadly in high concentrations. The boat comes equipped with two CO/Smoke detectors that monitor gas levels and will sound an alarm when CO or smoke concentration in the cabin reaches levels that are unsafe. Both detectors are on the starboard side – one near the sink in the V-berth and one next to the cabin television.

Refer to the General Vessel Manual for more information about the dangers of CO poisoning and how to avoid potential CO accumulation.



CO/smoke detector





TECHNICAL GUIDE

Systems Introduction

After the physical walkthrough, the following is an operational and component overview of the Regal 34 SAV's systems. It is important that you, the owner, understand how to operate the boat and how the boat's systems work. Adequate understanding is crucial to operational safety, maintenance, and upkeep. For more specific information on third-party components, refer to the manufacturer owner's manual for that component included in your welcome packet.

This section will cover Propulsion, Electrical, Digital, Fluids, and Safety systems, as well as a section at the end dedicated to Care and Maintenance for the vessel.



Propulsion

The following section includes a basic overview of the propulsion and fuel system. Refer to the respective owner's manual included in your welcome packet for specific engine operation, maintenance, and troubleshooting information.



Note: Layouts may vary. Mercury package pictured.

1 - Engines

2 - Fuel Tank (in Hull)

3 - Fuel Fill

4 - Helm Station

5 - Bow Thruster Propeller (in hull, underwater)

! WARNING

Prevent injury or death! Read all manufacturer's engine and propulsion owner's manuals before operating the vessel.

! WARNING

Prevent injury or death! Always stop the engine(s) before performing any engine maintenance!

Components

Fuel

The **GAS** fuel fill is typically found on the starboard gunwale. With a generator as part of the electrical system, there is also a **DIESEL** fuel fill. Do not fill the tank with the engines running. Improper fueling is not included in your warranty.

A charcoal canister fitted to the fuel vent absorbs fuel vapors in compliance with EPA and CARB regulations. Absorbed vapors and particulates will drain back down into the fuel tank. When filling the tank, keep an eye on the fuel gauge on the Engine page of the chartplotters (see the Digital section for more information).

WARNING

Prevent injury or death! Fuel vapors are a fire and explosion hazard. Do not store fuels, flammable liquids or portable fuel tanks on board!

Oil

Engines need oil to lubricate internal mechanisms. Refer to the engine manufacturer's owner's manual for specific details on recommended oil types and the maintenance schedule.

Changing a boat's oil is more complicated than changing a car's oil. Have the dealer change the oil when you take the boat in for regular maintenance.

NOTICE

Do not overfill the fuel tank! This helps avoid any overboard spills which may harm the environment.

CAUTION

Avoid engine damage or failure! Check engine/drive oil levels before each outing. If low add appropriate oil type and quantity.

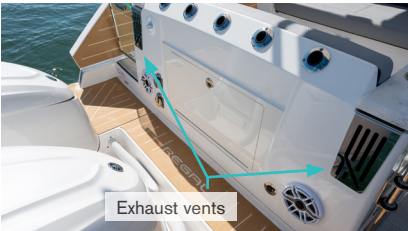
Cooling

The engines use raw water for cooling. Impellers in the engines pump raw water through the cooling system. Service periodically according to the manufacturer's instructions.

Do not start the engines dry. If the outdrives are not submerged, the cooling system will not take in water to cool the engine which could cause overheating and damage. Always make sure the outdrives are fully submerged before starting.

WARNING

Prevent injury due to hot liquids! Do not open the coolant cap when the engine is hot as steam or hot anti-freeze could cause burns!



Exhaust

Exhaust is expelled directly from the engines above and below water. Natural and power ventilation built into the Lazarette compartment expels any vapors that may accumulate.

Power ventilation utilizes bilge blowers to clear fumes from the engine compartment.

There are exhaust vents on the aft side of the convertible transom seat, above the port and starboard speakers. The port side vents are attached to blowers that move air through the Lazarette compartment. Before embarking, check the exhaust vents for any blockage to prevent potential CO poisoning.

WARNING

Prevent injury or death! Ethylene glycol coolant is poisonous to humans and animals if ingested. Dispose of all coolant in an environmentally friendly way.

CAUTION

Avoid eye irritant potential! Wear eye protection when working with coolant. Wear gloves & wash hands often!

WARNING

Avoid a possible accident causing injury, death or property damage! Never use a standard propeller on a counter rotation engine, or a counter rotation propeller on a standard rotation engine. The vessel could travel in an unexpected direction.

Propellers

Regal has selected the ideal propellers for the selected propulsion package.

Periodically check the propellers for:

- Loose, missing, or corroded hardware.
- Nicks, dings, or missing propeller material.
- Bent blades.
- Debris wrapped around the blades.

Starting Your Engine

Perform the following safety and system checks before starting your engines:

1. Turn the batteries on from the battery activation panel.
2. Open the engine hatch and perform a 'sniff test' to check for fuel leaks and vapors. If you smell any fuel vapors, do not start the engines. Have your boat serviced by your Regal dealer before turning on the engines.
3. Check the exhaust vents on the fishing tombstone for blockage. Remove any debris that may cause vapors to accumulate in the Lazarette compartment.
4. Run your bilge blowers for at least four minutes to clear any lingering vapors. To run your bilge blowers, tap the blower icons in the Digital Switching System.
5. Check oil.
6. Check fuel levels. Remember the '1/3 Rule'.
7. Make sure the throttle is in the neutral position (see below).

WARNING

Gasoline vapors can explode! Before starting engine. Perform sniff test and check bilge for gasoline leaks or vapors.

WARNING

Prevent injury or death due to fire or explosion! Run blower at least 4 minutes before starting engines. Run blower below cruising speeds.

Embarking

After warming the engines, you are ready to embark. Push the throttle forward to accelerate forward or pull the throttle aft to reverse.

When operating the throttle, use smooth and deliberate movements. Do not shift abruptly from forward to reverse or vice-versa. Do not shift into forward or reverse while running the engine at high RPMs.

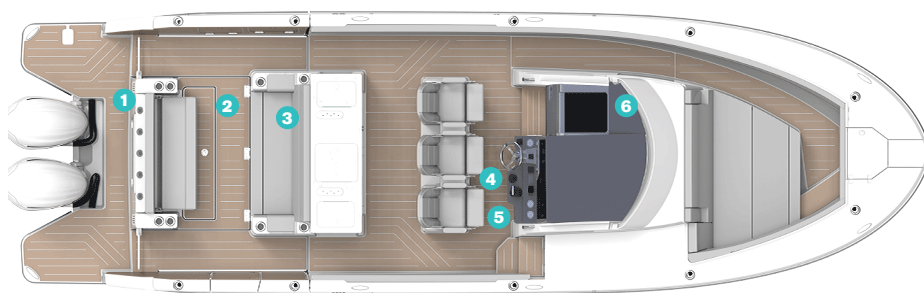
Ensure you have unobstructed visibility in front of and behind you before accelerating or reversing.

Review the “Rules of the Road” chapter of the General Vessel manual included in your welcome packet before piloting your boat.



Electrical

The 34 SAV electrical system uses both direct (DC) and alternating (AC) current. Depending on the selected electrical package, the vessel will vary in terms of charging, power conversion, power sources, and physical layout. All electrical components are circuit-protected. Most breakers are turned off before your boat is delivered. Make sure all breakers are turned on when you take ownership of the boat.



- 1 - Shore Power Inlets
- 2 - Lazarette Compartment
- 3 - ELCI (under Mezzanine Seats)
- 4 - 12v Helm Breaker Panel
- 5 - Battery Activation Panel
- 6 - AC MDP (port wall of cabin entrance)

! WARNING

Prevent severe injury or death! Disconnect all electrical power sources before attempting to repair or replace any electrical component.

Battery Activation Panel

This panel under the helm on the starboard side activates the 12v DC system on the vessel. Press the button again to turn the batteries off. This is necessary when storing the boat after each outing.

For more information on smart battery management, refer to the EGIS Modules section.

Check the voltage of the batteries on the chartplotters. On the Deck page of the DSS, tap the green battery icon in the top left corner to view voltage readings for each battery and whether they are linked in parallel or not.



DSS battery information



Battery activation panel

Battery Locations

One battery is assigned per engine to be used as starters. Four more batteries are dedicated house and electronics battery banks. All batteries are on the port side of the Lazarette Compartment, shown below.



Battery locations

AC Generator

If the generator option is selected, this will be the main source of AC power. The generator is always located in the Lazarette compartment, towards the aft section.

Diesel generators come with sound insulation capsules to control noise. Refer to the General Vessel manual's "Exhaust and Carbon Monoxide" section for generator safety guidelines before operating.

The generator pulls fuel from a dedicated 26-gallon diesel tank. The diesel system includes two fuel filters that keep debris out of the generator. The first is an in-line filter located close to the generator. The second is a cartridge style filter on the generator itself.

Cooling

The generator uses raw water for cooling and has a dedicated seacock (see 'Seacocks' in Fluids System). There is a strainer located along the raw water line that catches debris and keeps the generator clean. To clear the strainer:

1. Ensure the seacock valve is closed.
2. Unscrew the strainer top by turning it counterclockwise. Remove the strainer basket and dump out any debris.
3. Replace the basket and tighten the strainer top. Reopen the seacock. Periodically check the strainer basket for debris.



The generator also uses chemical coolant, located in the coolant reservoir near the generator, to avoid overheating. The coolant reservoir is marked to indicate the optimal fill level; consistently check coolant levels to help ensure smooth performance. Refer to the manufacturer owner's manual for upkeep and maintenance schedules.

Starting the Generator

Turn the generator on manually using the dedicated generator activation panel near the MDP or the generator icon at the top of the DSS page. Simply press the icon in the top left corner.



Coolant reservoir



Physical control panel



DSS generator icon

Auto-Transfer Box

The generator also contains an Auto Transfer box that activates upon connecting to shore power. It is located in the Lazarette Compartment on the port-side bulkhead (see next page).

The Auto-Transfer Box acts as a connector between the generator and shore power to control current flow and prevent overload. It has 3 modes - auto, off, and parallel. Auto-mode switches between the generator and shore power automatically if a shore power source is detected. This no longer requires manual switching through the MDP.



Auto transfer box

Victron Phoenix Smart Charger

Two Victron Phoenix units use AC current from the generator or shore power to charge the DC battery bank, which includes the house, electronics, and engine batteries.



Phoenix smart charger

Note: Layouts may vary.

Shore Power

Connect to a marina's shore power tower to supply the boat's 120v AC system through the MDP. The shore power inlets are located on the port aft face of the convertible transom seat.

When connecting the shore power cord, be sure to twist the cord into the marina inlet plug to lock the plug in the socket. There may be several types of inlet plugs located at the marina dock power tower. Be advised that the 30 amp plug is smaller and the 50 amp cord will not physically fit.

Marina dock power centers normally have breakers that must be activated after installing the dock side cord. Make sure the dock side cord has enough slack for changing tides if applicable and also does not come in contact with the water. Check with the marina dock master for more information on their shore power operation and requirements.

When disconnecting the shore power cord, first turn the breaker to the **OFF** position at the marina dock power center. Then remove the dock side cord from the outlet.

WARNING

Prevent severe injury or death! Ensure all AC breakers are turned off before connecting or disconnecting shore power cords.

CAUTION

Avoid damage to components or vessel! Ensure all shore power cords are disconnected before raising the Lazarette Compartment hatch.



Shore power inlets

ELCI

The Equipment Leakage Circuit Interrupter (ELCI) provides current protection for the entire alternating current (AC) system.

A properly operating AC system will display a green light. Periodically test the ELCI by pressing the **TEST MONTHLY** button. The breaker should trip, indicating the system is functioning properly. Simply reset the breaker by flipping the switch back to the **ON** position. If the switch remains on and no change occurs, please contact your dealer or our Regal Customer Service team.



Mezzanine storage components



ELCI

Breakers

While most breakers are digital and operated using the DSS, manual breakers are also present on the 34 SAV. Access these breakers from the 12v Helm Breaker Panel, Battery Management Box, and AC Main Distribution Panel (MDP).

12v Helm Breaker Panel

The 12v Helm Breaker Panel provides circuit protection for all electrical components controlled at the helm, including the plotters, lights, and trim tabs.

The panel is located just under the steering wheel. When a breaker trips, a button on the panel pops out. To reset the breaker, push the button back in until it clicks.

The parallel button manually links all 12v DC batteries (engine, house, and electronics). This should be reserved for emergencies only.



Note: Layouts may vary.

AC Main Distribution Panel (MDP)

The AC Main Distribution Panel, or MDP, protects all high voltage alternating current components. The MDP controls the power flow from the power source and protects the air conditioning, water heater, cooking and entertainment appliances, and more. It contains all physical AC breakers and is on the port wall of the cabin entrance.



AC MDP location



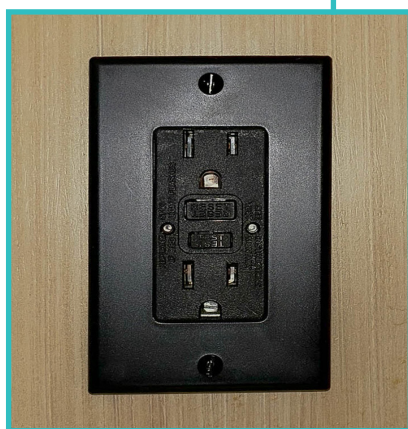
Note: Layouts may vary.

GFCI

The Ground Fault Circuit Interrupter, or GFCI, operates like the ELCI and is used to protect the boat from deadly ground leaks. While the ELCI governs AC power flowing in from the shore, the GFCI governs all the AC outlets on the boat.

If the GFCI detects a ground leak from any outlet on the boat, it will trip and cut power flowing to all the outlets within its circuit. Reset the GFCI from the outlet in the head for any deck outlets or the outlet in the V-berth starboard cabinet for any cabin outlets. When tripped, the top button on the outlet will pop out. Press it in until it clicks to reset the breaker.

If either the GFCI or ELCI trips repeatedly, have the boat serviced by your Regal dealer immediately and do not use the vessel until the leak is fixed.



GFCI example

Battery Management Box

Located on the port wall of the Lazarette Compartment, the Battery Management Box serves as the central distribution hub for the vessel's 12v DC system. This control center routes power directly from the battery banks to the DSS and high-amp devices. The box contains 4 main components:

1. EGIS Modules
2. EmpirBus Modules
3. High-Amp Breaker Switches
4. Fuse Access

Detailed operation for each of these components is covered in the following sections.



Battery management box

Fuse Access

The cover panel under the dedicated high-amp breaker switches can be removed to access fuses. Grasp the two vertical slots and pull until the latches release. The result is shown in the image to the right.



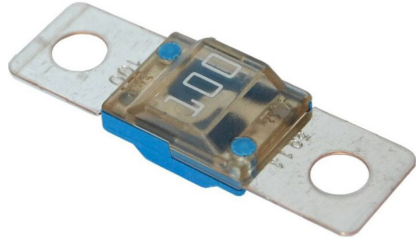
Fuse access

Fuses

There are three types of DC fuses on the boat: MIDI, ATC/ATM, and Class T. Understanding fuses is important in order to replace them if necessary.

MIDI

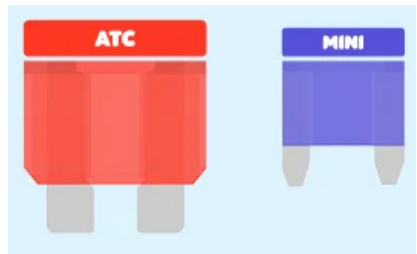
MIDI fuses are small rectangular fuses with teeth protruding from each end and circles punched into the teeth for connections. The amperage rating is displayed on the center body of each fuse.



MIDI fuse example

ATC/ATM (Resettable)

ATCs are standard-sized blade type fuses; ATMs are simply smaller versions. These fuses essentially function as circuit breakers. They provide reusable overcurrent protection: if a circuit overloads, the fuses “trip” to cut power but can be reset. Unlike traditional fuses, they do not require replacement.



ATC/ATM fuse examples

Class T

Class T fuses have a central, cylindrical body and two teeth protruding from either end. They are used in the bow thruster and to protect the batteries.



Class T fuse example

EGIS Modules



The EGIS battery management system uses both Remote Battery Switches (RBSs) and Voltage Sensitive Relays (VSRs) to automatically connect the batteries in parallel whenever sufficient voltage is present. By connecting the batteries, the system can charge multiple batteries at the same time.

The 12v helm breaker panel also has an **Emergency Parallel** button that connects the batteries in parallel. However, Regal insists on relying on the EGIS system, except in rare emergency situations, to avoid running out of power.

The EGIS system has a Low Voltage Disconnect (LVD) which disconnects the parallel link between the house and electronics batteries when the voltage drops below 12.0v. It'll reconnect once either bank reaches 12.5v. Engine batteries remain the priority to ensure that you are not left stranded on the water.

When the boat leaves the Regal factory, all switches and relays are set to **AUTO**. Regal insists on leaving the switches on **AUTO** to avoid running out of battery power and being unable to start the engines.

To connect or disconnect the batteries from the EGIS, turn the switches on the unit to either **OFF** or **ON**. Off will turn the batteries off completely. On will connect the batteries. If any of the EGIS modules are in the ON position, there is an error, or they are offline, yellow caution indicators will appear on the DSS. See the photo below for the parallel link, starboard engine battery, and bow thruster cutoff icon.



NOTICE

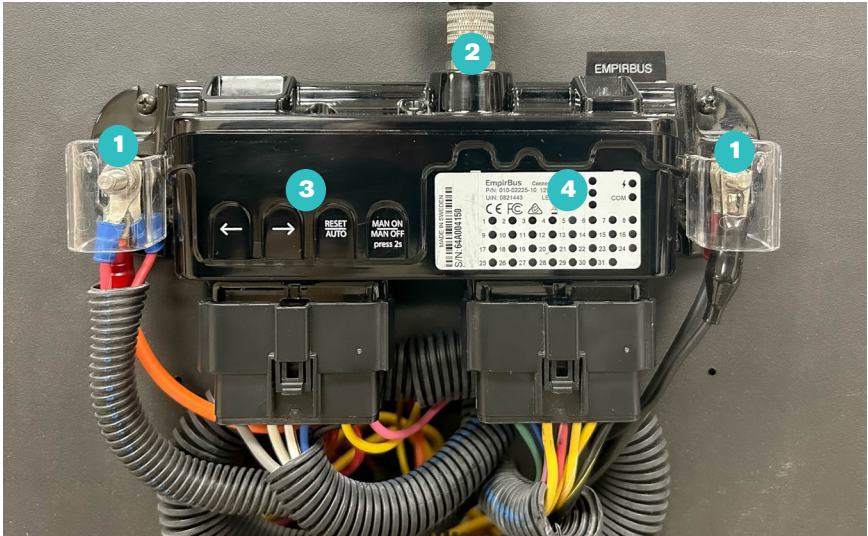
The modules must be switched to **OFF** before going back to **AUTO** to function properly. Do not go directly from **ON** to **REM/AUTO**.

Do not forget to disconnect the batteries or you will run out of power and be left stranded.

Only manually connect or disconnect batteries in emergency situations.

EmpirBus

An EmpirBus module is a digital distribution module that receives commands from the Digital Switching System in each plotter and controls devices accordingly. Tapping an icon in the Digital Switching System sends a signal from the chartplotter to an EmpirBus module that reads the signal and powers the appropriate device.



1 - Power Supply

2 - NMEA 2000 Port

3 - Manual Operation Buttons

4 - Channel Indicator Lights

Each channel on the EmpirBus has an LED light that indicates if the specific channel is active:

- Green - Channel is active.
- Red - Breaker tripped.
- No Light - No power or awaiting DSS command.

Some channels are always powered; others are powered only once they receive a signal from the DSS. See the following page for details on manual operation.

Manual Operation

Under normal operation, breakers are reset using the Breaker Reset page within the DSS. In the unlikely event that the chartplotters fail or become unresponsive, manually reset the breakers and activate DSS controlled devices directly on the EmpirBus modules themselves.

1. Use the arrow buttons to cycle through the channels. As you scroll, all other lights will temporarily turn off and only the currently selected channel's LED will illuminate. Stop when the target channel is reached.
2. Press the **Man On/Man Off** button to toggle power to the device channel, bypassing the touchscreen network.
3. Once manual operation is no longer needed, or to reset a tripped breaker, press the **Reset/ Auto** button to clear the fault and return the channel to its normal, automatic digital function.

Contact your dealer for a channel list of all EmpirBus modules.

High-Amp Breaker Switches

When tripped, these heavy-duty breakers are manually reset by turning the yellow lever until it points down to the **ON** position. The bow thruster, windlass anchor motor, and the Empirbus system all have dedicated breakers.



Dedicated high-amp breaker switches

Chartplotters

The onboard Garmin displays or chartplotters are the central control system for the vessel. The plotters are touch screens that function like tablets.



Note: Layouts may vary.

There are 3 chartplotters on the boat: two displays at the helm and one in the hardtop above the refreshment island. The displays are powered by the DC battery bank. To turn on the chartplotters, make sure the Battery Activation Panel is turned on. The plotters should turn on automatically once the batteries are on; if they do not, tap the power icon in the lower right hand corner of the display.

The chartplotters are used for information and control over the entire vessel. To access pages within the helm chartplotters, navigate to the home screen (shown on the next page). Some icons will come preloaded on the home screen. Use these icons to access their corresponding pages. Chartplotters are customizable. Icons and data can be removed, added, or rearranged to suit your needs. To customize an icon, hold the icon until a drop down menu appears.

To access the additional pages, tap the **Layouts** icon at the bottom center of the screen (white bar). This will bring up a scrollable row of icons. To scroll through the bottom row, slide your finger along the screen.



Note: Layouts may vary.

To access pages not preprogrammed to the home screen, tap on any layouts such as “Charts”, “Radar”, “Sonar”, “Gauges”, and more from the horizontal scroll.

For more specific Garmin operational instructions, refer to your Garmin owner's manual included in your welcome packet.

Regal programs and organizes chartplotters based on years of boating experience. Regal recommends utilizing the Garmin system as it comes delivered from the factory. Customization is best done once you become familiar with your preferences after embarking a few times.

Seakeeper

The Seakeeper is a gyroscope that counteracts boat roll and stabilizes the vessel on the water. It is controlled from its dedicated page within the chartplotters, and a dedicated DSS icon as well. Ensure the dedicated seacock is open before attempting to activate the Seakeeper (see the Seacocks section).

Seakeeper Page

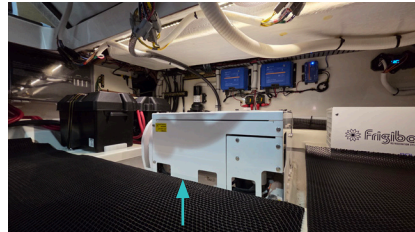
1. Navigate to the Seakeeper page by tapping the Seakeeper icon on the home screen.
2. Turn the Seakeeper on by tapping the gray power icon. The button will turn blue indicating the Seakeeper is warming up.

Digital Switching Page

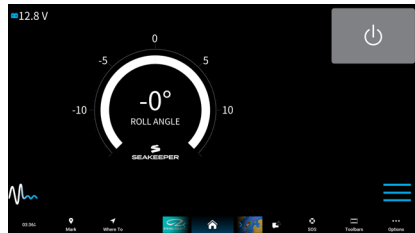
Tap the Seakeeper DSS icon to bring up the quick-control menu:

- **Power** begins the warm-up sequence.
- **Stabilize** manually engages the anti-roll function.
- **Auto** engages the **Stabilize** function automatically once the wheel has reached the required RPM.

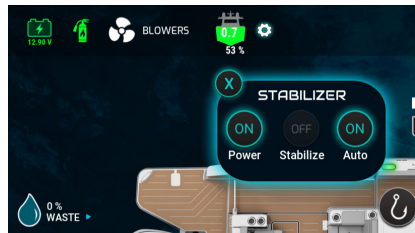
Note: The Seakeeper needs 30-45 minutes to warm up.



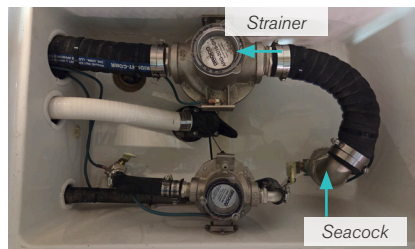
Seakeeper location



Dedicated Seakeeper page



Seakeeper DSS menu



Manifold seacock & strainer

Monitor Seakeeper performance and boat roll using the roll angle gauge on the Seakeeper page. Refer to the manufacturer owner's manual for specific operating instructions.

Digital Switching System (DSS)

The Digital Switching System controls most electrical devices on the vessel. Where there were once rows of physical switches, there now are convenient and minimal touchscreen displays.



Note: Layouts may vary.

Navigating the DSS

When the vessel leaves the Regal factory, the DSS is set as one of the launch screens. To access the system, turn on the boat and power up the displays.

If the DSS does not appear or you would like to navigate there from another page on the display, tap the digital switching icon indicated by the Regal Boats logo.

Bilge Pumps

There are two bilge pump indicators on the bottom left corner. When the pumps activate automatically, the lights will be red. Tap the icon to manually run the pumps temporarily.

When running manually, the light will be blue for 60 seconds. Hold the icon to bypass and run the pumps continually. When bypassed, the light will be green. Hold the icon again to turn the pump off.

Engine Flush

Press the “ENGINE FLUSH” icon to flush the engines with freshwater from the freshwater tank or shore water for 7 minutes.

Freshwater Activation

Tap the “FRESH WATER” icon to activate the freshwater pump. The indicator will be solid blue when activated and flashing yellow/blue when running.

Engine Blowers

Tap the “BLOWERS” icon in the top left to run the bilge ventilation.

Battery Information

Tap the battery icon in the top left corner to view voltage readings for all DC batteries. The icons will change from green to yellow to red based on each battery's voltage level. The links between the batteries indicate whether they are linked in parallel or not. If the link is green, the two batteries are linked in parallel.



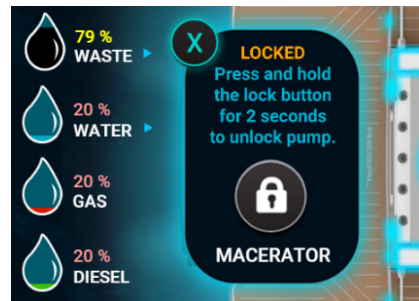
Voltage indicators

Fluid Levels

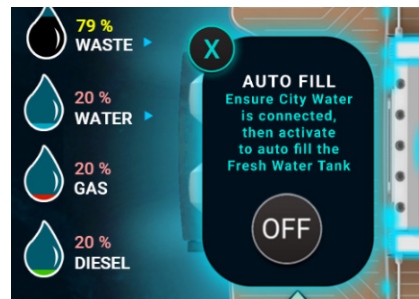
The left edge displays tank capacity readings for the waste, freshwater, gas, and diesel tanks.

Tapping the “WASTE” icon brings up a small window to activate the maceratorator, if the overboard discharge option was selected.

Tapping the “WATER” icon brings up a window to activate auto-fill, if shore water is connected. See the Fluids System for more information.



Macerator activation



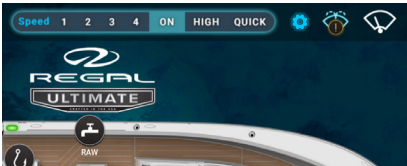
Shore water auto fill activation

Windshield Wiper

Tapping the white windshield icon in the top right corner toggles the windshield wiper indefinitely. Tap the settings gear icon to bring up a control menu:

- **Speeds 1-4:** Regular speed with time delays in between.
- **ON:** Regular speed without delay.
- **HIGH:** High speed without delay.
- **QUICK:** One-time quick swipe.

The physical button near the chartplotters activates the wiper for a single cycle. Check the wiper blades periodically for wear and replace as needed.



DSS wiper controls



Physical helm buttons

Horn

Tap the red “HORN” icon to honk the horn. Physical buttons for the horn and windshield wiper are on the port side border of the chartplotters. Pressing and holding the button will honk the horn continuously.

Bow Thruster Cutoff

The “OFF” bow thruster icon cuts off current to the bow thruster, instantly deactivating it. By default, it turns on with the engines. If the engines are off, it will automatically shut off after 15 minutes. This should be reserved for an emergency with a runaway bow thruster.



Horn and bow thruster icons

Deck

There are 3 main pages within the DSS: the Hardtop, Deck, and Cabin pages. Control all on-deck electrical devices from the Deck page. Tapping a device icon on the boat map illuminates the icon, indicating the device has been activated.



Note: Layouts may vary.

- | | |
|---------------------------------|------------------------------|
| 1 - PowerPlatform | 7 - Helm Booster Fan |
| 2 - Fishbox Pump | 8 - Cabin Door Lock |
| 3 - Terrace Door Controls | 9 - Chiller Tub Activation |
| 4 - Lazarette Compartment Hatch | 10 - RGBW Lighting |
| 5 - Live Baitwell Controls | 11 - Anchor Windlass Control |
| 6 - Raw Water Activation | |

⚠ CAUTION

Do not sit, stand on, or try to impede actuator equipment. Doing so may damage the actuator.

⚠ WARNING

Prevent possible injury! Before opening or closing any actuator controlled system ensure that all personnel are clear from the actuator operation area!

PowerPlatform

To deploy the PowerPlatform, tap the bottom arrow. The light icons on the DSS will flash yellow when being deployed or retracted. The light will be amber if an amperage spike is detected while deployed. If there are any issues with the platform, the light will turn red. **Do NOT** deploy the PowerPlatform while underway. Ensure it is retracted before getting underway.

Fishbox Pump

To drain the fishboxes, press the fish icons to activate the macerator pumps for 4 minutes. **Do NOT** activate the pumps without running water through them.

Terrace Doors

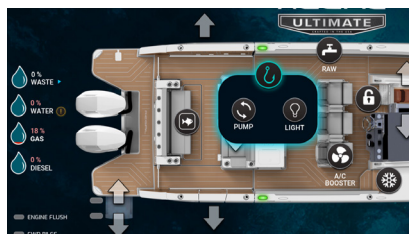
Tap the corresponding Terrace Door buttons to lower or raise them. Locking pins secure the doors when raised. A green icon means the pins are properly engaged.

Lazarette Compartment Hatch

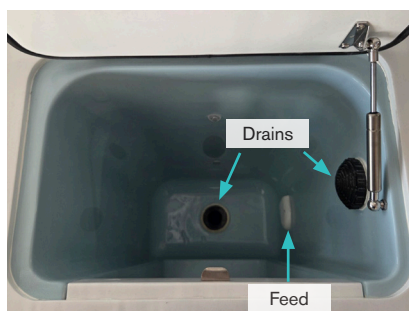
To open the Lazarette hatch, tap the up arrow. Hold the down arrow to close the hatch. Ensure all shore power cords are disconnected before raising the hatch.

Live Baitwell

To activate the baitwell, press the fish hook icon. More icons will appear. Tap the pump icons to fill the baitwell and tap the light icon to turn on the baitwell lights. To drain the baitwell, first turn the pump off. Then, open the drain valves.



Baitwell controls



Baitwell top-view



Terrace Doors deployed

Fresh/Raw Water Activation

Tap the 'FRESHWATER' icon in the bottom left and the 'RAW' faucet icon to activate the fresh and raw water systems. Once turned on, the icon will be solid blue. When running, the icon will flash yellow/blue. When the freshwater tank gets below 10%, a low water alert will appear next to the freshwater icon and the icon will lock. To bypass the lock, hold the icon for two seconds.

A/C Booster Fan

Tap the fan icon to activate the blowers at the helm station.

Cabin Door

Tap the lock icon to open the lock combination pop-up. The code is 0123. To change the code, tap 'Change Password' at the bottom of the pop-up window and follow the on-screen instructions.



Cabin door numberpad

Chiller Tubs

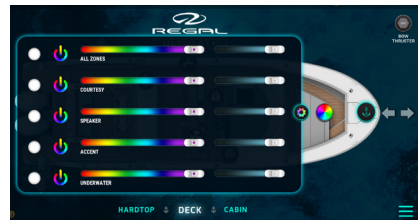
Tap the snowflake icon to activate the chiller tubs flanking the Mezzanine seats.

RGBW Lighting

Tap the settings gear to bring up the menu shown below. Tap the color wheel to toggle the RGBW lights.

Anchor Windlass

Finally, hold the anchor icon to pull up the windlass controls. The arrow pointing outboard in the image (right) deploys the anchor while the other (pointing inboard/left) retracts.



RGBW menu and windlass controls

Manual Bypass

Some other icons can be bypassed by holding for two seconds. When operating in a manual bypass, the icons will turn green. When operating normally, the icons will turn blue. Holding a bypassed icon again will revert the equipment to its normal operation. Use caution when bypassing components that require flowing water to operate. This may damage the pumps. Refer to the backend menu for information on icons that can be bypassed.

Hardtop



1 - Spreaders Lighting

2 - PowerShade Control

3 - Navigation Lights

4 - Overhead Lighting Control

5 - Forward Lightbar Toggle

6 - RGBW Lighting

The Hardtop page controls all hardtop equipment.

Tap the **Spreaders** icon to turn on the lights on the aft face of the hardtop.

Tap the **PowerShade** arrows to extend or retract the power shade.

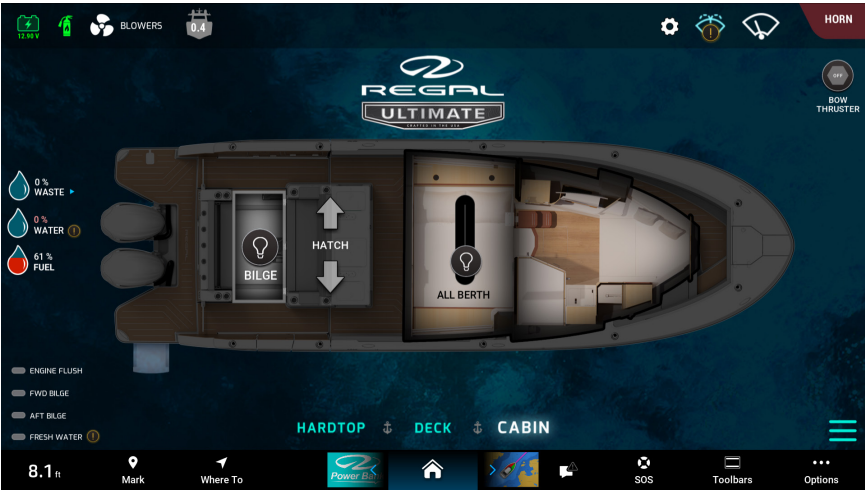
Tap the **NAV Lights** icon once to turn on the running navigation lights. Tap a second time to turn on the anchor light. A third tap will turn off the lights.

The **Overhead** lighting slider controls the intensity of the cockpit lighting.

Tap the **Lightbar** icon to toggle the lightbar.

Tap the settings gear to bring up the menu shown in the previous page. Tap the color wheel to toggle the **RGBW lights**.

Cabin



The Cabin page controls all the lights in the cabin and the Lazarette compartment. It can also raise and lower the Lazarette compartment hatch.

Backend Menu



Tapping the three lines in the lower right hand corner of the screen will open the back end menu. The back end menu controls all DSS equipment from one screen.

Column 1 - Lighting

The left most column contains all basic (non-RGBW) lighting on the boat.

Column 2 - RGBW

The second column from the left contains all RGBW lighting on the boat.

Column 3 - Actuators/Motors

The middle column contains all actuators and motors. Some actuators may require holding the icon to activate. Follow the instructions in yellow below each icon label.

Column 4 - Fluids

The fourth column (second from the right) contains all fluid controls including pumps, macerator, and engine flush. Follow the operational instructions in yellow below each icon label.

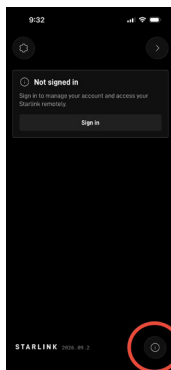
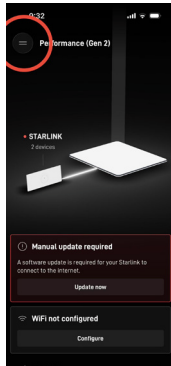
Column 5 - Power Saver

Turn electrical equipment on and off with the right most column. When turned off, electrical equipment will not receive power and be inoperable.

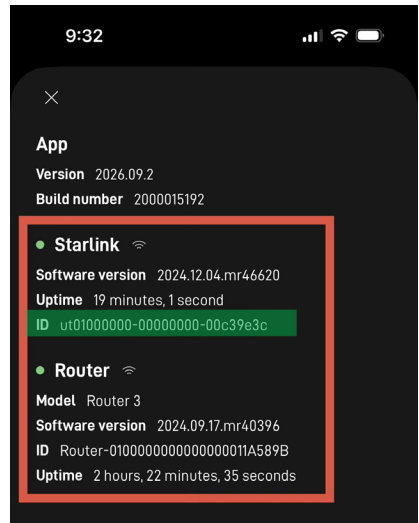
Starlink

If selected, Starlink will provide internet service connection while out on the water. To connect to the network, follow the procedure below.

1. Open the phone's WIFI settings and connect to the Starlink network (a connection is established but no internet service is available yet.)
2. Download the Starlink App from the Play Store for Android or App Store for Apple. Open the app once installed.
3. Once on the app, navigate to the home screen. Tap the icon inside the red circle in the top left corner of the screen.
4. Tap the information icon in the bottom right corner.



5. The serial number is highlighted in green in the image shown below. Input this number into starlink.com/activate or kvh.com/activate-starlink and follow the on-screen instructions to activate the service.



Serial number for activation

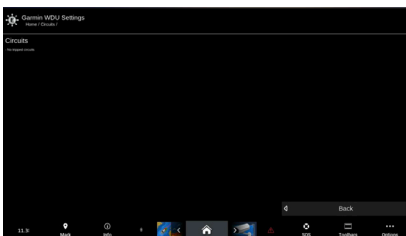
Breaker Reset

The Breaker Reset page will display any tripped breakers in the system. All breakers in the DSS are digital and can be reset by tapping the reset button when it appears on the 'Breaker Reset' page. An alert will show if a breaker trips.

Breakers trip when more power is sent through the breaker than the breaker can handle. Digital breakers can be easier to trip than physical breakers. Impeding the motion of an actuator is one way to trip a breaker.



Tripped digital breaker example



Breaker Reset page

Garmin WDUv2

The Web Display Unit or WDU is functionally a translator for the DSS and is powered by the NMEA 2000 network (see below).

Tapping an icon in the DSS prompts the WDU to receive, interpret, and transmit a signal to the Empirbus modules via the NMEA network.

NMEA 2000

NMEA 2000 is a communication network system between electronic devices. The NMEA backbone is the main hub of the system; some devices must be connected to a NMEA backbone to communicate to other devices from different manufacturers that otherwise wouldn't be compatible. The NMEA network is spread throughout the boat and sends control commands to applicable electronic devices.

The NMEA network also makes items visible on the plotters and if an icon is missing or a system is no longer accessible from the plotters, there may be an issue with the NMEA network. Contact your dealer if you believe there are issues with the NMEA network.

Trouble Shooting

If the DSS needs to be reset, turn the boat on and off using the battery activation panel.

Follow these steps for simple troubleshooting solutions to potential problems.

- **Screen is dark and won't come on.**

1. Screen may be asleep. Tap the screen.
2. Screen may be off. Turn the screen on.
3. Cycle power by turning vessel on and off.

- **Screen is frozen (spinning circle).**

1. Cycle power to reset.

- **Tap an icon, but nothing happens.**

1. Check the digital breaker. Make sure it is not tripped.
2. Check applicable equipment: ensure light bulbs are new, actuators are working properly, and electrical connections are secured.

3. Cycle power to reset. While digital breakers are more sensitive than physical breakers, if a breaker is tripped often it may indicate an issue with the circuitry and you should have the vessel serviced by your dealer.

If problems persist after trouble shooting, have your dealer service the vessel.

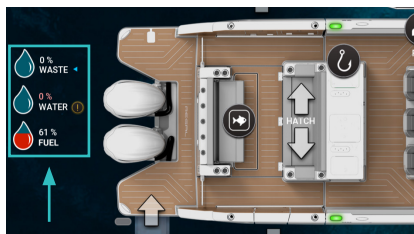
Your dealer has received factory training; employ their services to solve advanced technical issues or any issues you are not sure how to solve.

Fluids - Freshwater

The 34 SAV carries a freshwater system to provide clean water for amenities such as the head, faucets, washdowns, etc.

Freshwater Tank

The freshwater tank has a capacity of 50 gallons. Before embarking, check fresh water levels within the DSS. There is a droplet icon labeled **WATER** on the left side of the screen. Keep an eye on freshwater levels while embarked to avoid running out of freshwater.



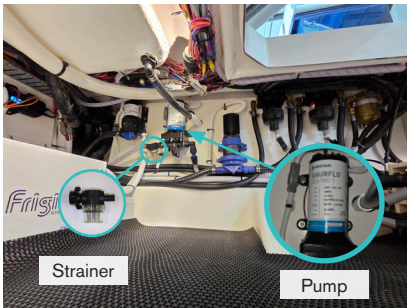
Filling

Fill the tank from the freshwater deck fill labeled **WATER** on the port side gunwale just past the Terrace Doors. Unscrew the cap, thread one end of the freshwater hose to the water source and insert the other into the fill. Turn the water source on and fill the tank until the freshwater icon in the DSS reads full. Turn the water source off, disconnect the hose, and replace the fill cap.



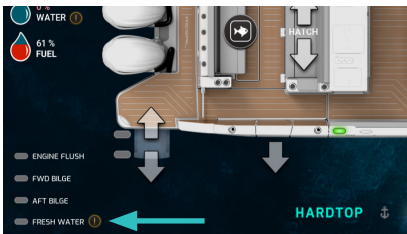
Freshwater fill inlet

A freshwater pump in the Lazarette compartment on the starboard side of the Battery Management Box then distributes the water around the vessel. Check the strainer next to the freshwater pump before activating the system. Remove any debris.



Pump access

After filling the tank, tap the **FRESH WATER** icon in the bottom left corner of the DSS to activate the freshwater system. The freshwater system must be activated before using the shower, head, and faucets. Open a faucet to purge air from the system and check that there is water flowing from the tap.



Pump activation

Water Heater

The onboard water heater operates to a max temperature of 125 °F. A cold water line feeds water through the tank where it is heated by an element. The hot water line then carries the water out of the heater, to a distribution manifold, and then to the shower and faucets. The water heater holds 11 gallons; do not expect hot water to last as long as in your home. Take shorter showers to conserve hot water and onboard freshwater in general.

The water heater is in the aft starboard corner of the Lazarette Compartment (see below).



Water heater location

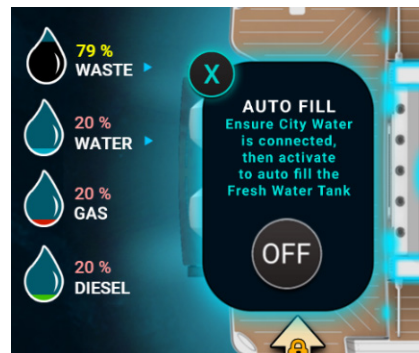
Shore Water

The freshwater system can also run from an onshore water source when docked. To connect to an onshore source, remove the cap from the shore water inlet on the starboard aft face of the convertible transom seat.

Connect one side of a freshwater hose to the threaded side of the connector. Next, insert the connector into the shore water inlet. Finally, thread the other end of the hose to the onshore water source.

The shore water source will fill the tank completely before pressurizing the system directly. Auto Fill can be accessed on the backend menu or the Deck page by tapping the **FRESH WATER** icon. A window with instructions will appear. Auto Fill will automatically shut off after 15 minutes or once the tank is at 100% capacity. This can be overridden to run an additional 60 seconds.

The boat's freshwater system is designed for **non-potable water use only** and is not suitable for drinking or cooking. Please use bottled or treated water for all human consumption.

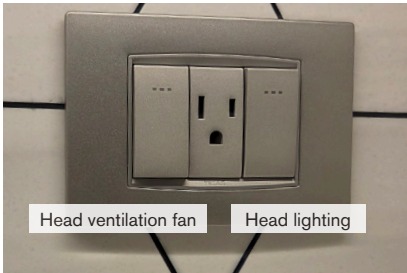


Sanitizing the freshwater system remains a priority to prevent bacterial growth and maintain water quality for showering and washing dishes. Refer to the end of the Freshwater System subsection for more information.

Shower

The rainfall-style shower is controlled using the control knob in the top left (see image below). The shower pulls water from the freshwater tank unless connected to a shore water source, bypassing the tank and pressurizing the freshwater system directly.

Activate the ventilation fan using the button on the control panel above the sink.



Shower Box

The shower box is a collection and distribution point for waste water used by the shower, sink, and A/C unit. An automatic gulper pump in the Lazarette compartment evacuates the water overboard or into the waste tank if the optional gray water system is included.

It is located in the floor between both berths (see image). Turn the top cover counter-clockwise to access the inside. Clean the drain screen periodically to avoid clogging.



Shower box location

Head

The onboard head is a vacuum style marine toilet designed to use minimal water. The head runs on 12v DC power and has a dedicated resettable fuse in the Battery Management Box. The head pulls water from the onboard freshwater tank. If connected to a shore water source, the head will still draw its water from the onboard freshwater tank.

Operate the head via the wall control switches on the back wall of the sink counter. Press and hold the **ADD WATER** to fill the bowl. Release when the water reaches the desired level. Press **FLUSH** to empty the bowl into the wastewater tank. The system will automatically replace a small amount of water in the bottom of the bowl to eliminate potential odors. It is not necessary to fill the bowl with water to use the head. Keep an eye on water levels to avoid running out of freshwater while underway.

Do not flush any foreign materials (paper towels, moist towelettes, hygiene products, garbage, etc.) down the toilet. Only flush appropriate waste and RV or marine specific toilet tissue to avoid damaging the head or the waste system. RV and marine toilet tissue can be purchased online, in home-improvement stores, or boating supply stores.



If the waste tank is full, the flush function will lock. The waste tank's sensors are positioned just below the tank's capacity, thus it is sometimes possible to fill the tank past "full."

Holding the flush button for eight seconds will override the lock and flush the head. Only override the lock when there is additional room in the tank and do not override the lock more than twice before emptying the tank to avoid overflow or damage to the waste management system. Regal is not responsible for damage to equipment that may result from waste overflow due to overriding head lockout. Improper system use is not included in your warranty.

Waste Tank

The waste tank holds 26 gallons of wastewater and is located in the Lazarette compartment. It has a pump out fitting labeled **WASTE** in the port gunwale just forward of the terrace door. Marina's and other docking facilities often have onshore waste pumps for emptying the waste tank. Always keep an eye on accumulating waste levels and plan in advance to avoid overfilling the tank. Always check waste tank levels before embarking, displayed on the left side of the DSS.

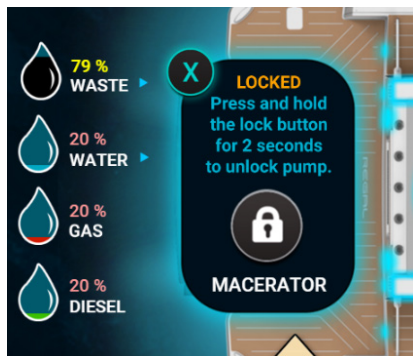


Waste pump-out

To empty the waste tank:

1. Remove the cap from the on deck, waste pump out fitting.
2. Put on any personal protection equipment like latex gloves to avoid disease and waste contamination.
3. Remove the pump hose from the onshore pump system and lay the coil on the deck. Check for kinks or potential blockages before attaching the pump to the on deck fitting.
4. Make sure the nozzle valve on the waste pump is in the off position—perpendicular to the hose nozzle.
5. Turn the pump on.
6. Put the nozzle into the on deck fitting. Turn the nozzle to tighten until you cannot tighten any further to ensure that there is an airtight seal between the nozzle and the fitting.
7. Turn the nozzle valve on—parallel to the hose nozzle. Maintain a seal during the entire pumping process.
8. The glass on the nozzle should become cloudy as waste is pumped through the hose. The glass will clear as most waste is pumped out of the tank. Continue pumping until you are confident no more waste is flowing from the tank.
9. After the first pump out, flush water down the head, then return to the pump and pump out the remaining waste.
10. When no more liquid flows from the tank, turn the valve off. Before removing the nozzle from the fitting, tilt the nozzle slightly and allow any liquid remaining in the nozzle to drip back down into the tank.
11. Once all the remaining liquid has dripped out of the nozzle, submerge the nozzle in a bucket of water and open the valve to clean the hose and flush any remaining waste down into the pump. Once the bucket is empty and the pump has sucked up all the water, let the pump run dry for a few seconds and then turn the valve off.

12. Turn the pump off and replace the hose.
13. Use a garden hose to rinse any liquid in the fitting back down in the waste tank and replace the waste fitting cap on deck before embarking.

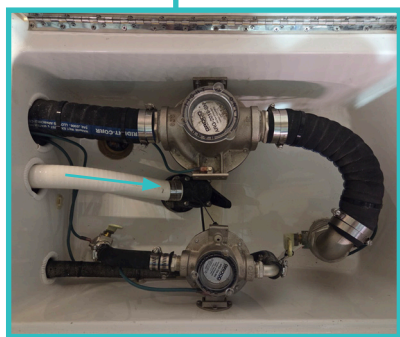
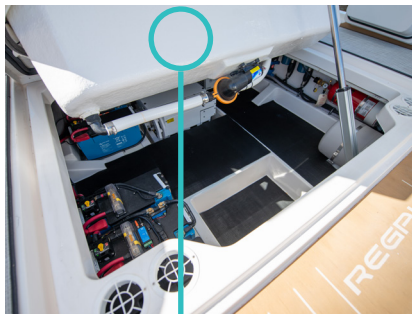


Waste macerator pop-up window

Overboard Discharge

In the event the overboard discharge option was selected, a macerator comes with the waste tank. Regal waste management devices do not come with waste treatment chemicals. Check for local and state laws regarding pumping overboard domestically before attempting to open the hull bottom seacock as there may be stiff fines for pumping illegally. Refer to the Pollution Guidelines in the General Vessel section and the United States Coast Guard for more information on environmental waste regulations. Regal Marine Industries Inc. does not accept any liability or responsibility for the consequences of illegally dumping untreated waste.

To discharge the waste tank, first open the discharge seacock located in the Lazarette Compartment (see the following pages). Next, activate the macerator within the DSS from either the backend menu or the **WASTE** level icon to pull the contents from the waste tank and out through the discharge seacock.



Overboard discharge location

Freshwater Sanitization

It is recommended to sanitize the freshwater system at least once a year with a dedicated RV/marine freshwater system cleaner. Follow the directions on the product label for proper dilution and flushing procedures.

If flushing procedures are not listed, follow the steps below:

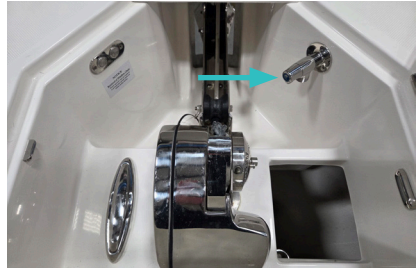
1. Run all faucets and the shower until the entire system is empty, including the water heater.
2. Discharge any waste water that has accumulated in the waste tank.
3. Fill the freshwater tank with the solution. Turn on the freshwater pump and open each faucet (one at a time) until the solution flows from each tap, then close it. This ensures the solution fills the plumbing lines.
4. Allow to sit for at least one hour (or as directed by chemical manufacturer).
5. Drain the solution and flush the system with freshwater until water is clear and no chemical odor remains.
6. Refill the tank.

Washdowns

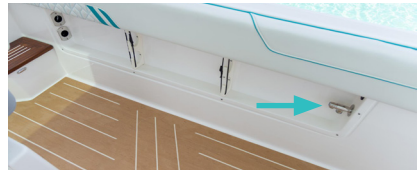
Washdowns are found throughout the deck. One can be found in the bow anchor locker; two more are found in the rod storage tub near the cockpit seating; a final washdown is found near the transom. The raw water washdown is in the starboard rod storage tub near the cockpit section.

To use the transom washdown, simply twist from the end. There is a notch that allows temperature control.

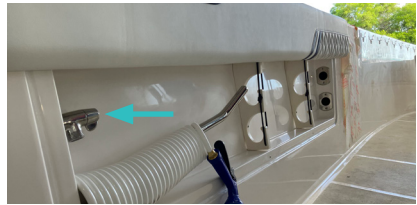
Don't forget to tap the **FRESH** icon in the bottom left corner of the DSS page. To use the raw water washdown, press the **RAW** faucet icon near the port gunwale, also on the DSS Deck page.



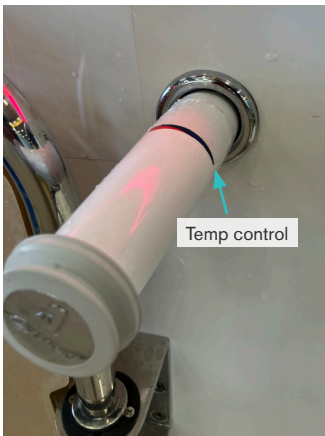
Bow freshwater washdown



Starboard freshwater washdown



Port raw water washdown



Transom washdown



Transom washdown

Fluids - Raw Water

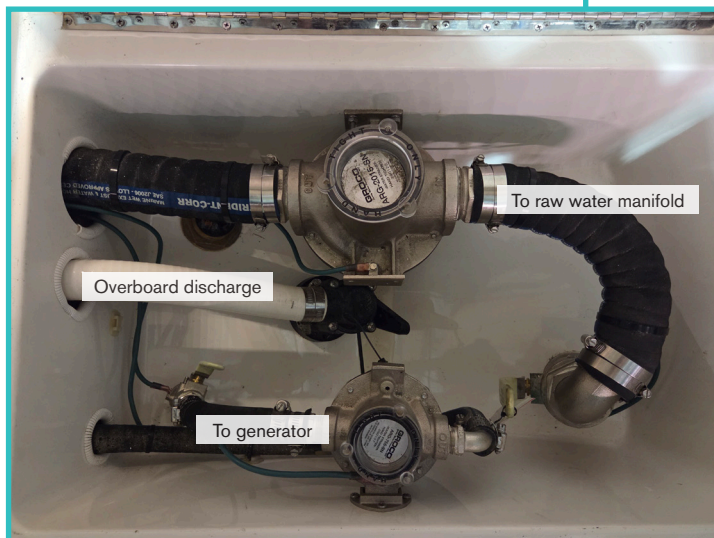
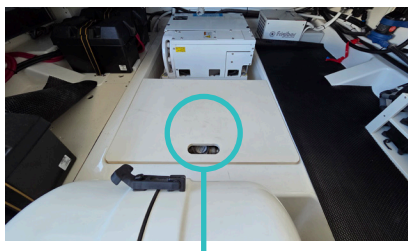
Raw seawater is generally used for cooling components (with the exception of one raw water washdown on the port side rod storage tub. Raw water enters the boat through 2 dedicated seacocks in the Lazarette Compartment.

Seacocks

There are two seacocks that allow water into the vessel. The larger forward seacock/strainer line feeds the central raw water manifold hidden away under the batteries on the port side of the Lazarette. The smaller aft seacock/strainer is the dedicated generator raw water feed.

Each component that uses raw water (both manifold and generator) outputs by thru-hull on the transom and does not utilize an output seacock.

This central raw water manifold feeds the Seakeeper, A/C pump, live baitwell, chiller compressor, and raw water washdown. Make sure the manifold seacock is open before operating the corresponding equipment. No interaction with the manifold itself is needed.



Before embarking, clear both strainers of any debris. To clear the strainer:

1. Ensure the seacock valve is closed.
2. Unscrew the strainer top by turning it counterclockwise. Remove the strainer basket and dump out any debris.
3. Replace the basket and tighten the strainer top. Reopen the seacock. Periodically check the strainer basket for debris.

Sediment may have accumulated in the bottom of the strainer. To clear sediment, remove the plug on the underside and allow the strainer to drain completely.

Replace the plug, basket, and cap once the unit is clear of debris.



Seacock strainer

Raw Water Manifold

The raw water manifold always feeds the air conditioning unit. Depending on customization, it may also feed the live baitwell, raw water wash-down, chiller tubs, and Seakeeper.

Make sure the main seacock is open before operating the corresponding equipment. Before embarking, clear the manifold seacock strainer of any debris. Always verify the handle on the main seacock is open (inline) before operating any components. No interaction with the manifold itself is necessary.



All seacocks in open position

Seakeeper

The Seakeeper is a gyroscope that counteracts boat roll and stabilizes the vessel on the water. It is controlled from its dedicated page within the chartplotters, and a dedicated DSS icon as well. Ensure the raw water manifold seacock is open before attempting to activate the Seakeeper (see 'Seacocks' section).

Seakeeper Page

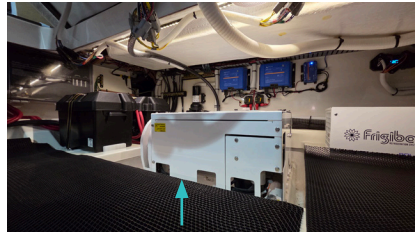
1. Navigate to the Seakeeper page by tapping the Seakeeper icon on the home screen.
2. Turn the Seakeeper on by tapping the gray power icon. The button will turn blue indicating the Seakeeper is warming up.

Digital Switching Page

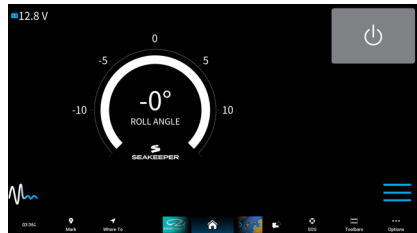
Tap the Seakeeper DSS icon to bring up the quick-control menu:

- **Power** begins the warm-up sequence.
- **Stabilize** manually engages the anti-roll function.
- **Auto** engages the **Stabilize** function automatically once the wheel has reached the required RPM.

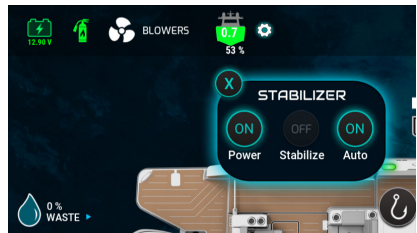
Note: The Seakeeper needs 30-45 minutes to warm up.



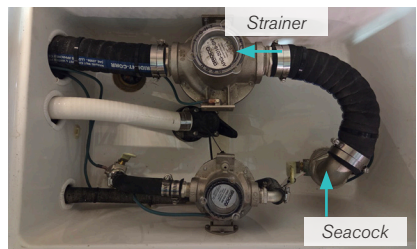
Seakeeper location



Dedicated Seakeeper page



Seakeeper DSS menu



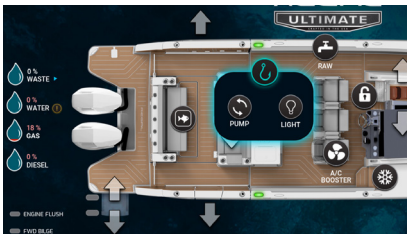
Manifold seacock & strainer

Monitor Seakeeper performance and boat roll using the roll angle gauge on the Seakeeper page. Refer to the manufacturer owner's manual for specific operating instructions.

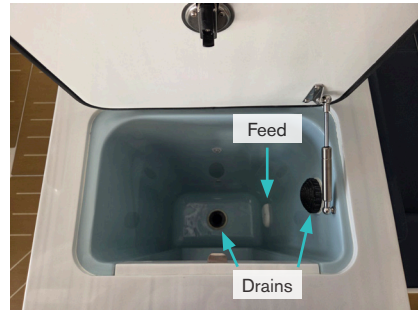
Live Baitwell

The 8-gallon pressurized baitwell is located on the port side of the refreshment island. The baitwell continuously pumps water to maintain pressure against the sealed lids. Make sure the bottom drain is closed, the feed is unobstructed, and the top drain is open.

To fill the baitwells, tap the hook icon on the Deck page of the DSS. A pop up will appear. Tap the pump icons to fill the baitwells and tap the light icons to turn on the baitwell lights. To drain the baitwells, first turn the pumps off. Then, open the drain valves.



Baitwell controls



Baitwell details

Bilge Pumps

The bilge pumps operate both automatically and manually. Float switches will automatically activate a pump when necessary. To manually activate the bilge pumps from the DSS, use the two icons in the bottom left corner, labeled **FWD Bilge** and **AFT Bilge** (see image on the next page).

When the pumps activate automatically, the light will be red. Tap the icon to manually run the pumps temporarily. When running manually, the light will be blue for 60 seconds. Hold the icon to bypass and run the pumps continually. When bypassed, the light will be green. Hold the icon again to turn the pump off.

Keep an eye on the bilge pump icons; while some water is expected

to accumulate in the bilge, consistent pump activation may indicate a leak somewhere in the boat. If you suspect there is a leak, have the boat serviced by your Regal dealer.

There are three bilge pumps on the vessel – two in the Lazarette compartment and one in the cabin. The main pump is set all the way aft in between the two central stringers. The secondary pump is underneath the Seakeeper. The third is in the cabin, underneath the shower box.

Before embarking, check the bilge pump outlet for debris and test the bilge pumps by manually activating each pump. Make sure the bilge pump indicator icons illuminate when you activate them.



Aft bilge pump



Forward bilge pump



Mid bilge pump

A/C - Air Conditioning

The A/C system is part of the raw water system and uses a pump to draw water in from the raw water manifold. The raw water loop through the A/C unit returns to the Lazarette where it discharges through the transom. The unit comes equipped with a sound cover and dedicated vibration isolation system that will help reduce noise.

To operate, first clear the manifold strainer of any debris. Flip on the A/C breaker at the MDP. The pump should start automatically, if it does not, activate using either the Garmin display or the control panel on the port wall of the cabin entrance.



A/C unit vent

The A/C unit has a condensation drain pan underneath the unit. Periodically check the drain pan and remove any debris that may have accumulated. Failure to remove debris may cause the pan to fill with water and overflow, causing damage.

Refer to the manufacturer owner's manual included in your welcome packet for specific operational instructions, or contact your Regal dealer for maintenance information.

Safety

The 34 SAV comes equipped with a fuel vapor detection system and an automatic fixed fire suppression system in the Lazarette compartment, as well as combined CO/smoke alarms within the cabin.

Gasoline Vapor Detection

There is a gas vapor detection indicator on the ignition panel just below the steering wheel at the helm.

In the unlikely event of a gas vapor leak, the vapor detection system will issue an alarm and the **DANGER** light on the ignition panel will illuminate.

If the vapor alarm goes off, cease operating the vessel immediately, turn off all potential sources of combustion and service the boat with your Regal dealer before operating again.



Gas vapor detector

Automatic (Fixed) Fire Suppression

If a fire breaks out in the Lazarette compartment, the fire suppression system will automatically discharge the fixed fire extinguisher. The system will also automatically shut down the generator and the blowers. If the extinguisher discharges, immediately turn off the engines, electrical systems, and generators.

There is a fire suppression icon within the DSS (see below). When the system is charged and ready to detect a fire, the light will be green. If the system has detected a fire and is discharged, the light will flash red and an alert message will display on the Garmin chartplotters.



After discharging, the system will shut down and lock the blowers and generator. There are two overrides. The first is in the Digital Switching System. After discharge, the blower icon will be red and an override message will appear next to the icon. Tap the override icon and the red ring will disappear, allowing the blowers to run again.

The other override is on the Fireboy panel underneath the steering wheel. When the system auto-discharges, the panel will flash red and issue an alarm. Press the override button on the panel to shut off the alarm and reactivate access to the generator and blowers. There is also an indicator light on the ignition panel below the steering wheel that will illuminate when the ignition is on and the system is charged and will turn off once the system has discharged.



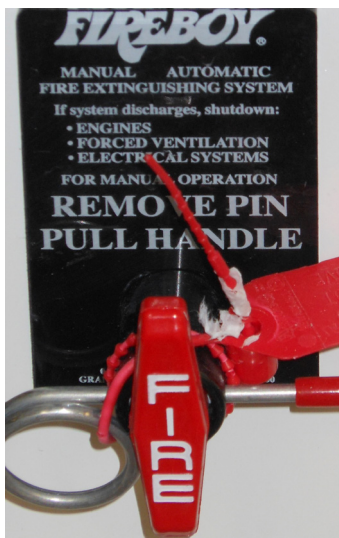
Fireboy shutdown panel

Manual Fire Suppression

To operate the system manually, access the fire extinguisher pull handle underneath the port mezzanine seats (see below).

Remove the safety pin to release the **FIRE** handle and then pull firmly on the handle to activate the fire extinguisher. A loud whooshing sound will indicate the extinguishers have successfully deployed.

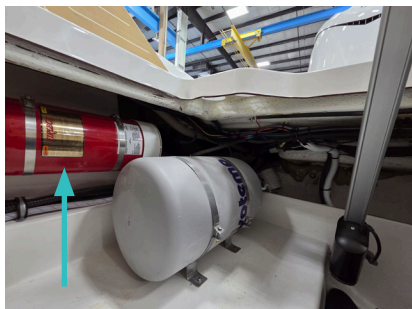
After a fire, do not attempt to restart the boat. Have it serviced by your Regal dealer before embarking again.



Manual pull handle

NOTICE

Fire suppression system should be inspected annually by the manufacturer.

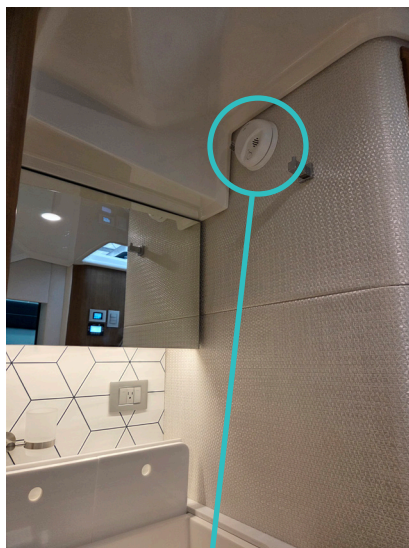


Fixed fire extinguisher

CO/Smoke Detectors

Carbon monoxide, CO, is toxic in any quantity and deadly in high concentrations. The boat comes equipped with two combo CO/Smoke detectors that monitor vapor levels and will sound an alarm when CO or smoke concentration in the cabin reaches levels that are unsafe. Both detectors are on the starboard side – one on the head wall in the V-berth and one next to the TV in the Mid-berth. Refer to the General Vessel manual for more information about the dangers of CO poisoning and how to avoid potential CO accumulation.

The detectors are battery powered. If functioning properly, a green light on the detector's body will flash every 180 seconds. Refer to the manufacturer owner's manual for detector testing frequency and procedure. If you have any reason to believe the CO detector is not functioning properly, follow the troubleshooting instructions found in the manufacturer owner's manual.



CO/smoke detector

When the alarm detects unsafe levels of CO, the indicator flashes red and the unit emits horn beeps in groups of four. If the alarm sounds:

1. Press the reset button on the unit.
2. Vacate the vessel and move to a fresh air environment as quickly as possible to avoid passing out from CO poisoning. Call emergency services. Do not return to the vessel until emergency services have given an all clear.
3. Have a qualified technician inspect the boat and fix any leaks that may have caused CO to accumulate before operating the vehicle again.

High Water Alarm



The high water alarm will sound if there is too much water in the bilge. In the event of an emergency, activate the bilge pumps manually. If safe to do so, enter the bilge area (Lazarette compartment) and attempt to identify the source of the water ingress. This could be a loose hose, seacock, or cracked hull.

Sacrificial Anodes

To protect critical components from galvanic corrosion, the vessel is equipped with sacrificial anodes. These anodes are made from a highly active, inexpensive metal alloy that is chemically designed to be the “least noble” metal in the environment. By placing these anodes in direct contact with vital hardware, the galvanic corrosion attacks and dissolves the anode instead of the boat.

Because these anodes are explicitly designed to dissolve away over time, monitoring their depletion and replacing them before they disappear completely is absolutely critical.

Each outboard engine will have its own sacrificial stud block, as shown in the image. It is important to also verify all other hardware that makes contact with raw water, including the trim tabs and bow thruster.



Engine sacrificial anode



CARE AND MAINTENANCE

Cosmetic Care

HG Acrylic & Solid Surface

There are two types of acrylic-based surfaces to consider: high-gloss acrylic (also known as plexiglass) and solid surface acrylic.

High-Gloss: Cabin door, cabinet faces, cover panels, etc.

Solid Surface: Countertops

Cleaning

- Use a microfiber towel only. **Do NOT** use paper towels; they contain wood pulp and will create fine scratches on high-gloss surfaces.
- Wipe surfaces with warm, soapy water.
- Wipe dry immediately to prevent water spots and film buildup.

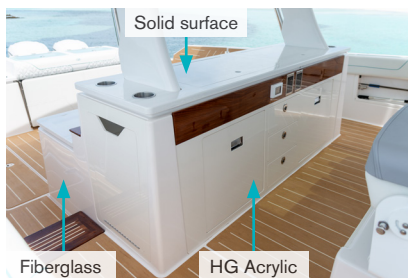
Exceptions (Solid Surface **ONLY**)

For tough stains on countertops, a 1:4 diluted bleach solution may be used (1 part bleach, 4 parts water). Rinse thoroughly with freshwater after cleaning. Avoid getting bleach on surrounding metal or vinyl upholstery.

Prohibited Products

Acrylic must never be exposed to organic solvents or ammonia. **Do NOT** use:

- Acetone/nail polish remover
- Paint thinner or comparable
- Ammonia-based cleaners (Windex)
- Benzene
- Rubbing, denatured, or other alcohol-based solutions
- Carbon tetrachloride



Fiberglass & Gel Coat

Outdoor exposure can cause the boat's gel coat to fade and oxidize. Climate and proper storage are crucial for protecting the wax finish. Darker hull colors absorb more heat and UV rays, and may require more frequent attention than white hulls.

Cleaning

Wash the boat's surface after every outing and/or monthly with freshwater and marine detergent/soap to keep it looking shiny and new. Wipe dry as you wash to avoid water spots and calcium buildup.

Do NOT use dishwasher detergent/soap, as degreaser can strip the wax off the surfaces. Avoid any kind of alkaline cleaners such as trisodium phosphate (TSP), abrasives, bleaches and ammonia. For best results use acid-based fiberglass cleaners.

Waxing & Protection

Wax the gel coat surface at least every 6 months to protect the finish and prevent oxidation. Apply a high quality marine fiberglass wax to a small 3' x 3' section at a time using clean applicator cloths or a buffing bonnet. When a haze develops, hand buff with a clean microfiber towel or use a power buffer at low speed (1200-2000 RPM). **Do NOT** wax in direct sunlight, as the wax will bake into the surface and become difficult to remove.

Restoration

If routine washing and waxing no longer restore the shine, the gel coat may be oxidized (chalky appearance). This requires professional restoration using heavy-duty polishing compounds and high-speed buffers. **Do NOT** attempt to use rubbing compounds or power buffers without proper training, as incorrect use can permanently damage the gel coat finish. Contact your authorized dealer for more information.

Canvas

The canvas used on the vessel (bimini tops, cockpit covers, sunshades, etc.) is typically woven acrylic. It is designed to be breathable and UV resistant, but it is not mold-proof. The best way to protect the canvas is with proper ventilation and storage. Ensure the canvas is completely dry. Trapped moisture is the primary reason for mold. Roll the canvas instead of folding.

Cleaning

- Gently shake or brush off loose dirt and debris.
- Gently wash with warm freshwater and marine detergent/soap.
- Scrub with a soft-bristle brush.
- Rinse thoroughly to remove all soap.

Do NOT use bleach or other harsh chemicals, as these will strip the water-repellent finish and damage the threads. Never machine wash or steam press. This will shrink the canvas.

Zippers & Snaps

Never force a zipper. Never pull on canvas to force zippers closed. Ensure the starter pin is fully inserted and aligned into the box before zipping. A dedicated zipper lubricant (wax or silicone) may help operate new zippers and maintain old ones. **Do NOT** use petroleum jelly as it melts, accumulates dirt and debris, and will stain the canvas.

Always attach and detach snap fasteners as close to the snap itself as possible. Lift from the metal snap head - never pull from the fabric edge. Lubricate as needed.



Canvas cover example

Clear Vinyl Windows

The clear vinyl windows (isinglass) in the canvas are soft and susceptible to scratching and clouding. They require delicate care to maintain optical clarity.

Always roll; **Do NOT** fold, as it creates permanent creases that will eventually crack the material. Ensure they are completely dry and stored in a ventilated area. If possible, place a clean towel or felt sheet between layers when rolling to prevent scratching. **Do NOT** allow it to touch hot metal in direct sunlight, as the heat transfer can burn or melt the vinyl.

Cleaning

- Thoroughly rinse with freshwater to remove salt and dust. **Do NOT** wipe while it is dry, as dust will act as sandpaper.
- Use a microfiber towel and marine detergent/soap.
- Wipe dry with a clean microfiber towel.

Prohibited Products

- Ammonia/glass cleaners (Windex, etc.) - Turns vinyl yellow, cloudy, and brittle.
- Paper towels - Contain wood pulp that scratches the surface.
- Sunscreen - Contains oils that can permanently fog the vinyl.



Isinglass example

Vinyl Upholstery

Clean the UltraLounge, cockpit, and bow upholstery periodically to prevent dirt and mildew buildup. Contaminants may stain and reduce vinyl life.

Clean common stains with warm, soapy water. Scrub with a soft bristle brush to loosen dirt and grime from textured surfaces and seams. For tougher stains, use a dedicated marine vinyl cleaner, such as vinyl sauce.

For best results, remove stains immediately, before they penetrate the vinyl. **Do NOT** use powdered abrasives, steel wool, or industrial strength cleaners on upholstery. **Do NOT** wax vinyl. Use tanning lotion instead of tanning oil to avoid damaging the upholstery. **Do NOT** leave exposed to the sun for extended periods of time. Use canvas covers whenever the boat is not in use.



Exterior bow upholstery

Interior Fabrics & Textiles

Clean interior fabrics (sofas, pillows, curtains) with mild soap and warm water, or a water-based foam upholstery cleaner. Always test the cleaner on a hidden area first (such as the underside of a cushion). Refer to the specific care tags on bedding and curtains for washing instructions.

For vinyl headliner and wall coverings, wipe with a clean, damp microfiber cloth and mild soap. **Do NOT** saturate the surfaces as excessive moisture can penetrate the material and dissolve the adhesive backing, causing it to sag or detach. Wipe dry afterwards.



Interior V-berth upholstery

Seagrass Matting



The exterior deck flooring consists of woven Seagrass mats designed for stain and moisture resistance. Seagrass matting contains Microban, a protective antimicrobial that inhibits the growth of stain- and odor-causing bacteria, mold, and mildew.

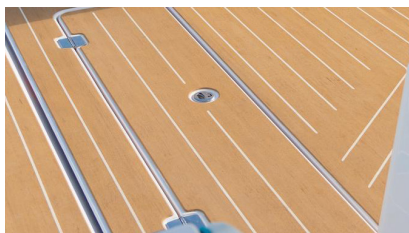
Clean and air out the matting after each outing. When removing matting from the cockpit, **do NOT** pull on the material itself. Instead, lift from the metal snaps.

Cleaning

- Vacuum or shake off any loose debris.
- Clean with a sponge and mild marine detergent/soap.
- Rinse thoroughly with freshwater.
- Hang to dry completely.

Seagrass mats feature urethane backing for marine environments. When storing the Seagrass mats, always roll with the backing facing in. **Do NOT** fold or crease to avoid splitting the back.

Synthetic Teak



The synthetic teak flooring is made of flexible PVC (polyvinyl chloride) plastic. This material is tougher than both Seagrass matting and EVA foam with more stain-resistant properties.

Cleaning

- PlasDeck recommends using Purple Super Cleaner or a similar degreaser.
- Spread the cleaner with a stiff-bristle brush (**NEVER** metal) in the direction of the texture/grain. Allow to soak for 5-10 minutes.
- Apply pressure to get down into the texture and deep clean it.
- Rinse thoroughly with freshwater.

Warnings

- **Do NOT** use a pressure washer. The high pressure can cut the material or peel the adhesive backing off the deck.
- **Do NOT** wear black-soled shoes. Boat shoes or no shoes are recommended to avoid leaving scuffs on the flooring.

reFLEX PE/EVA Foam



PE/EVA foam is a closed-cell foam that is UV-protected, non-absorbant, and provides traction even when wet.

Cleaning

- Use Dek Magic cleaner or a similar dedicated PE/EVA foam cleaner.
- Spread the cleaner with a soft-bristle brush (**NEVER** metal) in the direction of the texture/grain. Allow to sit for 3-5 minutes.
- Rinse thoroughly with freshwater and repeat as needed.

Warnings

- **Do NOT** use a pressure washer. The high pressure can cut the foam or peel the adhesive backing off the deck.
- **Do NOT** leave plastic or glass objects on the flooring in direct sunlight. This can magnify the sun's rays, melting or burning the flooring within minutes.
- Clean up fuel or oil spills immediately. Petroleum can dissolve the adhesive that binds the matting to the deck.

Hull Bottom

The condition of the hull bottom directly affects the vessel's speed and fuel efficiency. Even a light buildup of marine growth (algae, slime, barnacles) can significantly create drag and reduce performance.

Wash the hull bottom with a soft-bristle brush or sponge. **Do NOT** use wire brushes or highly abrasive scouring pads.

Anti-Fouling (Bottom) Paint

If selected, anti-fouling paint is designed to repel marine growth and protect the hull during extended periods in the water. If slime or light growth appears, clean the hull gently with a soft-bristle brush or sponge. **Do NOT** use wire brushes, highly abrasive scouring pads, or a pressure washer.

Do NOT attempt to sand, prep, or re-paint the hull bottom yourself. Underwater sensors, transducers, and sacrificial anodes can be permanently damaged if painted over. Improper application may void your warranty. Contact your Regal dealer for more information.

Teak Care

There are two types of teak the boat may have: raw teak (teak steps) and sealed hi-gloss teak (accent package).

Raw Teak

Any raw teak on the boat will naturally gray over time from UV exposure, as well as expand and contract with moisture and thermal fatigue. Minor deformation is normal and expected over the years. Use teak oil to enhance the color and reduce moisture absorption.

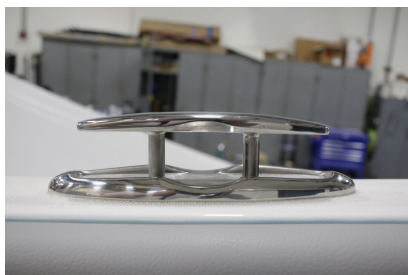
Hi-Gloss (HG) Teak / Afrormosia

Sealed HG teak will turn yellow/orange and blister over time from UV exposure. Sealed Afrormosia (African teak) will darken over time from UV exposure. Clean both with mild soap and water.



Metal

Keep all stainless steel and other metal parts rinsed and wiped dry. Select hardware including cleats, drains, grab rails, and gas rams are all stainless steel. To maintain their finish, annually polish the steel and other metal hardware. Use commercially available metal products and read the labels carefully before use. Most marinas and boating retail outlets carry metal care products. **Do NOT** use hard bristle brushes and scratch the hardware.



Sunroof/All Tracks

The sunroof track must be cleaned and lubricated at least once every 6 months. This includes all moving mechanical components, including, but not limited to, cabin door tracks, sliding windows, and seats with rotating backrests.

Procedure

1. Rinse and clean with freshwater, making sure to clear any and all debris.
2. Allow to dry completely.
3. Apply grease to the Zerk fittings at the aft end of the track and on the drive side of the motor. **Do NOT** overfill with grease. Use lithium-based Quicksilver 2-4-C Marine Grease with Teflon or equivalent PTFE marine grease.
4. Run the sunroof back and forth to evenly distribute the grease.
5. Wipe clean any extra grease on the tracks themselves.

Storage

If the boat is stored on a lift, the boat angle must mimic the attitude of the boat when it is static in the water. This includes angles of inclination bow-to-stern and port-to-starboard. This prevents water from draining properly from the sunroof tracks, causing damage to the components.

Storage & Winterization

Depending on expected temperature levels over the time the boat will be stored, proper winterization is critical to health of the vessel. Freezing temperatures can cause damage to the engine blocks, freshwater system, and waste system if not properly drained and treated. Due to variation in proper winterization procedures, Regal insists on contacting your dealer to winterize the vessel. Improper winterization may result in damage to the vessel and is not included in your warranty.

Storage Warnings

- Remove the batteries if the vessel is stored in freezing climates. Freezing can crack the battery case and leak acid.
- **Do NOT** fill the fuel tank to 100% capacity. Leave room for fuel expansion as temperatures fluctuate.
- **NEVER** block up the boat hull yourself. It must be supported by a cradle or trailer designed for your specific model. Structural damage caused by improper blocking is not covered by warranty.

Freshwater Sanitization

It is recommended to sanitize the freshwater system at least once a year with a dedicated RV/marine freshwater system cleaner. Follow the directions on the product label for proper dilution and flushing procedures.

If flushing procedures are not listed, follow the steps below:

1. Run all faucets and the shower until the entire system is empty, including the water heater.
2. Discharge any waste water that has accumulated in the waste tank.
3. Fill the freshwater tank with the solution. Turn on the freshwater pump and open each faucet (one at a time) until the solution flows from each tap, then close it. This ensures the solution fills the plumbing lines.
4. Allow to sit for at least one hour (or as directed by chemical manufacturer).
5. Drain the solution and flush the system with freshwater until water is clear and no chemical odor remains.
6. Refill the tank.

Servicing Schedule

Routine Maintenance

- Rinse the boat with mild soap and freshwater. **Do NOT** use degreaser or dish soap.
- Clear all seacock strainers of debris.
- Clear debris near all bilge pumps.
- Clear all deck drains of debris.
- Properly clean all acrylic surfaces, flooring, canvas, upholstery, and interior fabrics.
- Inspect and ensure there is no accumulated water in any recess/crevice. This includes the sunroof tracks, deck drain, bilge, seating, storage compartments, sliding door/window tracks, etc.

Long-term Maintenance

The following checklist shows all necessary long term servicing to ensure technical systems remain operational.

System & Serviceable Item		Servicing Frequency			
		1 mo.	6 mo.	1 yr.	3-5 yrs.
Electrical System	Test ELCI and GFCIs.	X			
	Inspect shore power cords/inlets for thermal strain.	X			
	Check fuses and breakers.	X			
	Inspect battery terminals for corrosion. Clean as needed.		X		
	Load test all batteries and replace as needed.			X	
	Load test all batteries and replenish electrolytes for lead-acid batteries.			X	
	Replace all batteries.				X
* Contact your dealer for a qualified service technician.					
** Follow Original Equipment Manufacturer (OEM) instructions.					

System & Serviceable Item		Servicing Frequency			
		1mo.	6mo.	1yr.	3-5yrs.
Fluids System - Fresh and Raw Water	Clear all seacock strainers.	X			
	Exercise seacock handles (close and open) to prevent sediment buildup.	X			
	Clear the freshwater strainer.	X			
	Clear the shower box of any debris.	X			
	Vacuum out condensation drip pans for A/C unit(s). *			X	
	Remove and wash air return filters for A/C unit(s). Refer to the A/C section within the Technical Guide for location(s).		X		
	Winterize fluid lines if freezing temperatures are expected during storage. *			X	
	Sanitize the freshwater system.			X	
	Replace waste tank vent filter. * **			X	
	Descale raw water lines for cooling components. *			X	
	Inspect all gaskets (baitwell, fishbox, Lazarette hatch, etc). Replace if needed.				X
	Inspect all waste and water lines for deterioration. Replace as needed. *			X	
* Contact your dealer for a qualified service technician.					
** Follow Original Equipment Manufacturer (OEM) instructions.					

System & Serviceable Item		Servicing Frequency			
		1mo.	6mo.	1yr.	3-5yrs.
Safety	Inspect sacrificial anodes. Refer to the Safety Section for all locations.	X			
	Inspect and test bilge pumps, float switches, and high water alarm.	X			
	Inspect all fasteners (screws, bolts, nuts, etc).	X			
	Inspect the hull and deck for structural stability (cracking in the rub rail, swim platform, hardtop, etc).		X		
	Inspect fire suppression system and portable extinguishers. Replace if needed. *			X	
	Inspect fuel system for leaks, loose hose connections, and/or hose deterioration.			X	
	Inspect Carbon Monoxide (CO) detectors weekly. Replace batteries if needed.	X			
	Replace Carbon Monoxide (CO) detectors.				X
Misc.	Apply PTFE marine grease to Zerk fittings located at the aft end of the sunroof tracks.		X		
	Wash all moving components (cabin door track, sunroof tracks, windlass, reboarding ladder, etc) with mild soap and water to clear any debris.	X			
	Inspect the windlass assembly. Ensure the gypsy is properly tightened and the rode is free of knots.	X			
* Contact your dealer for a qualified service technician.					
** Follow Original Equipment Manufacturer (OEM) instructions.					

System & Serviceable Item		Servicing Frequency			
		1 mo.	6 mo.	1 yr.	3-5yrs.
Misc.	Apply lubricant to zippers and snaps.		X		
	Wax exterior gel coat to prevent oxidation and UV damage.		X		
	If stored in the water, inspect and replenish bottom anti-fouling paint. *			X	
	Clean the A/C and chiller condenser coils with a soft brush or vacuum to free areas clogged with dust/dirt.		X		
	Engine, generator, gyro stabilizer, and A/C unit maintenance. * **	X	X	X	X
* Contact your dealer for a qualified service technician. ** Follow Original Equipment Manufacturer (OEM) instructions.					

Final Acknowledgments

We would like to welcome you again to the Regal family. We are happy you are here and look forward to sharing your boating journey with you. Thank you for taking the time to read this manual and become familiar with the operation and maintenance of your Regal 34 SAV.



Please refer to third party, manufacturer owner's manuals, included in your owner's welcome packet, for detailed information on technical features, equipment, operation, maintenance, and troubleshooting. You should have received your owner's welcome packet during the new boat delivery process. If you did not receive your welcome packet, contact your Regal dealer. You can access all Regal manuals online by going to <https://www.regalboats.com/owners-resources/>.

For any questions or issues that you can not answer using the manuals, please contact your authorized Regal Dealer or call our customer service line at 1(800) 877-3425.



TROUBLESHOOTING

The following diagnostic information will assist in identifying minor electrical, fuel, and mechanical problems. Some of the items listed require technical training and tools. Additional assistance is available in the engine manufacturer's owner's manual. Also, contact your closest Regal dealer or marine professional for more information. Sometimes a problem can be solved by performing a logical sequence of elimination and/or root cause techniques.

WARNING

Avoid serious injury or death! Before performing any maintenance work, turn off the battery switch and remove the ignition key(s) from the switch.

WARNING

Avoid serious injury or death! Use only approved marine replacement parts that are ignition protected.

Engine Diagnostic Chart

Problem	Possible Cause
Engine Overheating	Water pick-up feeds are blocked by debris. Clear intake of debris. Cooling system leak. Service at dealer. Impeller is worn or blocked by debris. Clear debris. Service at dealer if issue persists. Propeller is over propped for the circumstances, causing the engine to work extra hard. Service at dealer. Debris in oil is holding heat more than normal - defective oil filter. Change oil filter. If issue persists, service at dealer. Defective thermostat. Service at dealer. Faulty temperature sender. Service at dealer.

Engine Diagnostic Chart

Problem	Possible Cause
Starter Will Not Crank	Battery weak or dead. Charge/replace battery. Service at dealer if issue persists. Starter defective. Service at dealer. Fuse for electric start relay blown. Replace fuse. Service at Dealer if issue persists. Control not in neutral. Return throttle to neutral. Defective start panel button. Service at dealer.
Excessive Steering Play	Air in steering lines. Bleed lines. Service at dealer if issue persists. System low on steering fluid. Add steering fluid. Mechanical parts-loose connection. Tighten connections. Service at dealer if issue persists.

Engine Diagnostic Chart

Problem	Possible Cause
No Power To Helm	Battery switch turned off. Turn switch on. Batteries are weak or dead. Charge/replace batteries. Main breaker tripped. Reset breaker. Service at dealer if issue persists. Loose connection. Tighten connections. Service at dealer if issue persists.
Engine Cranks But Will Not Start	Fuel flow obstructed/water in fuel. Drain fuel lines. Service at dealer if issue persists. Low battery voltage. Charge/replace batteries. Engine ignition system malfunction. Service at dealer. Timing belt broken. Replace belt. No fuel in tank. Fill fuel tank. Control not in neutral. Return throttle to neutral.

Engine Diagnostic Chart

Problem	Possible Cause
Hard Starting	Vacuum In Fuel System. Service at dealer. Fuel lines obstructed. Service at dealer. Water in fuel. Flush fuel lines. Service at dealer if issue persists. Debris in fuel/clogged fuel filter. Service at dealer.
Engine Idles/ Runs Rough	Old fuel. Replace fuel. Faulty spark plugs. Replace spark plugs. Fuel contaminated/clogged anti-siphon. Service at dealer.

Engine Diagnostic Chart

Problem	Possible Cause
Power Loss	Damaged propeller. Replace propeller. Improper trim angle. Trim engine. Service at dealer if issue persists. Spark plugs fouled. Replace spark plugs. Fuel system malfunction. Service at dealer. Hull bottom fouled with debris. Clean hull. Service at dealer if issue persists. Excess water in bilge. Service at dealer. Engine needs tune-up. Service at dealer.

Engine Diagnostic Chart

Problem	Possible Cause
Excessive Vibration	Damaged propeller. Replace propeller. Damaged propeller shaft. Service at dealer. Loose/broken motor mount. Service at dealer. Steering pivot loose or damaged. Service at dealer. Debris caught on propeller. Remove debris. Ignition malfunction. Service at dealer. Motor mount bolts loose. Service at dealer.
Buzzer Sounds/Icon Lights	Cooling system malfunction. Service at dealer. Engine oil level low or incorrect type. Fill/replace oil. Service at dealer if issue persists. Wrong spark plug heat range. Replace spark plug. Oil feed pump malfunction. Service at dealer.

DC Electrical Diagnostic Chart

Problem	Possible Cause
No 12 Volt Power At Battery	Charging system inoperative. Service at dealer. Weak or dead battery. Charge/replace battery. Service at dealer if issue persists. Battery cables loose/disconnected. Reconnect/tighten cables. Battery cables corroded. Service at dealer.
Battery Not Charging While Engine Is Running	Faulty stator/alternator. Service at dealer. Faulty circuit wiring. Service at dealer.
Battery Will Not Hold Charge	Faulty/old battery. Replace battery. Loose battery cables. Tighten cables. Corroded battery terminals. Replace battery

DC Electrical Diagnostic Chart

Problem	Possible Cause
12V Equipment Not Working	Fuse blown. Replace or reset fuse. Service at dealer if issues persist. Weak or dead battery. Charge or replace battery. Corroded wire connection. Service at dealer. Loose wire connection. Tighten connection. Internal equipment short /failure. Service at dealer.

AC Electrical Diagnostic Chart

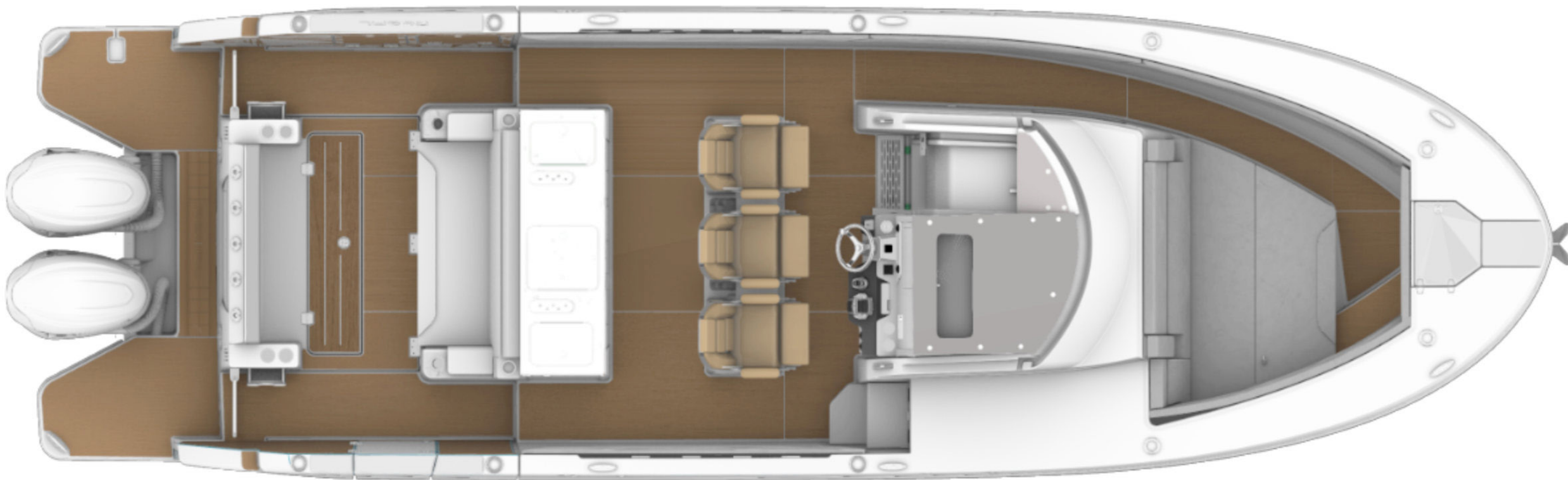
Problem	Possible Cause
No Voltage At Main AC Panel	Ships dock side cord not plugged in. Plug in cord. Dock side breaker tripped. Reset dockside breaker. ELCI breaker tripped. Reset breaker. Faulty dock side power cord. Replace cord.
AC Panel Indicates Reverse Polarity	Dockside wires reversed at marina power supply. Contact marina owner.
No Voltage At GFCI outlets	GFCI outlet tripped. Reset breaker. Outlet breaker off at AC main ship's panel. Turn on breaker panel. Faulty equipment plugged in. Unplug faulty equipment.
Main AC Panel Breakers Trip When All Equipment Is Energized	Turn off equipment as needed to balance the load.



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Cockpit Layout



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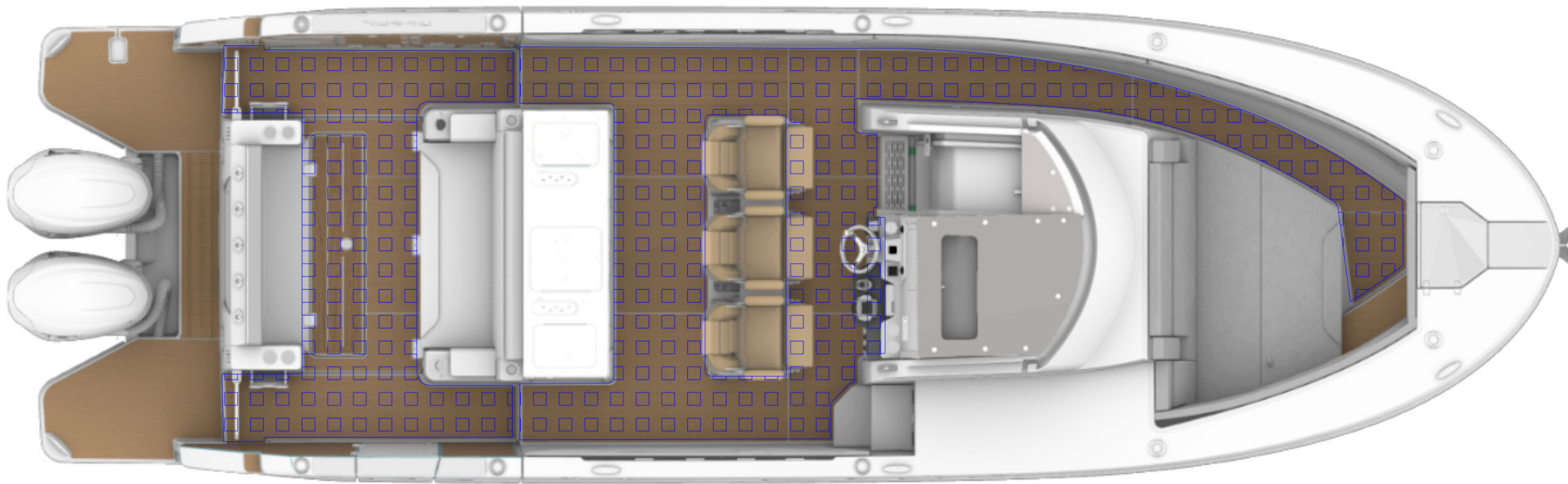
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Cabin Layout



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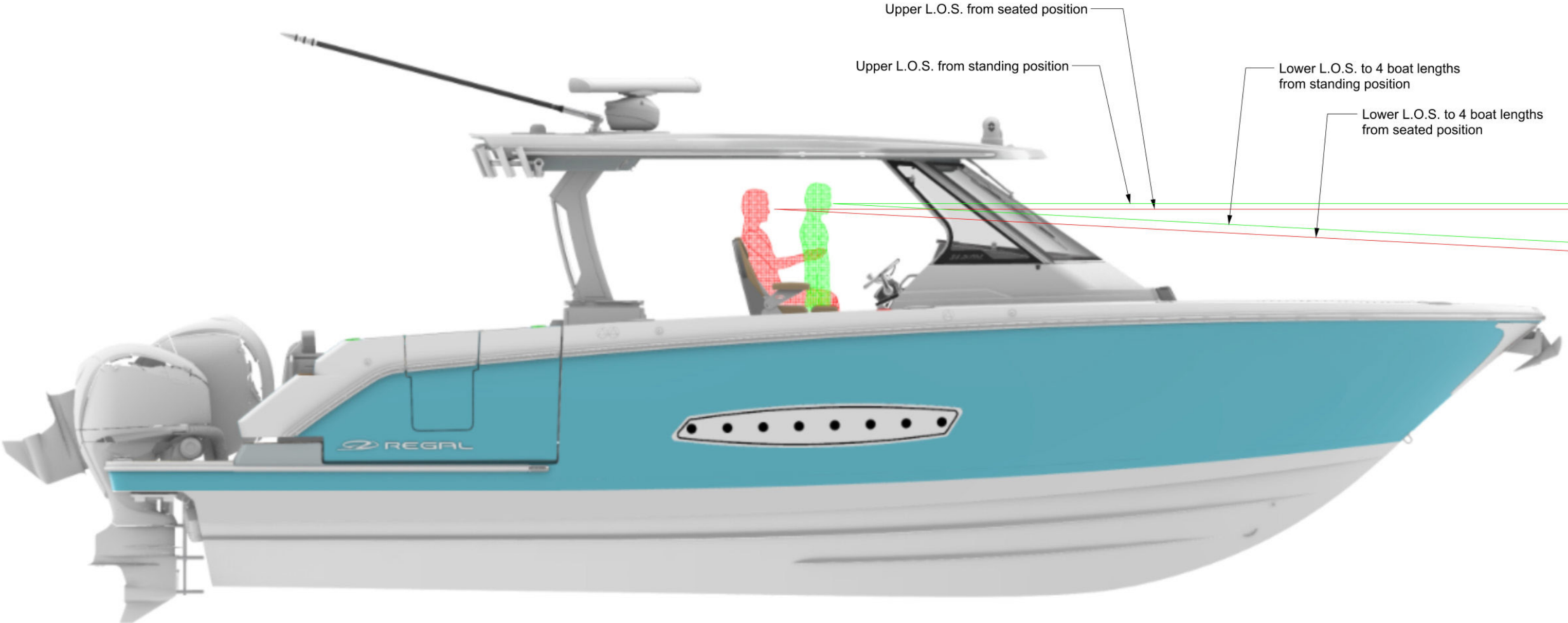
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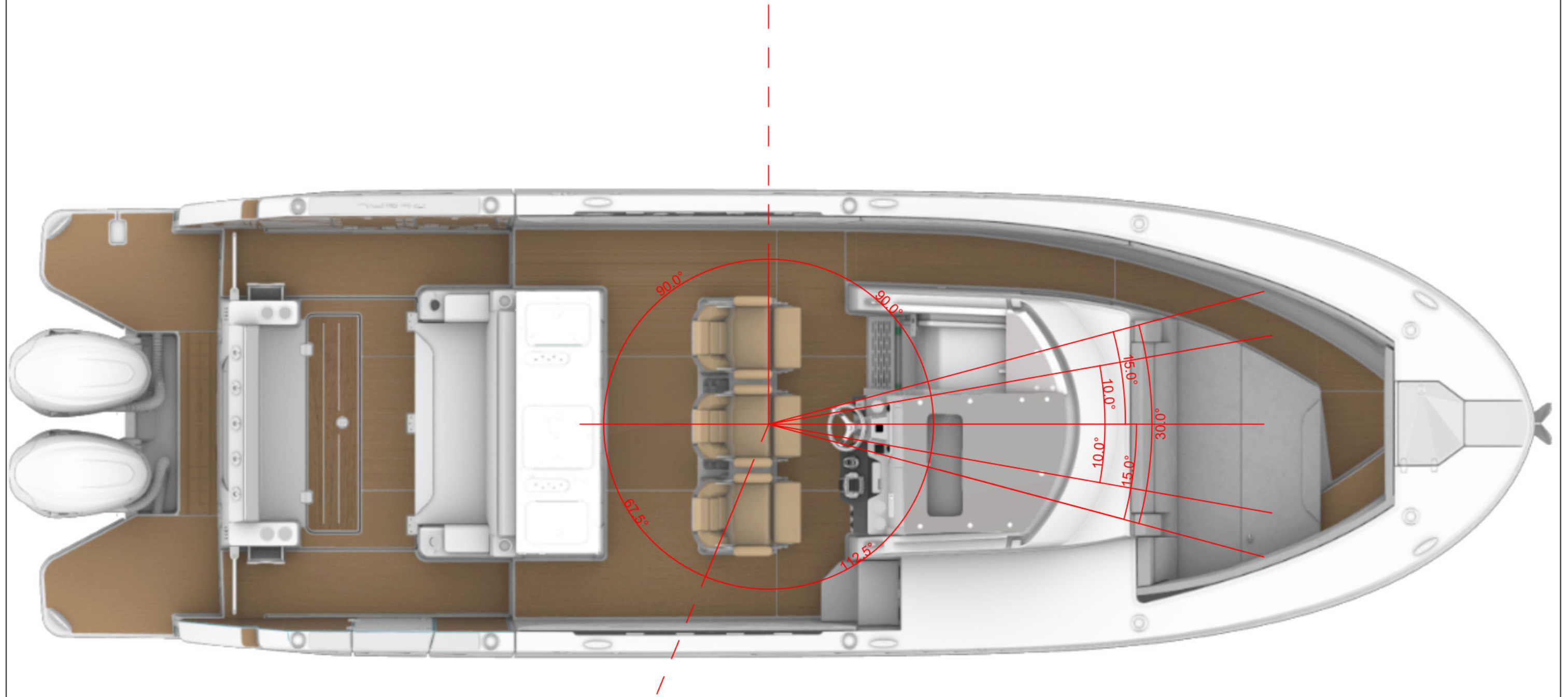
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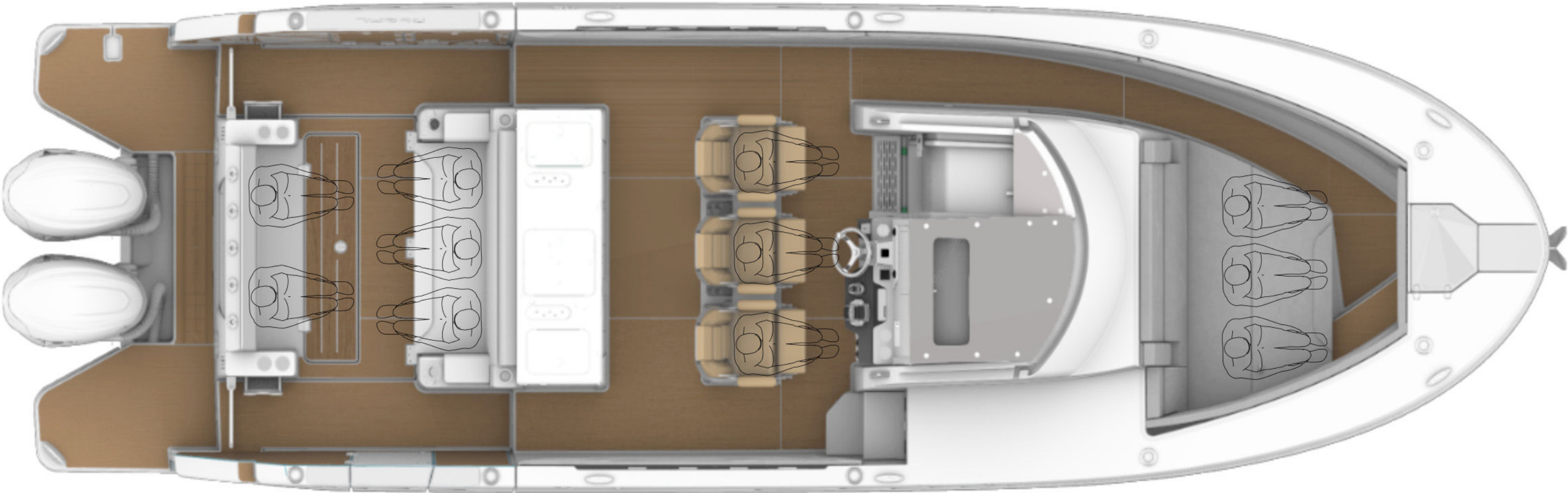
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SDI (KK) Horizontal Range of Visibility

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15.5" W X 29.5" L
Allowance Per Person



CE Seating Occupancy: 11 Persons



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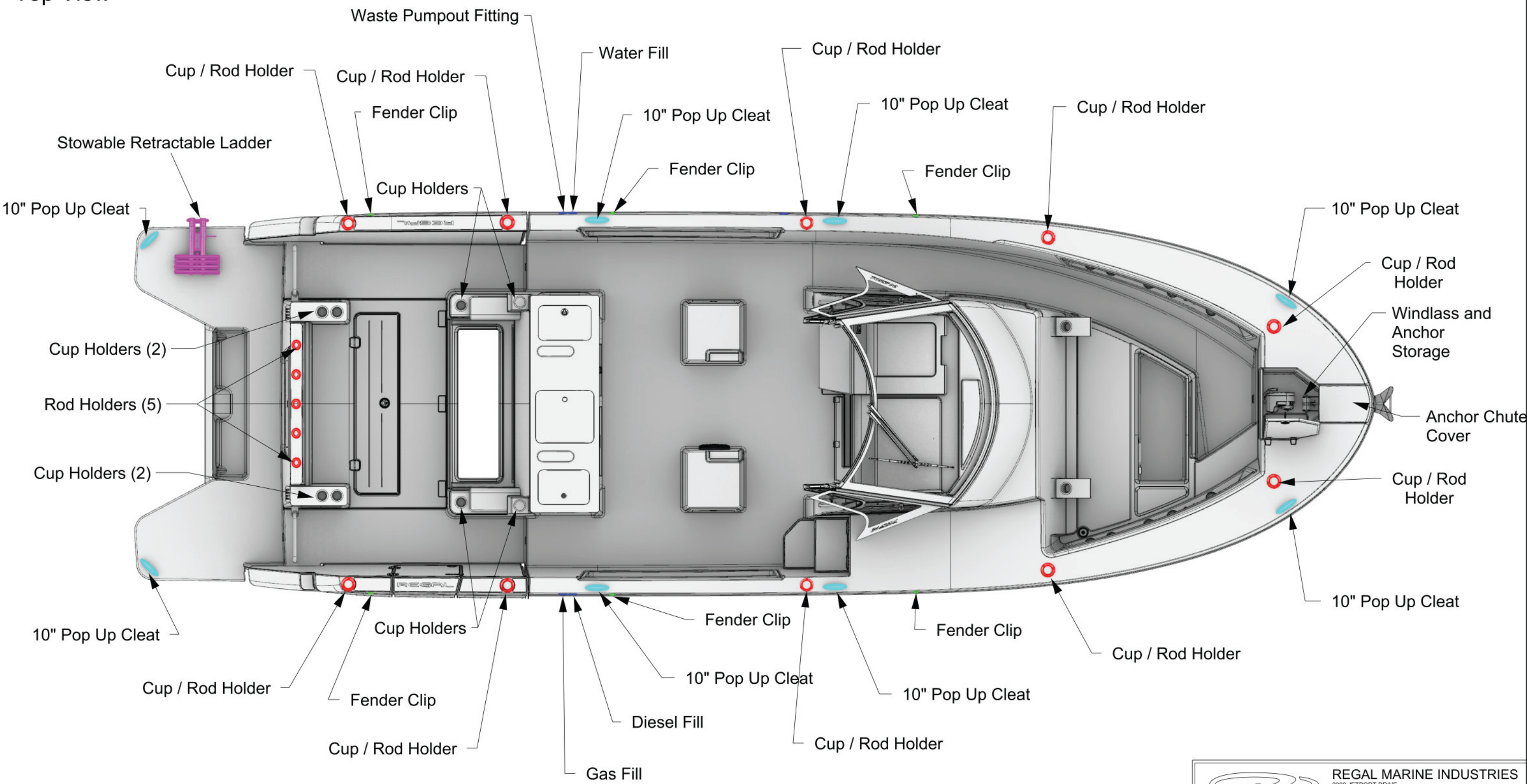


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SDI (KK) Deck Hardware
Top View



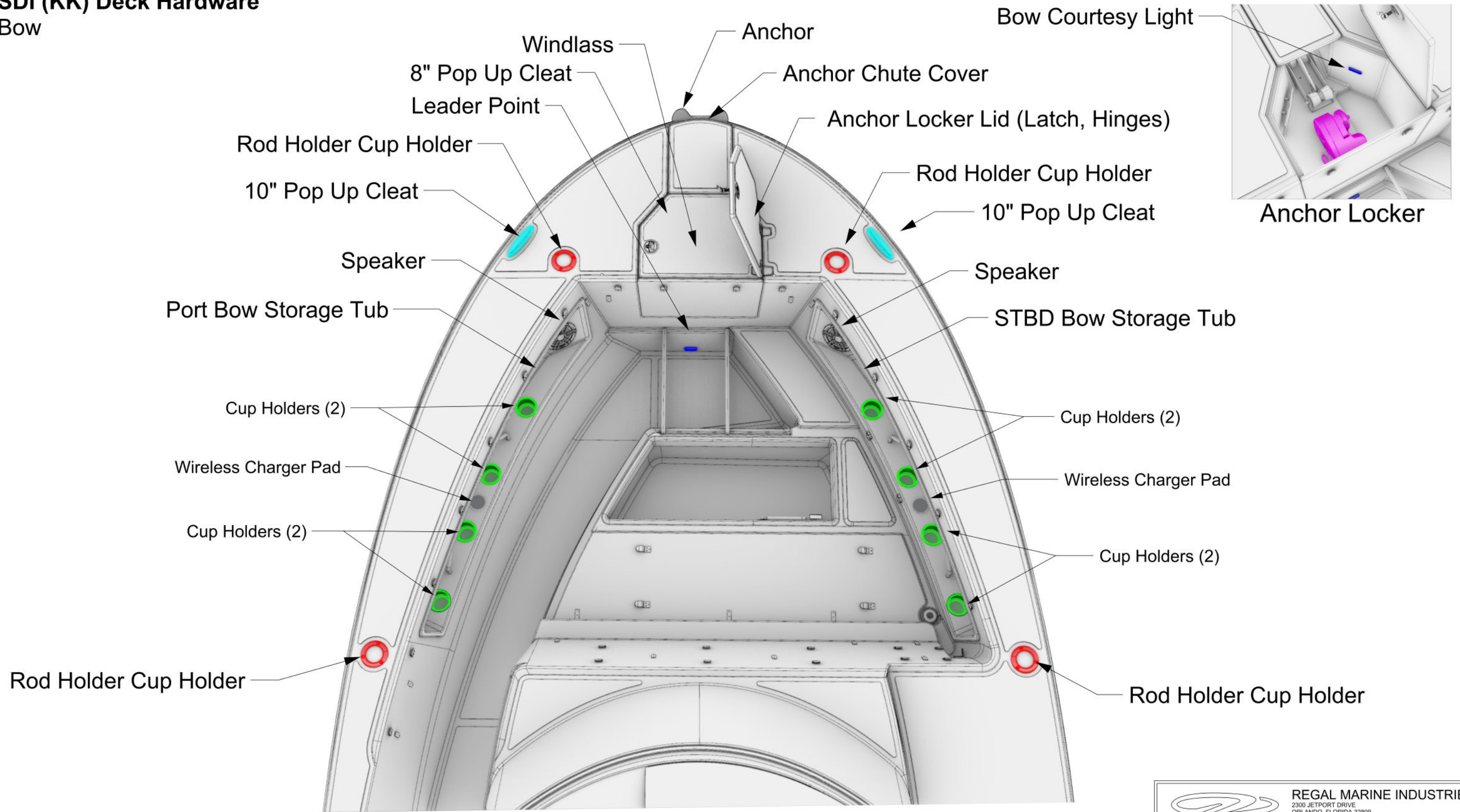
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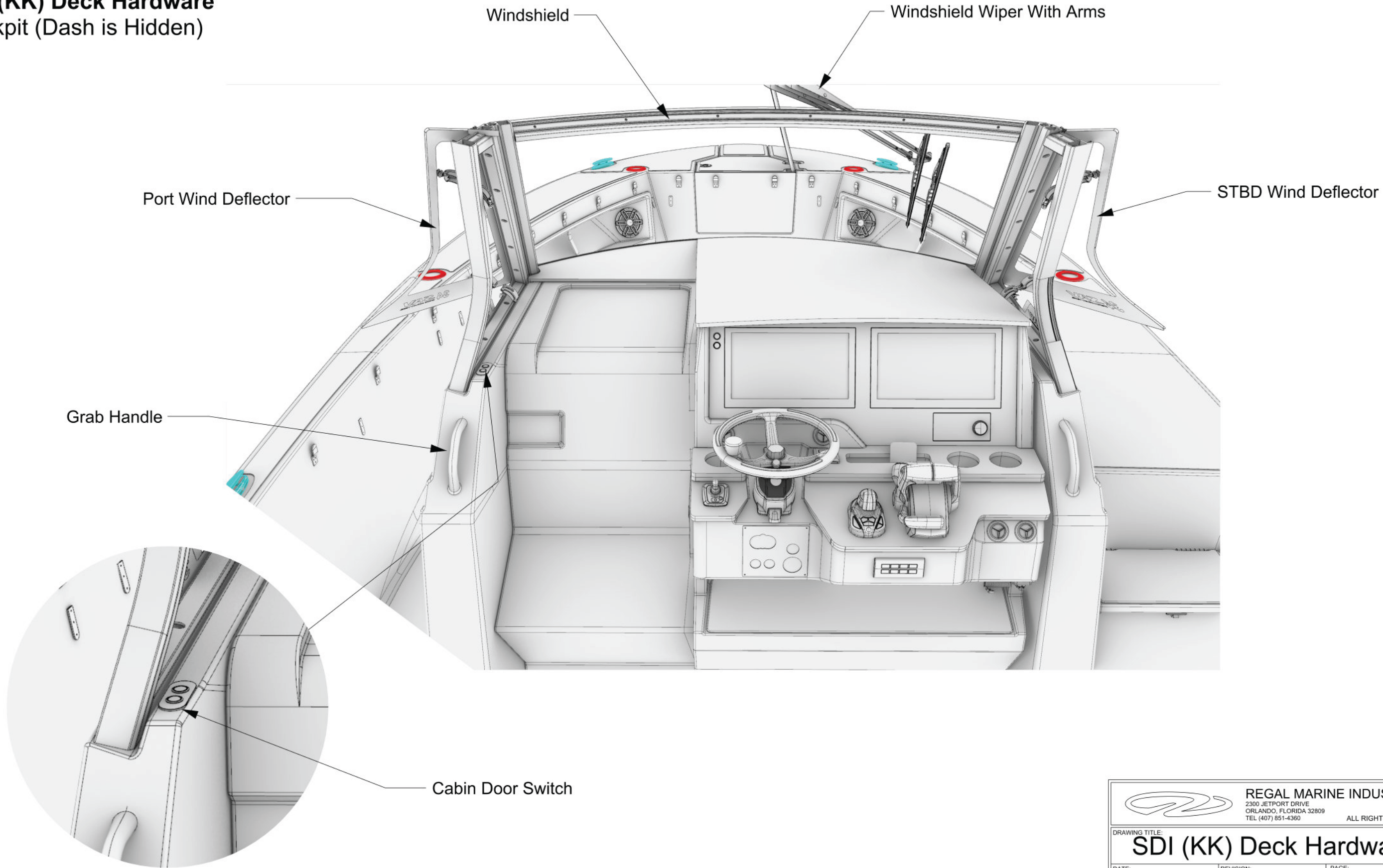
SDI (KK) Deck Hardware
Bow



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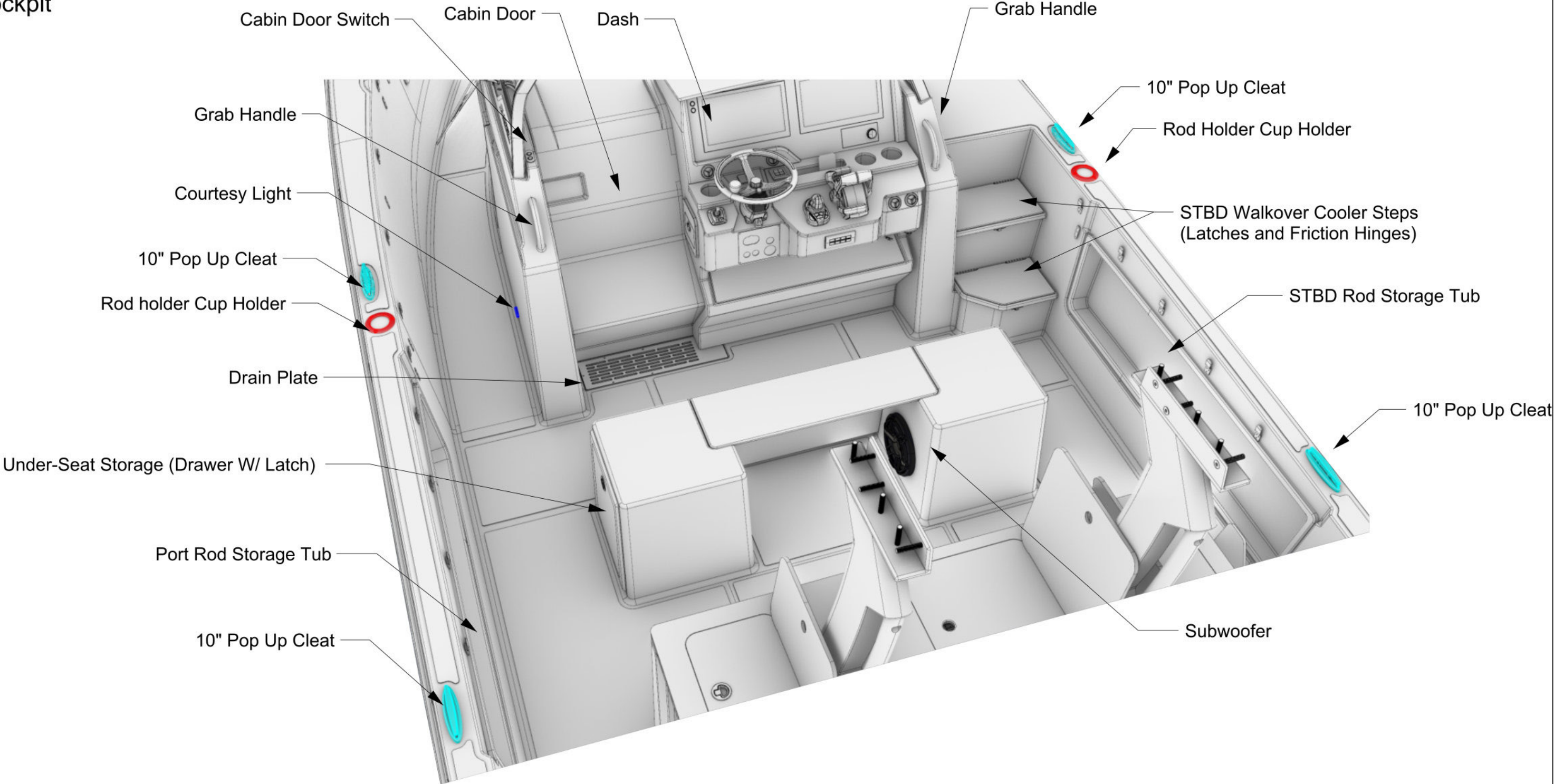
SDI (KK) Deck Hardware
Cockpit (Dash is Hidden)



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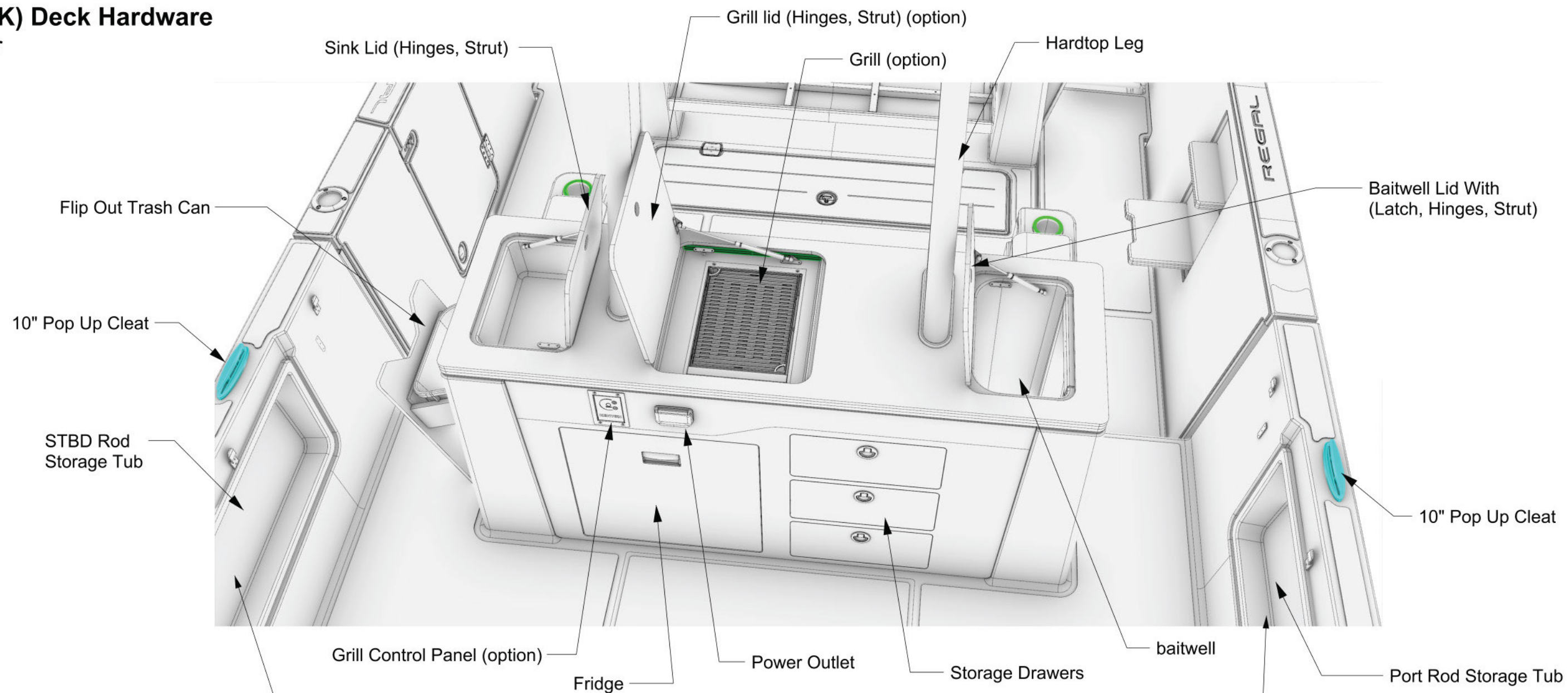
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Cockpit



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**SDI (KK) Deck Hardware
Wetbar**



STBD Storage Tub



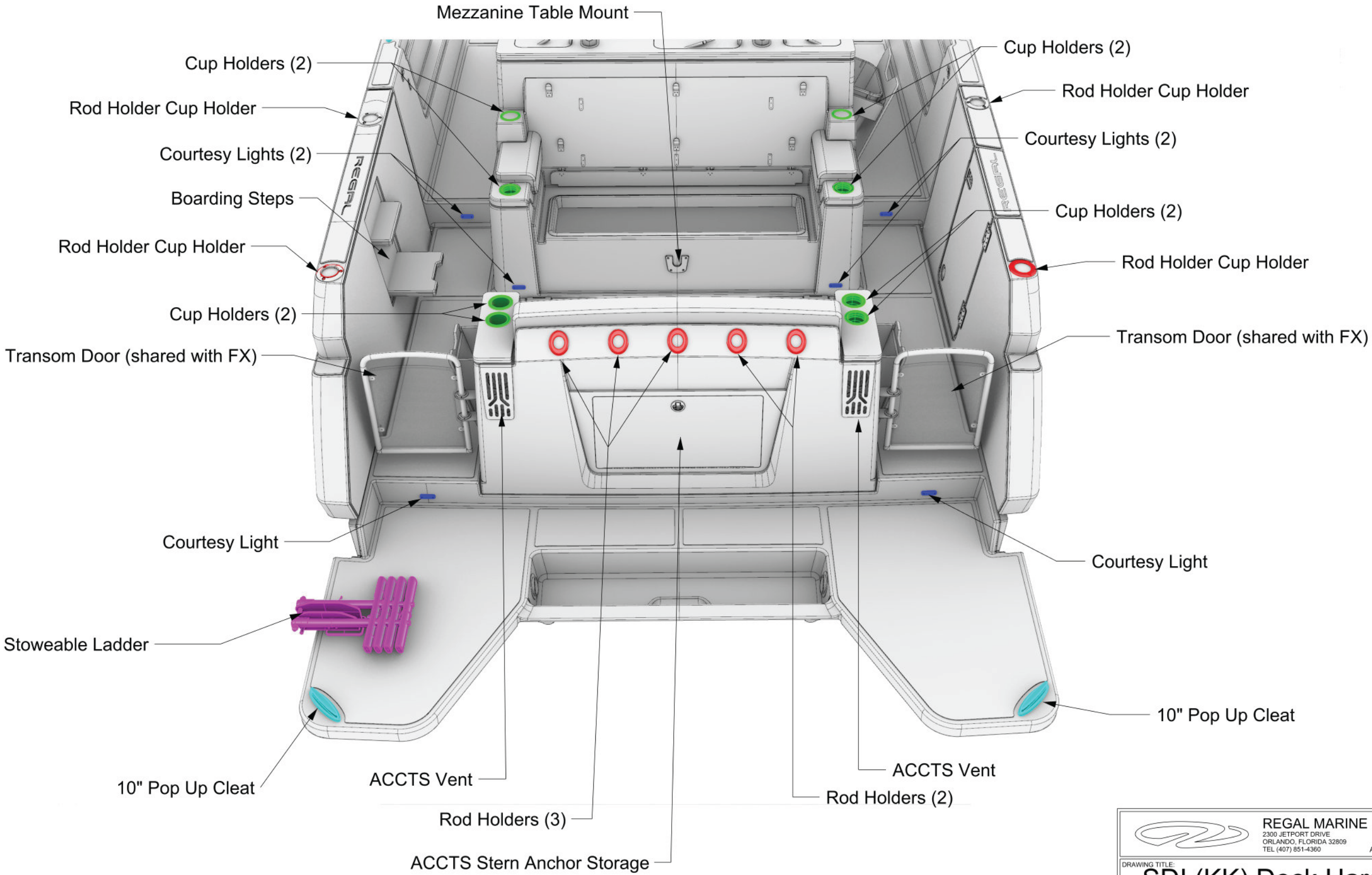
PORT Storage Tub



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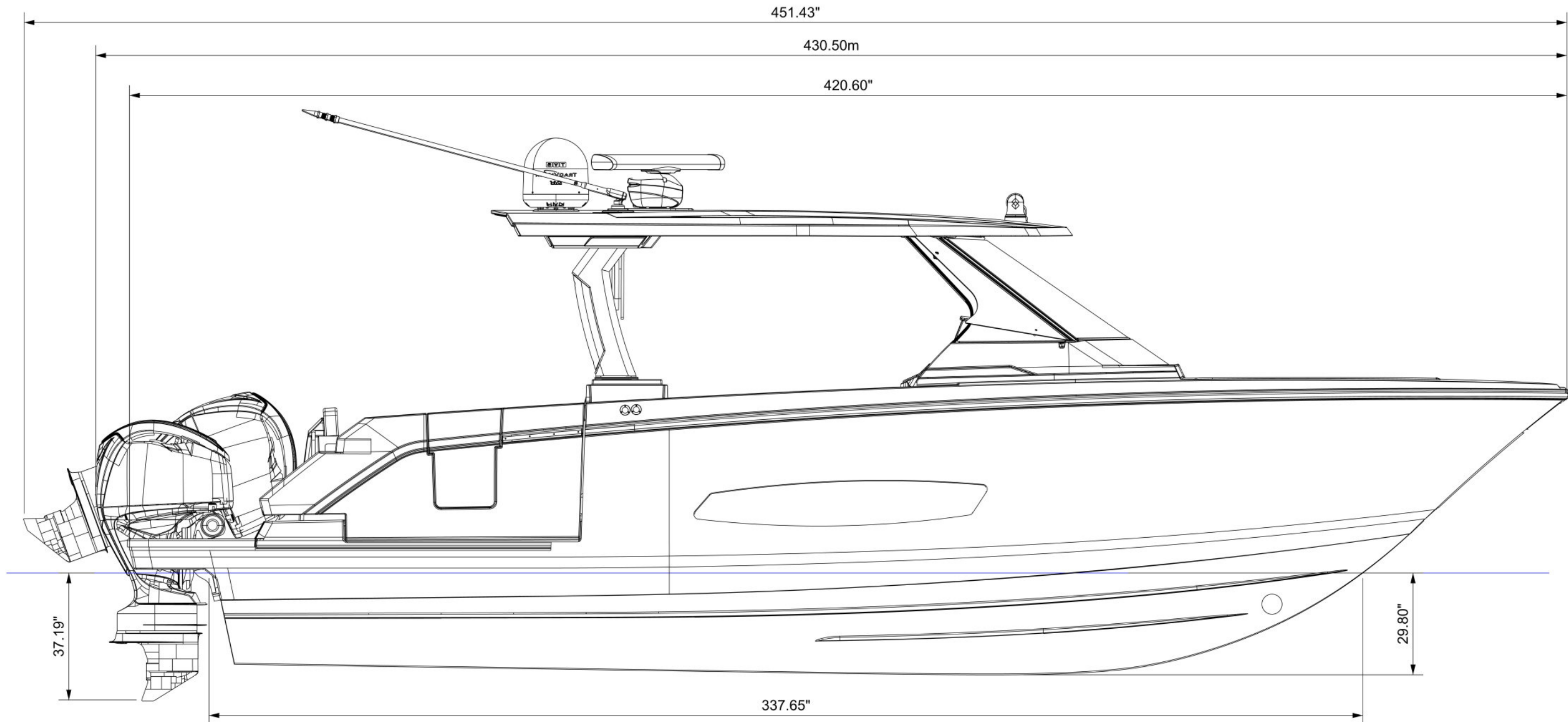
SDI (KK) Deck Hardware
Aft



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Canoe Draught - 29.80"
Max Draught - 37.19"
Waterline Length: 337.65"
Hull Length - 420.6"
Overall Length Drive Up - 451.43"
Overall Length Drive Down - 430.50"



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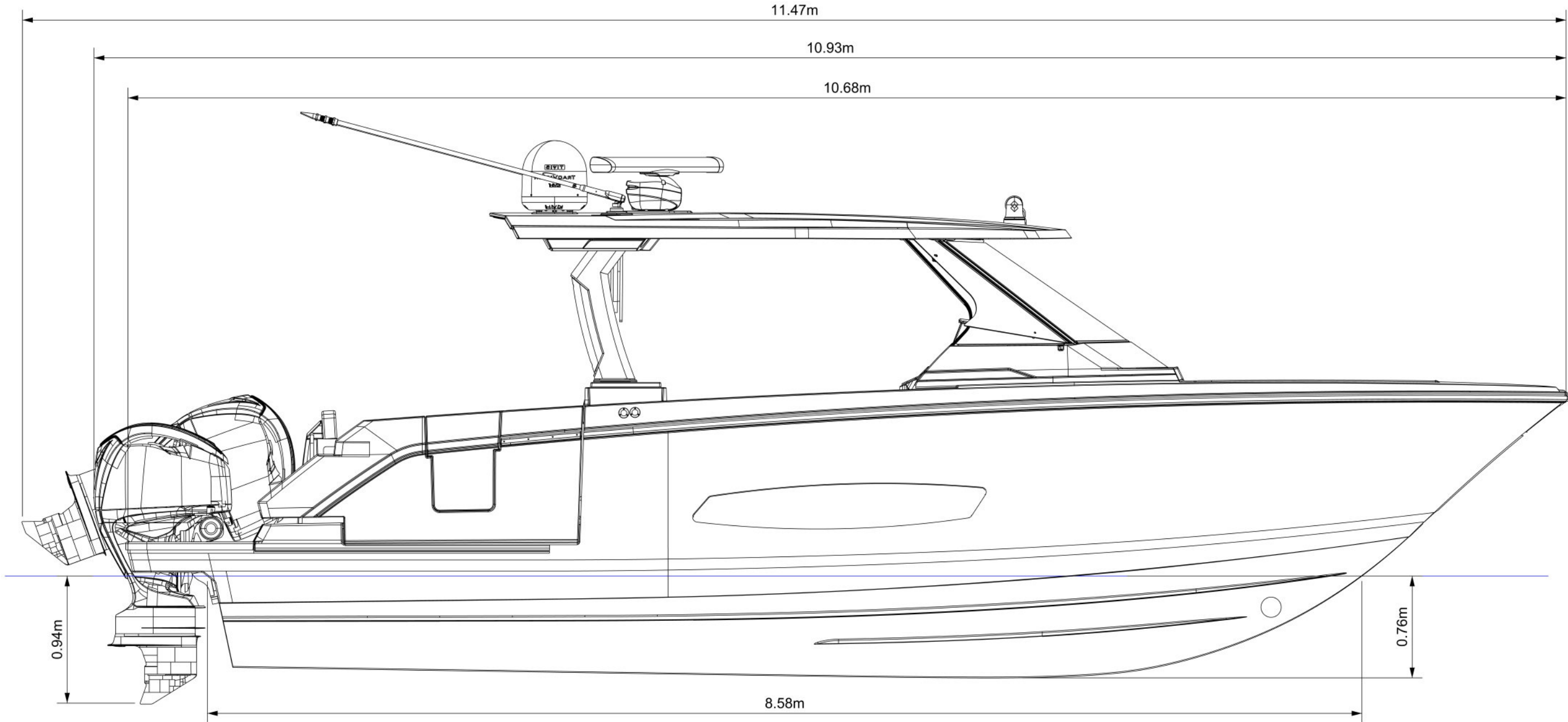


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Canoe Draught - 0.76m
Max Draught - 0.94m
Waterline Length: 8.58m
Hull Length - 10.68m
Overall Length Drive Up - 11.47m
Overall Length Drive Down - 10.93m





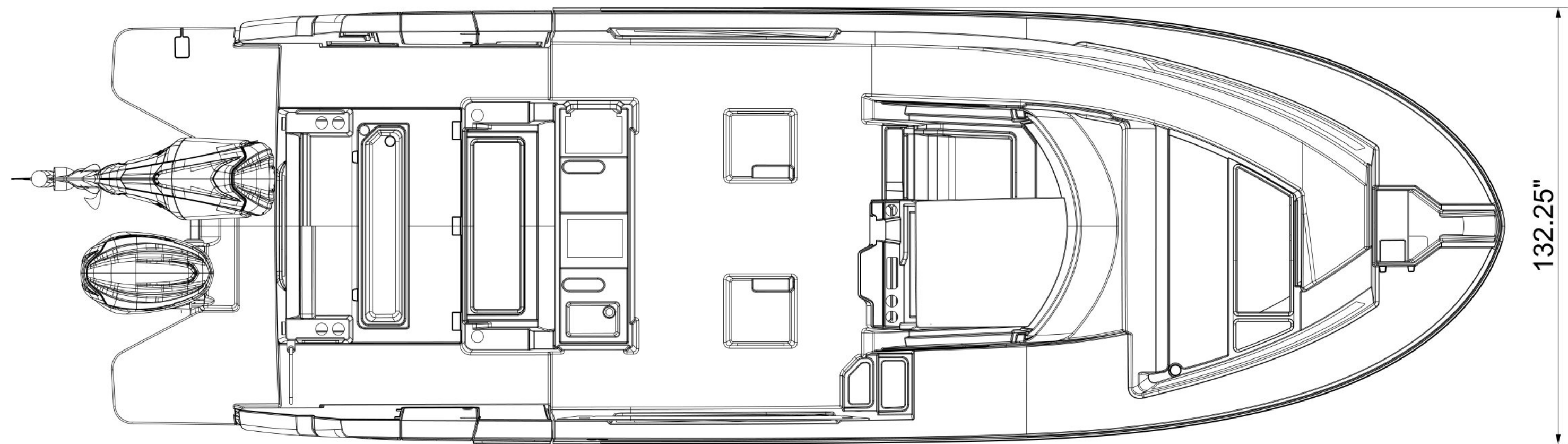
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SDI (KK) Main Dimensions

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Beam Width - 132.25"



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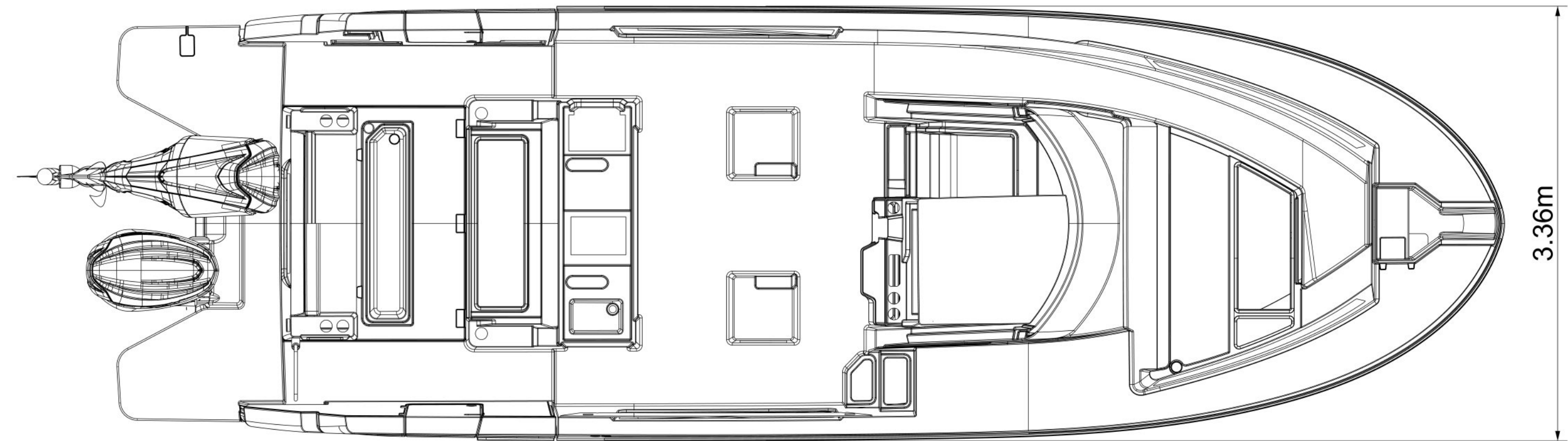


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Beam Width - 3.36m



3.36m

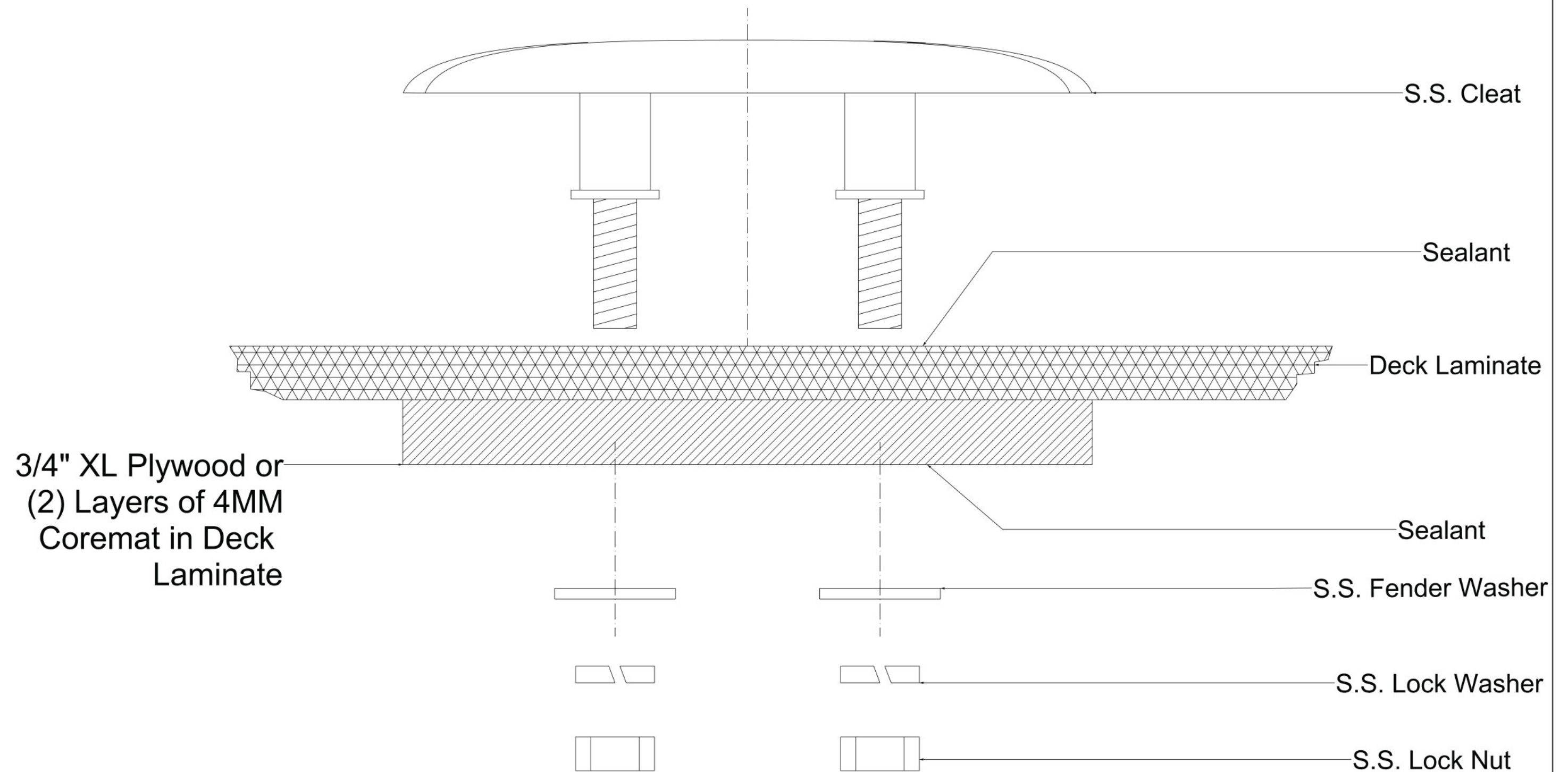
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REGAL MARINE INDUSTRIES
2300 JETPORT DRIVE
ORLANDO, FLORIDA 32809
TEL (407) 851-4360

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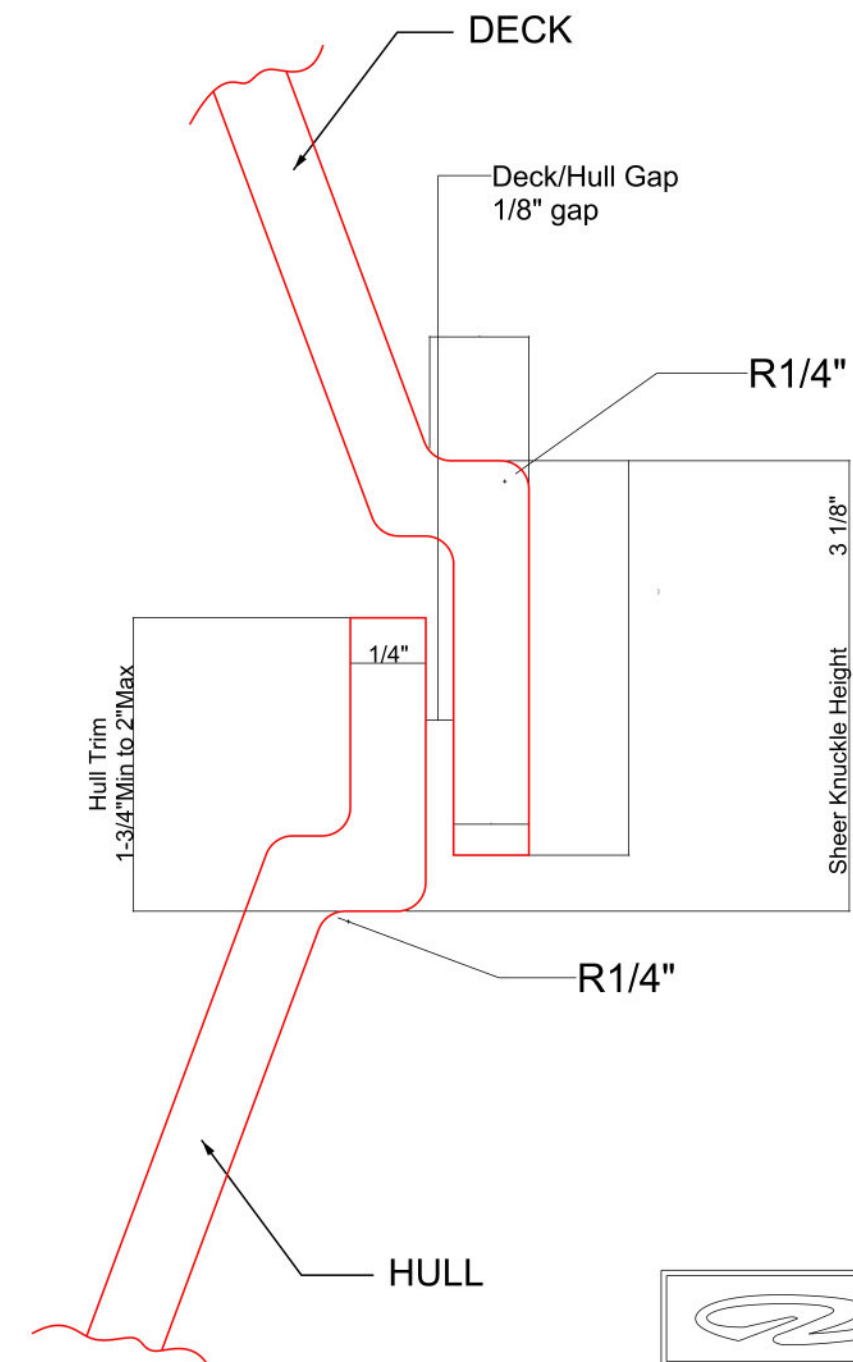
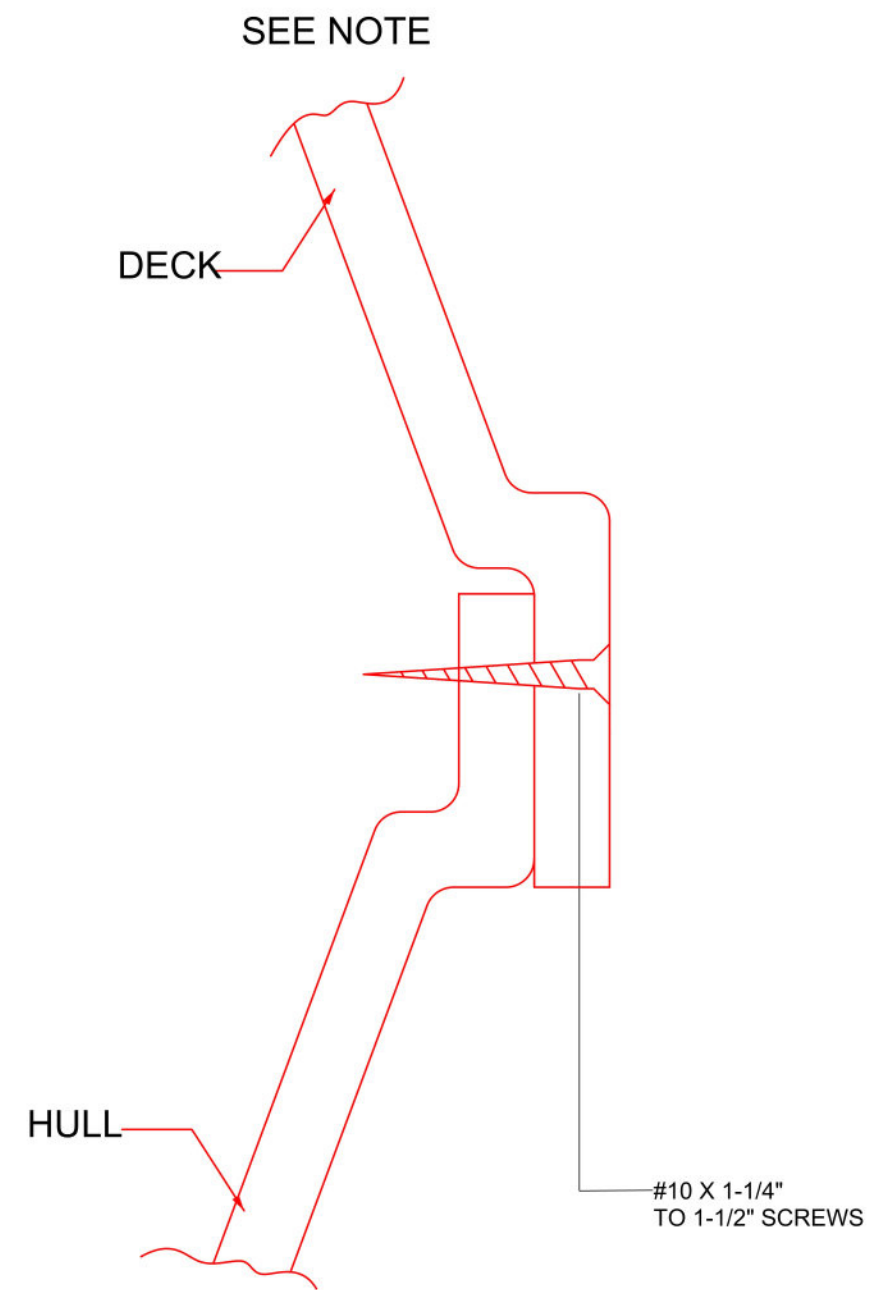
DRAWING TITLE: SDI (KK) Main Dimensions		
DATE: 3/11/2026	REVISION: -	PAGE: 4 of 4
DRAWN BY: LG/APM	APPROVED BY: -	DWG. NO.: 6



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DRAWING TITLE:			
34 SAV (KK) Cleat Detail			
DATE:	5/7/2025	REVISION:	-
		PAGE:	1 OF 1
DRAWN BY:	APM	APPROVED BY:	-
		DWG. NO.:	7

- NOTES:
- 1. SCREW TOGETHER REMAINING LOCATIONS EVERY 6 TO 8 INCHES.
 - 2. SEAL HULL DECK SHEER AS SPECIFIED ON WS047

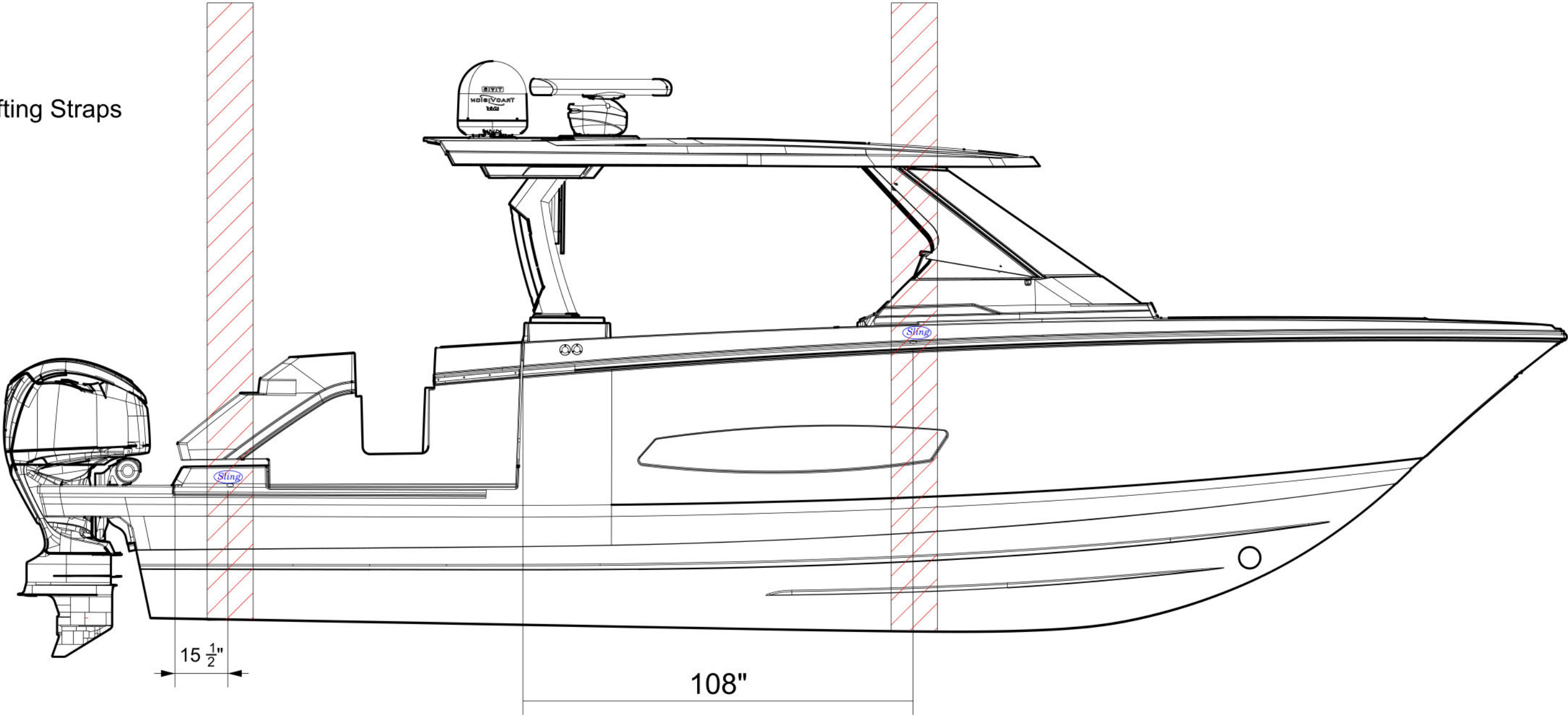


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DRAWING TITLE: 34 SAV (KK) Hull Sheer Knuckle Detail		
DATE: 5/7/2025	REVISION: -	PAGE: 1 OF 1
DRAWN BY: APM	APPROVED BY: -	DWG. NO.: 8

SDI (KK) Lifting Strap Locations

10" Lifting Straps



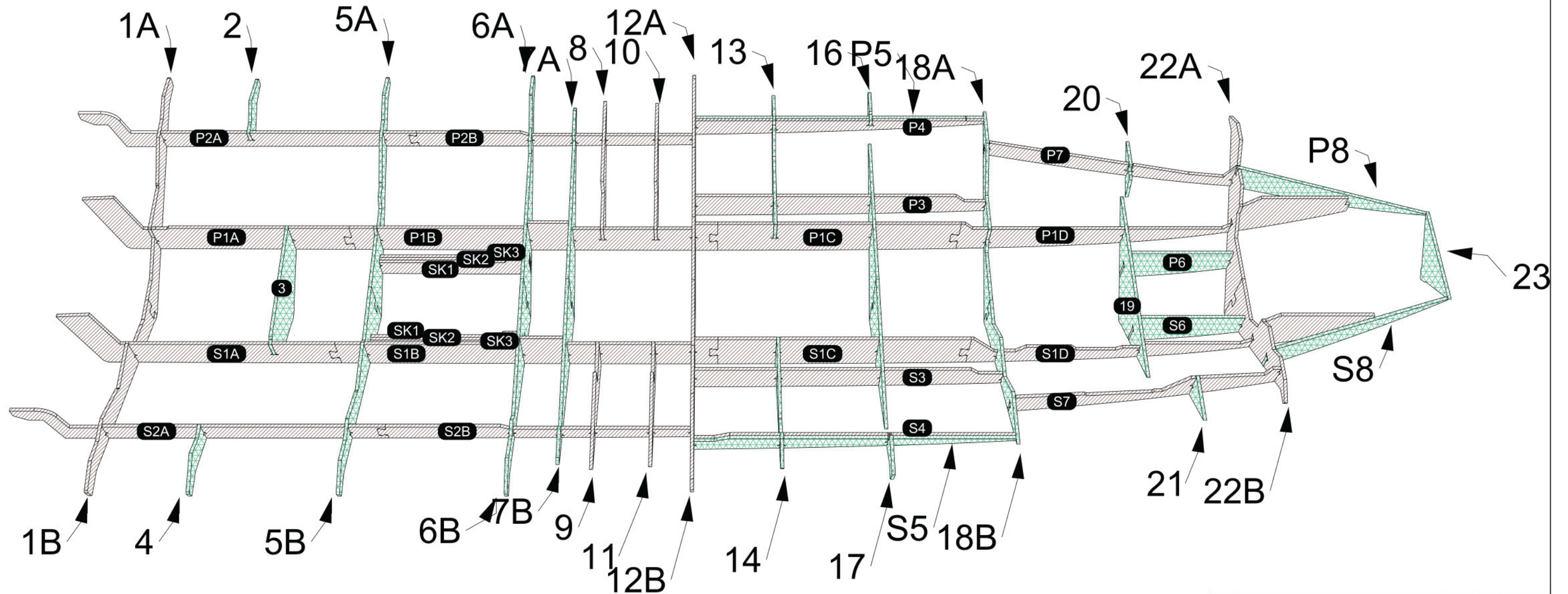
Center Straps over Sling Logo

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REV #	REVISION DESCRIPTION	EDT. BY	APP. BY	REV. DATE
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DRAWING TITLE:				
SDI (KK) Lifting Strap Locations				
DATE:	2/16/2026	REVISION:	-	PAGE: 1 of 1
DRAWN BY:	LG	APPROVED BY:	-	DWG. NO.: 9

XL75 (3/4" Plywood)

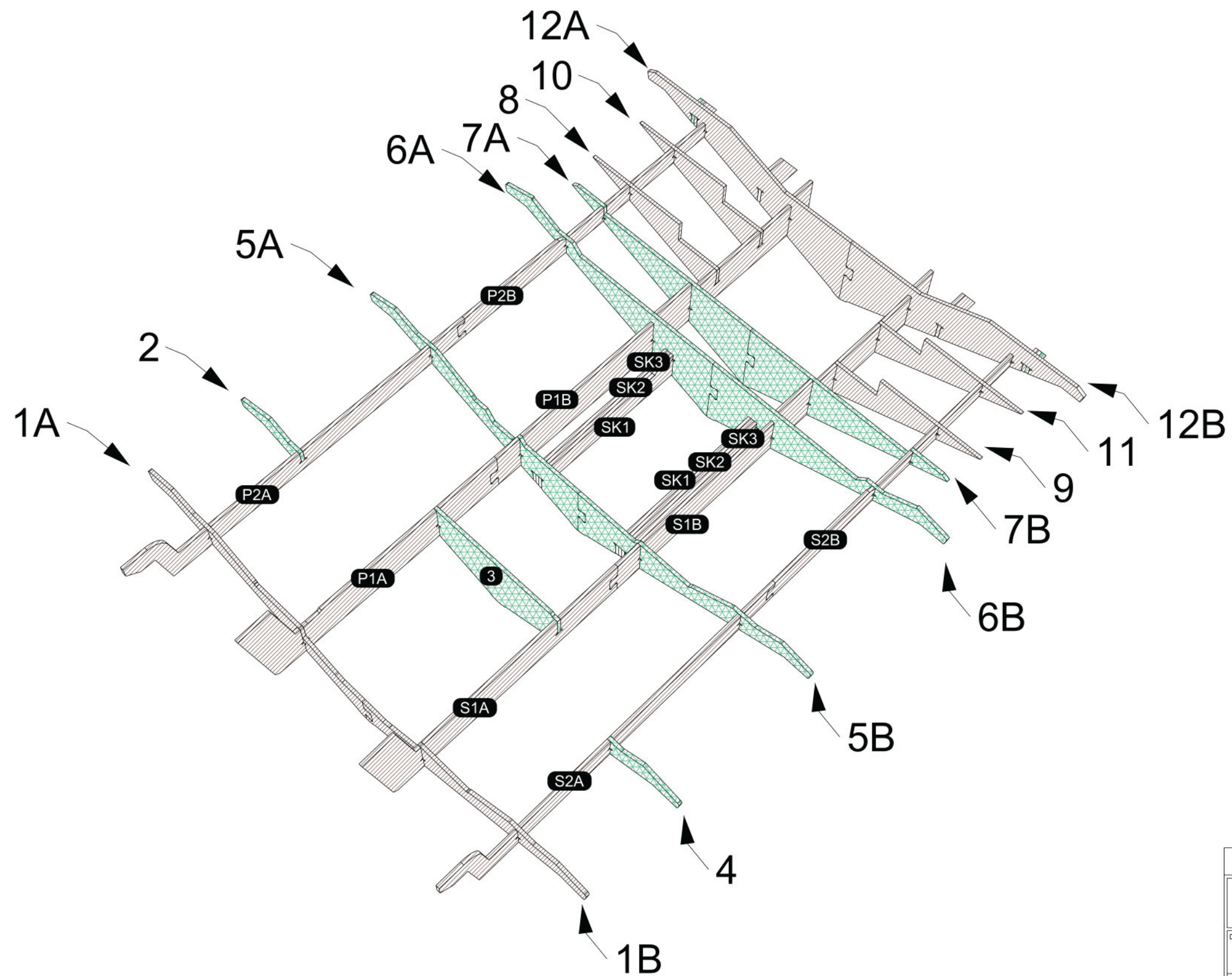
Kerdyn 115 (3/4" Foam)



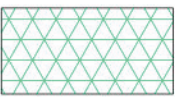
1	Added No SK Lead Instruction and Bulkhead Receiver Detail	TJO	SR	2/27/2026
		REGAL MARINE INDUSTRIES 2300 JETPORT DRIVE ORLANDO, FLORIDA 32809 TEL (407) 851-4360		
DRAWING TITLE:		ALL RIGHTS RESERVED		
34 SAV (KK) Hull Bracing				
DATE:	12/16/2025	REVISION:	-	PAGE:
				1 OF 19
DRAWN BY:	TJO	APPROVED BY:	-	DWG. NO.:
				10

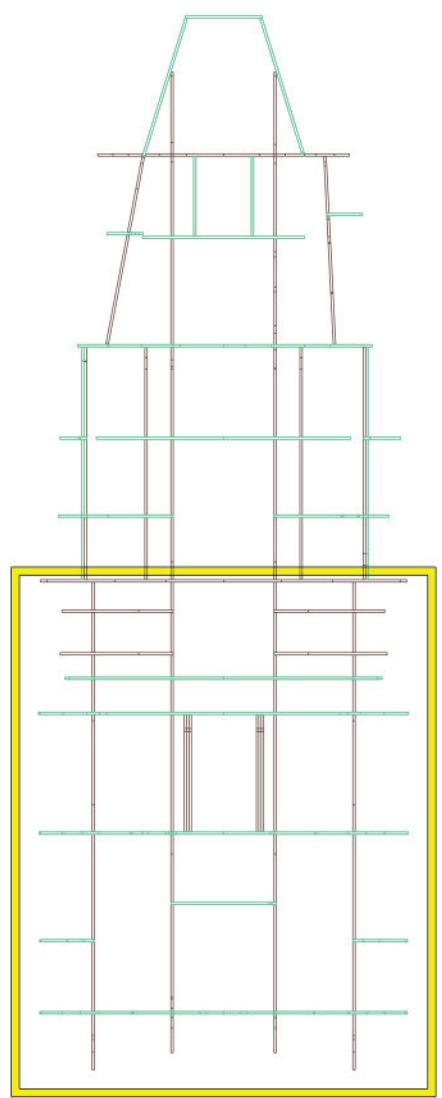
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KK STRINGERS - AFT OF FIREWALL



 XL75 (3/4" Plywood)

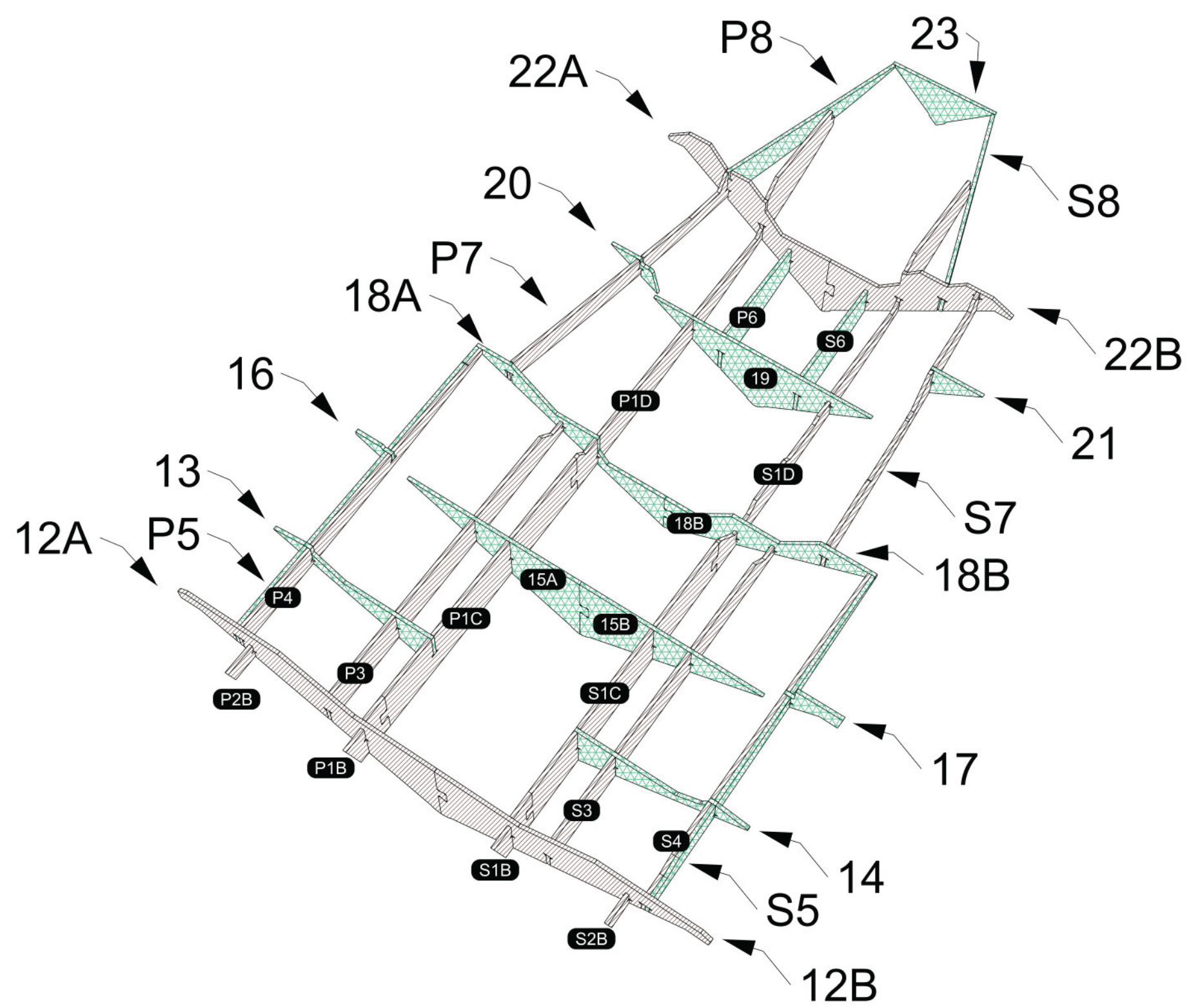
 Kerdyn 115 (3/4" Foam)



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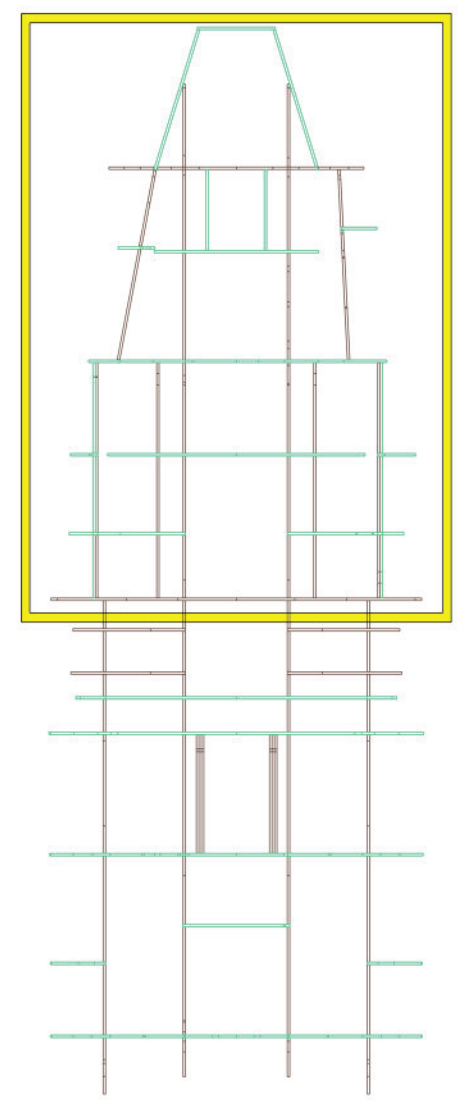
1	Added No SK Lead Instruction and Bulkhead Receiver Detail	TJO	SR	2/27/2026
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DRAWING TITLE: 34 SAV (KK) Hull Bracing				
DATE: 12/16/2025	REVISION: -	PAGE: 2 OF 19		
DRAWN BY: TJO	APPROVED BY: -	DWG. NO.: 10		

KK STRINGERS - FWD OF FIREWALL



 XL75 (3/4" Plywood)

 Kerdyn 115 (3/4" Foam)



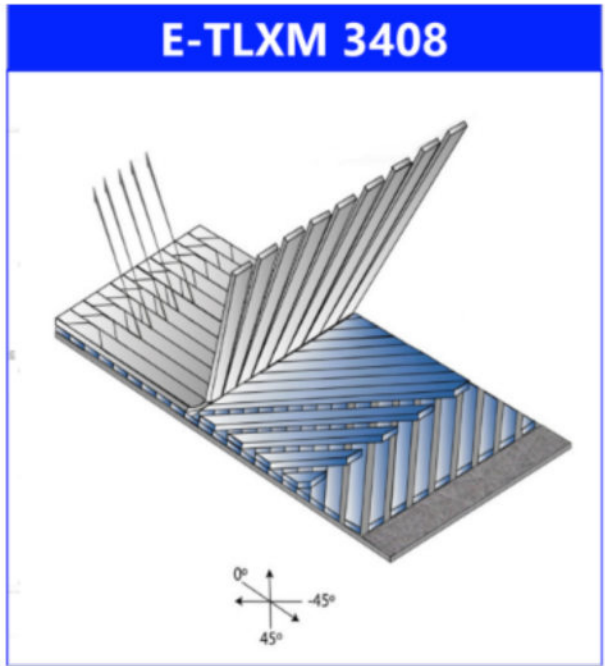
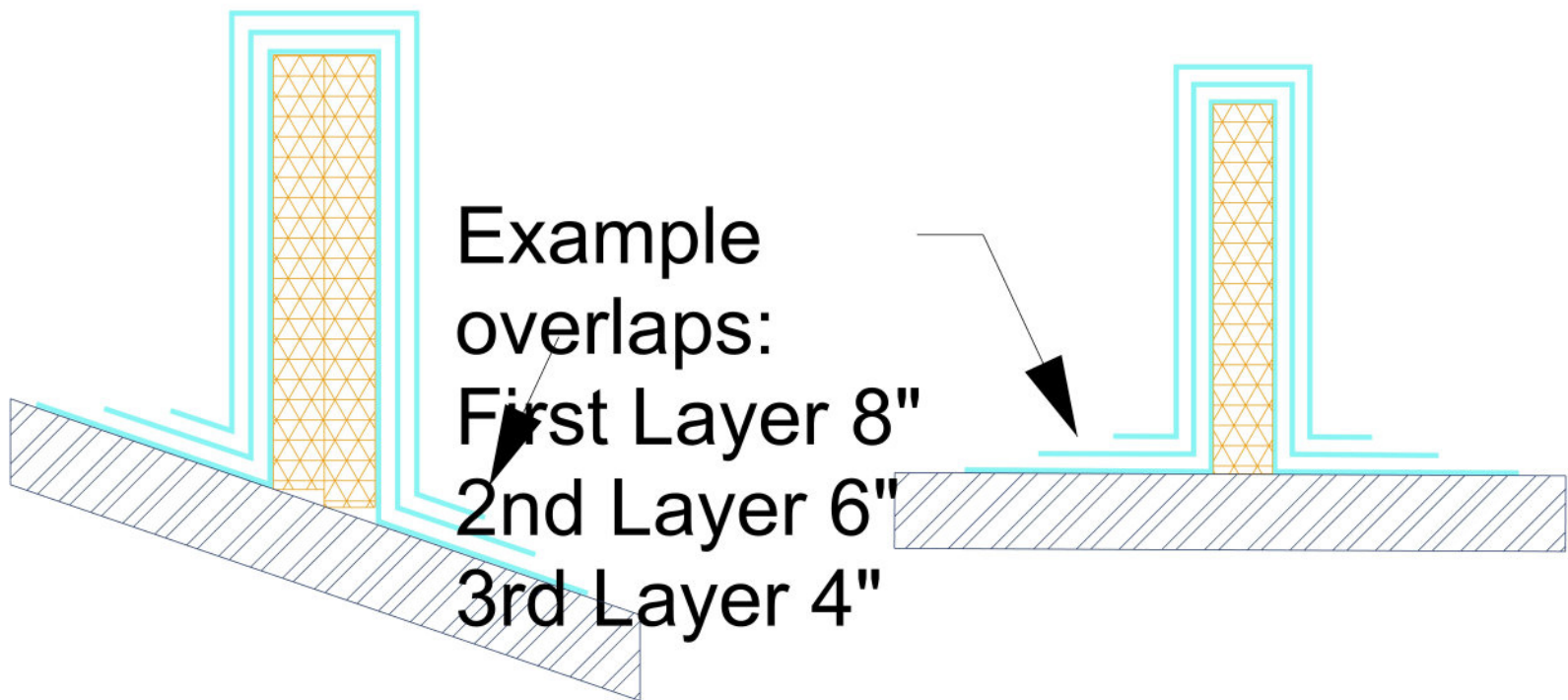
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DATE: 12/16/2025	REVISION: -	PAGE: 3 OF 19		
DRAWN BY: TJO	APPROVED BY: -	DWG. NO.: 10		

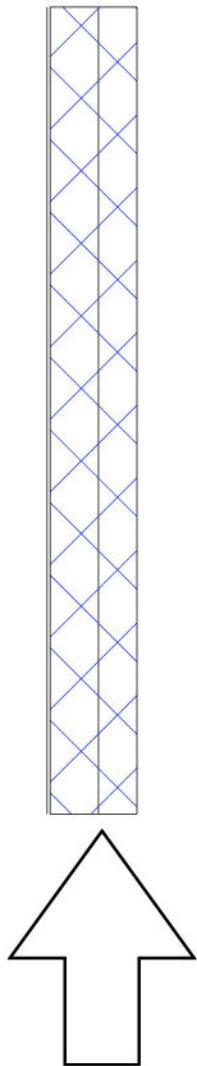
Stringer Glass Installation

Stringer Glass Installation

TYPICAL WRAP DETAILS



WRAP STRINGERS WITH
THE LONGITUDINAL [0 °]
FIBERS PARALLEL TO THE
LENGTH OF STRINGERS



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DATE: 12/16/2025	REVISION: -	PAGE: 4 OF 19		
DRAWN BY: TJO	APPROVED BY: -	DWG. NO.: 10		

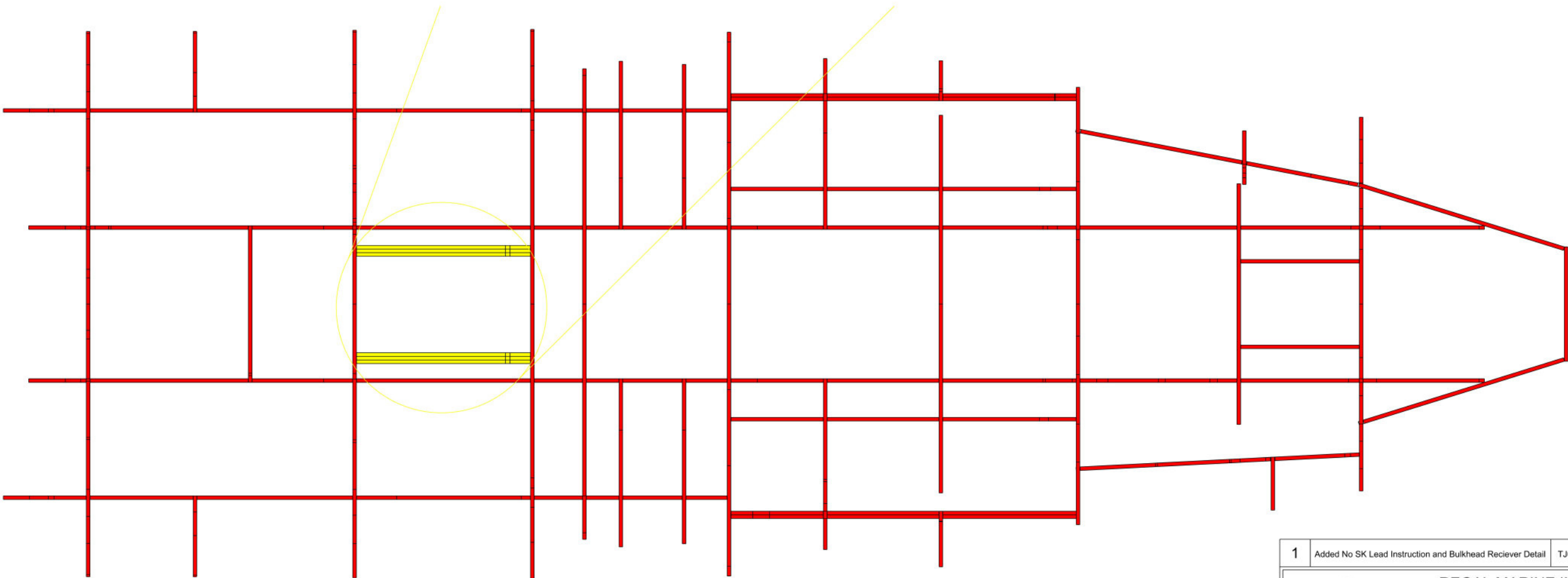
KK STRINGERS - WRAP INSTRUCTIONS

1) 2 Layers of 3408

2) 2 Additional Layers of 3408

3) 3 Layers of 2415 (SeaKeeper Detail)

2 LAYERS OF 3408
OVER ALL STRINGERS.
SEE SEAKEEPER
DETAILS ON PAGE 7



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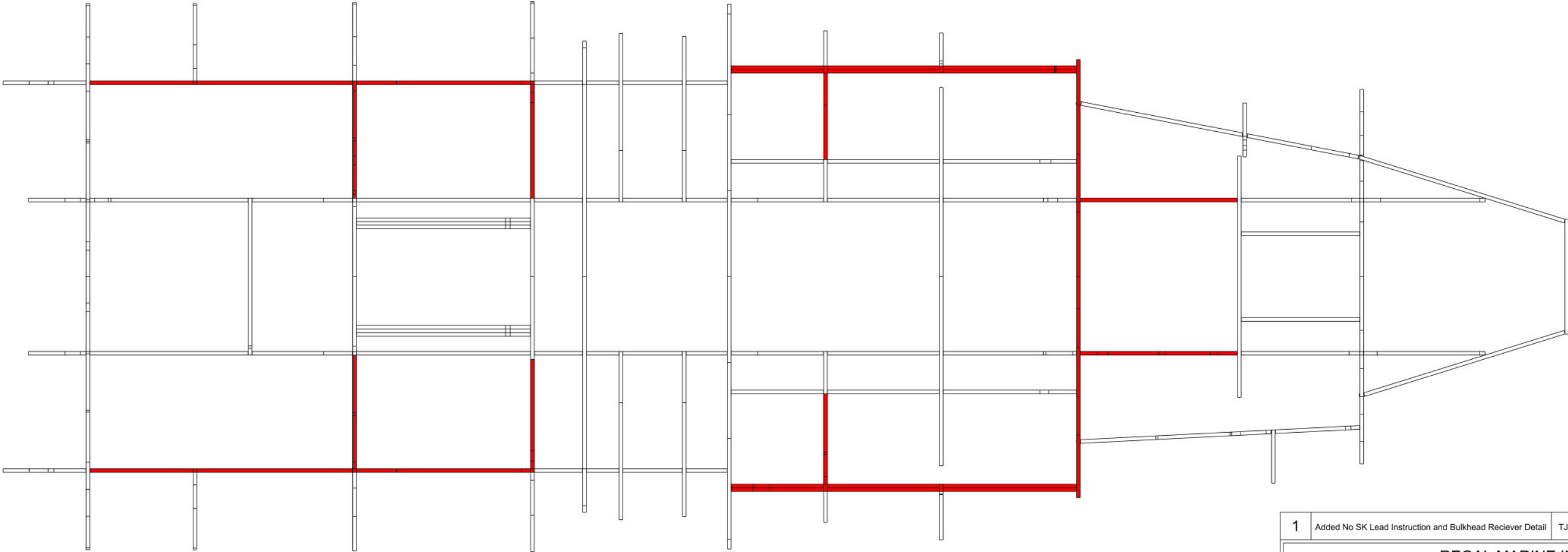
1	Added No SK Lead Instruction and Bulkhead Receiver Detail	TJO	SR	2/27/2026
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DRAWING TITLE: 34 SAV (KK) Hull Bracing				
DATE: 12/16/2025	REVISION: -	PAGE: 5 OF 19		
DRAWN BY: TJO	APPROVED BY: -	DWG. NO.: 10		

KK STRINGERS - WRAP INSTRUCTIONS

1) 2 Layers of 3408

2) 2 Additional Layers of 3408

3) 3 Layers of 2415 (SeaKeeper Detail)



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DRAWING TITLE: 34 SAV (KK) Hull Bracing				
DATE: 12/16/2025	REVISION: -	PAGE: 6 OF 19		
DRAWN BY: TJO	APPROVED BY: -	DWG. NO.: 10		

- 1) 2 Layers of 3408
- 2) 2 Additional Layers of 3408

Seakeeper Aluminum Installation

3) 3 Layers of 2415 (SeaKeeper Detail)

STEP 1

Grind any flow media or peel ply off the seakeeper stringers show below, if present.

STEP 2

Wipe down the metal surface with isopropyl alcohol to remove any grease or oily residue and let air dry. Heavily scuff underside of aluminum, then apply Acralock methacrylate and install.

STEP 3

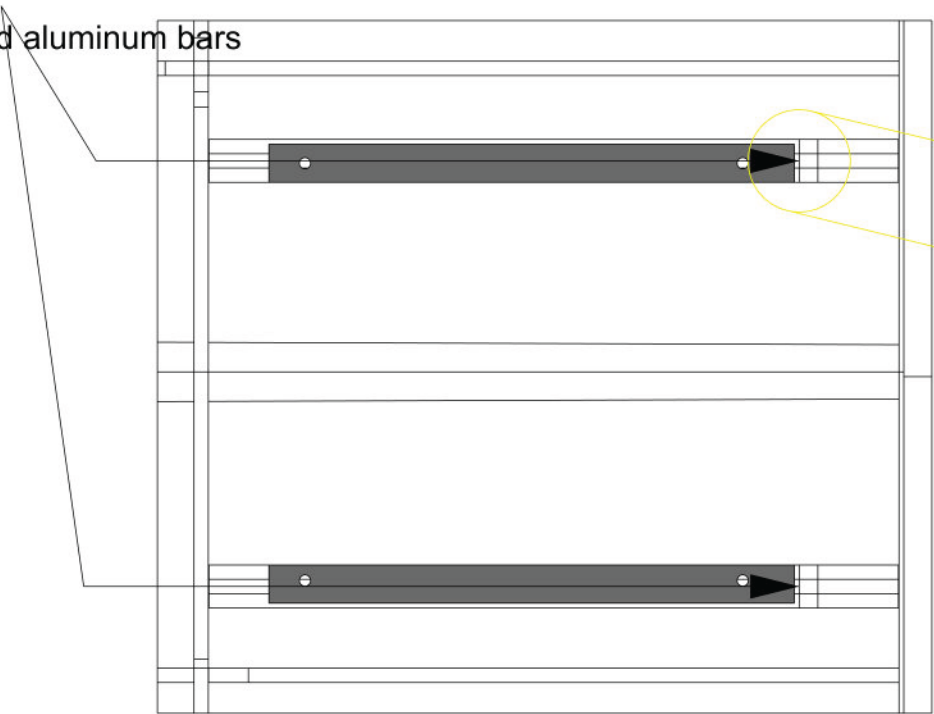
Screw in bolts, leaving as tall as possible, then apply 2 more layers of 2415 over aluminum and stringers that overlap 3 inches onto the hull bottom and over the

STEP 4

Take out bolts while laminate is wet and let dry.

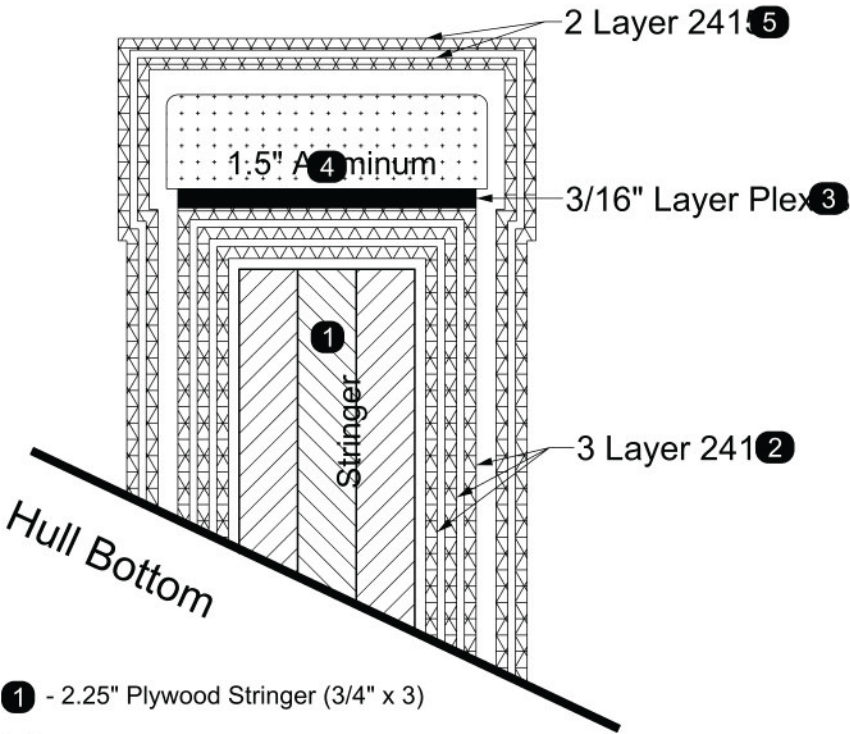
NOTE:

Port and Starboard aluminum bars are not the same



Forward

Embedded Aluminum Lam (Seakeeper)



- 1 - 2.25" Plywood Stringer (3/4" x 3)
- 2 - 3 Layers 2415 (Standard Overlap)
- 3 - 3/16" Layer Plexus
- 4 - 1.5" Thick (2.75" Wide) Tapped Aluminum Bar, Cleaned/Scuffed, 1/8" Radius on top corners, SS threaded inserts.
Note: Bar tops must be coplanar
- 5 - 2 Layers 2415 (Standard Overlap)

USE SHOWN DETAIL TO LOCATE ALUMINUM

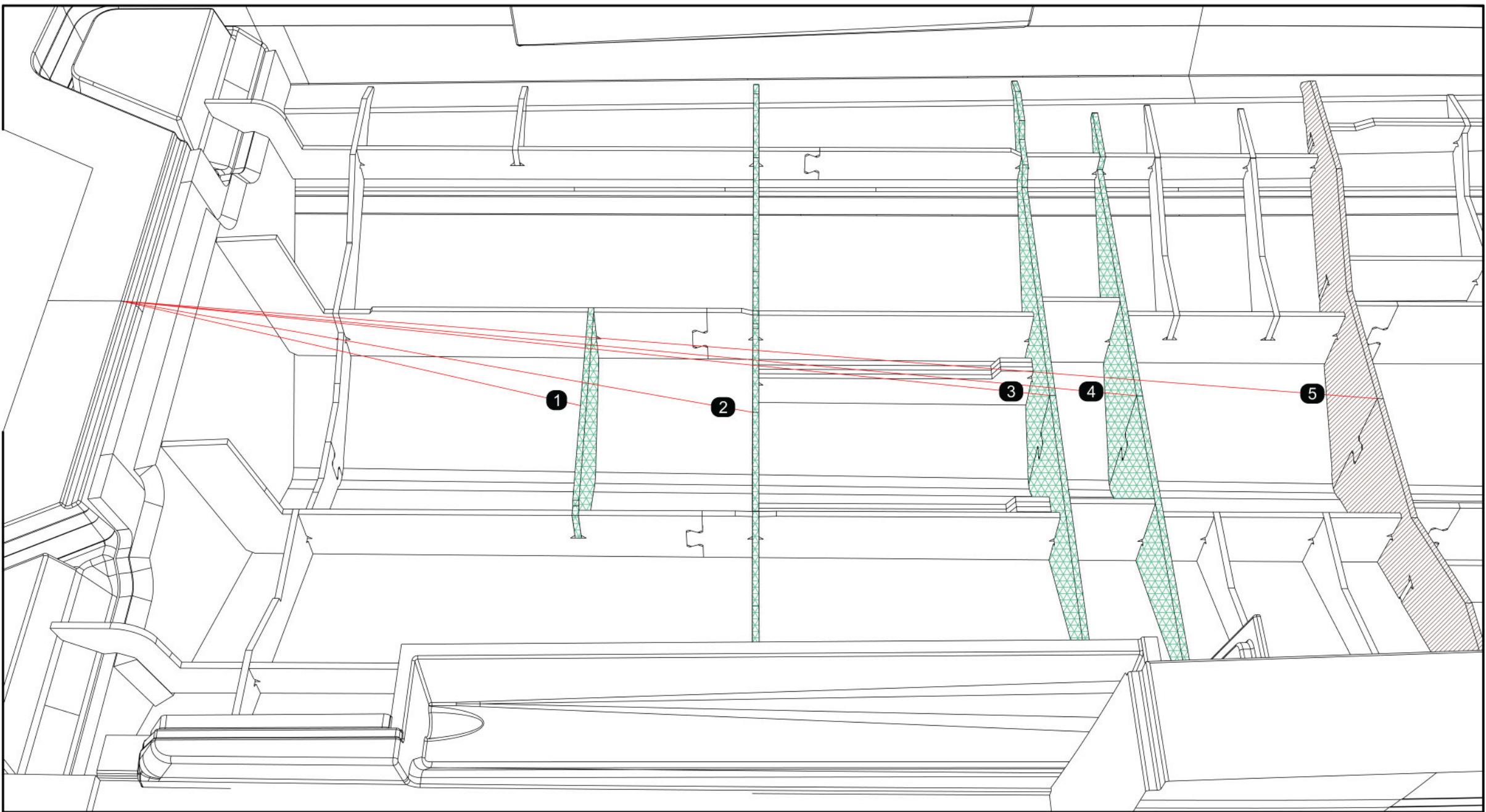


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DATE: 12/16/2025	REVISION: -	PAGE: 7 OF 19		
DRAWN BY: TJO	APPROVED BY: -	DWG. NO.: 10		

Dimension Check for Aft Area

Measurements taken to aft edge of stringer



Dimensions:

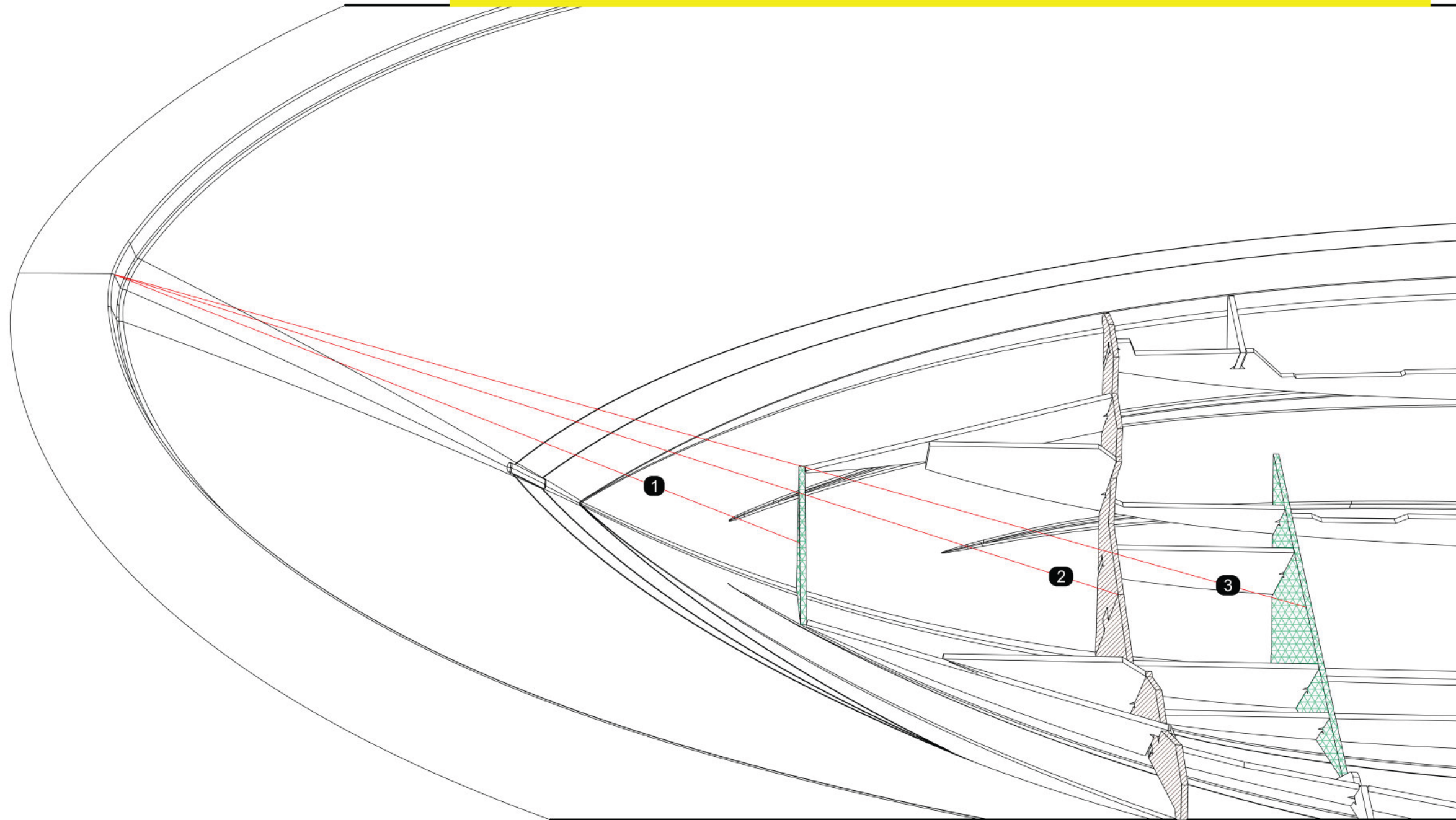
- 1) $55 \frac{9}{16}$ "
- 2) $76 \frac{9}{16}$ "
- 3) $111 \frac{7}{8}$ "
- 4) $122 \frac{1}{2}$ "
- 5) $152 \frac{5}{16}$ "

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DATE: 12/16/2025	REVISION: -	PAGE: 8 OF 19		
DRAWN BY: TJO	APPROVED BY: -	DWG. NO.: 10		

Dimension Check for FWD Area

Measurements taken to FWD edge of stringer



Dimensions:

1) $88 \frac{15}{16}$ "

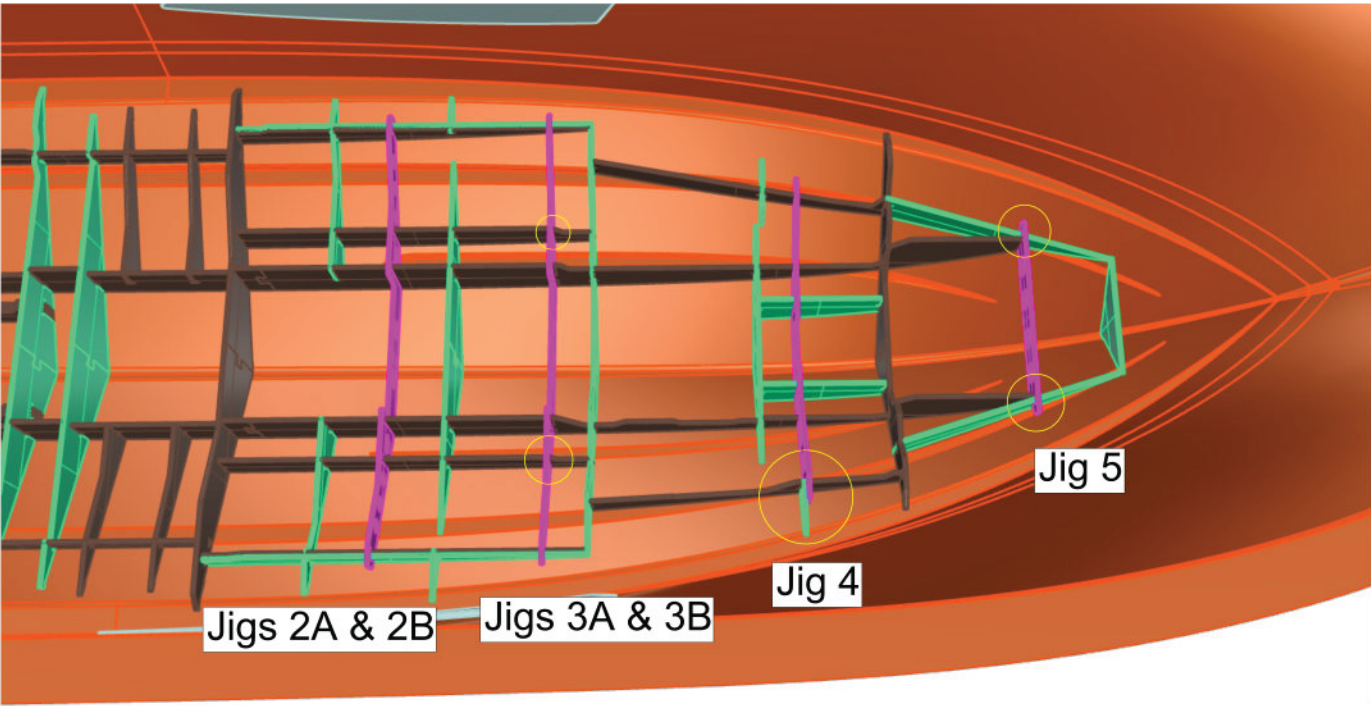
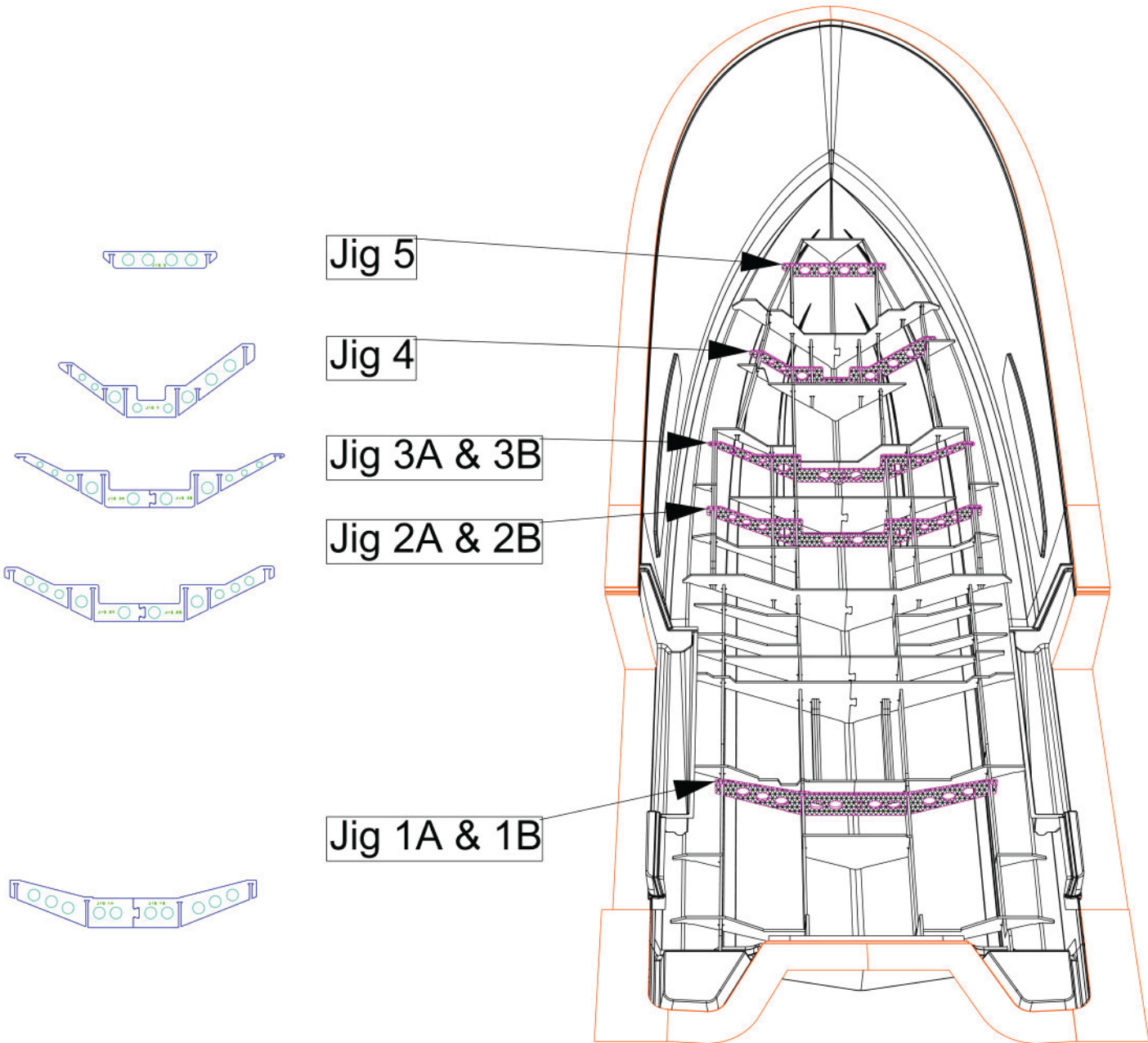
2) $131 \frac{1}{4}$ "

3) $155 \frac{1}{8}$ "

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DATE: 12/16/2025	REVISION: -	PAGE: 9 OF 19		
DRAWN BY: TJO	APPROVED BY: -	DWG. NO.: 10		

JIG DETAIL



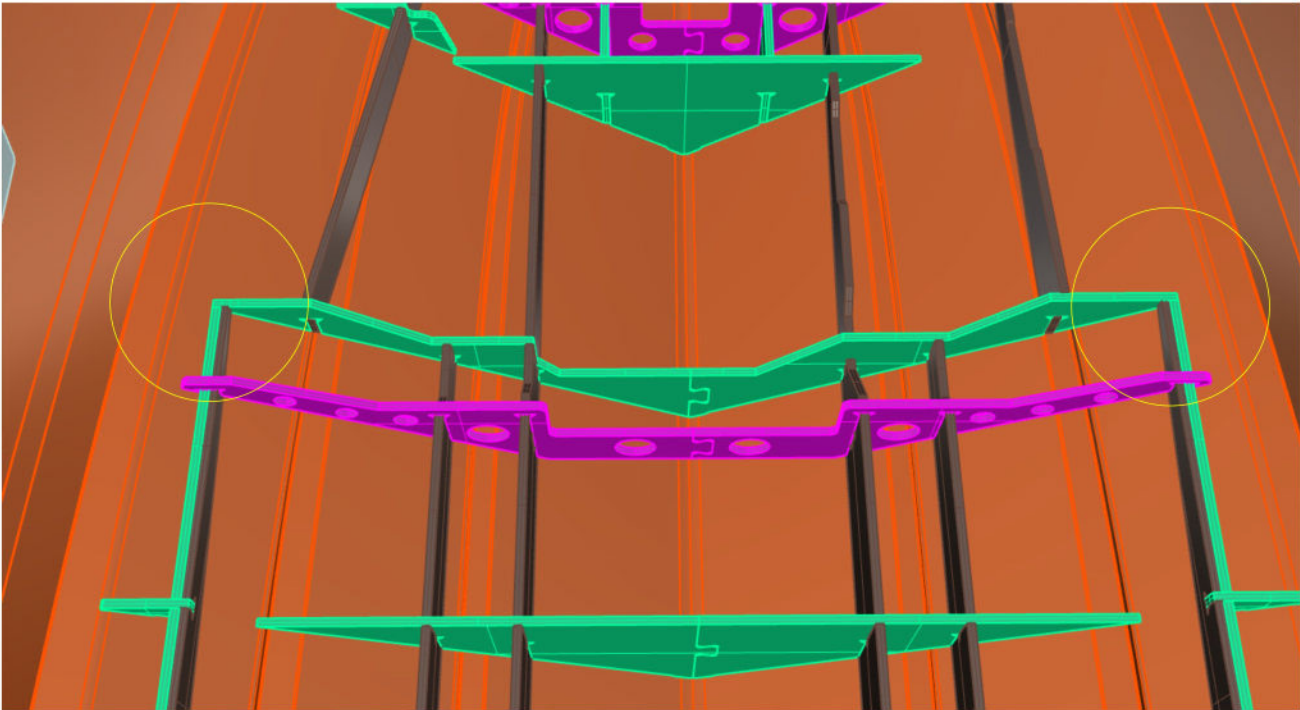
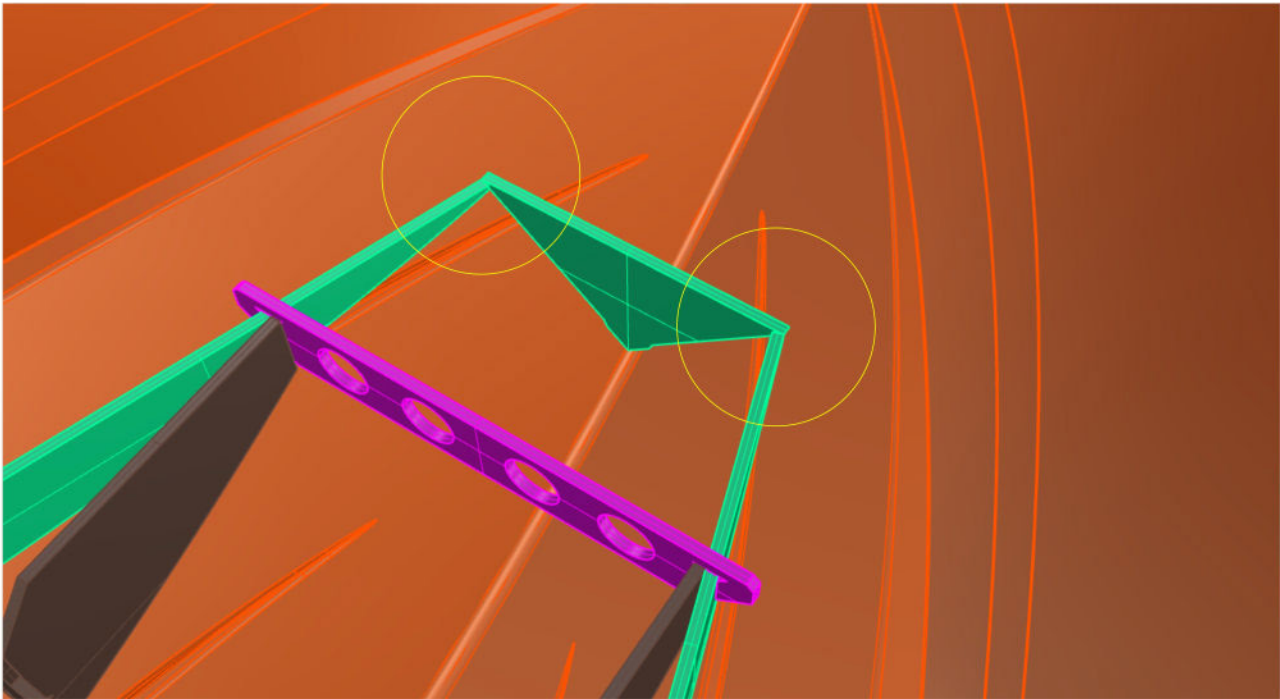
LINE UP JIGS AT CIRCLED AREAS

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DATE: 12/16/2025	REVISION: -	PAGE: 10 OF 19		
DRAWN BY: TJO	APPROVED BY: -	DWG. NO.: 10		

QC AREAS

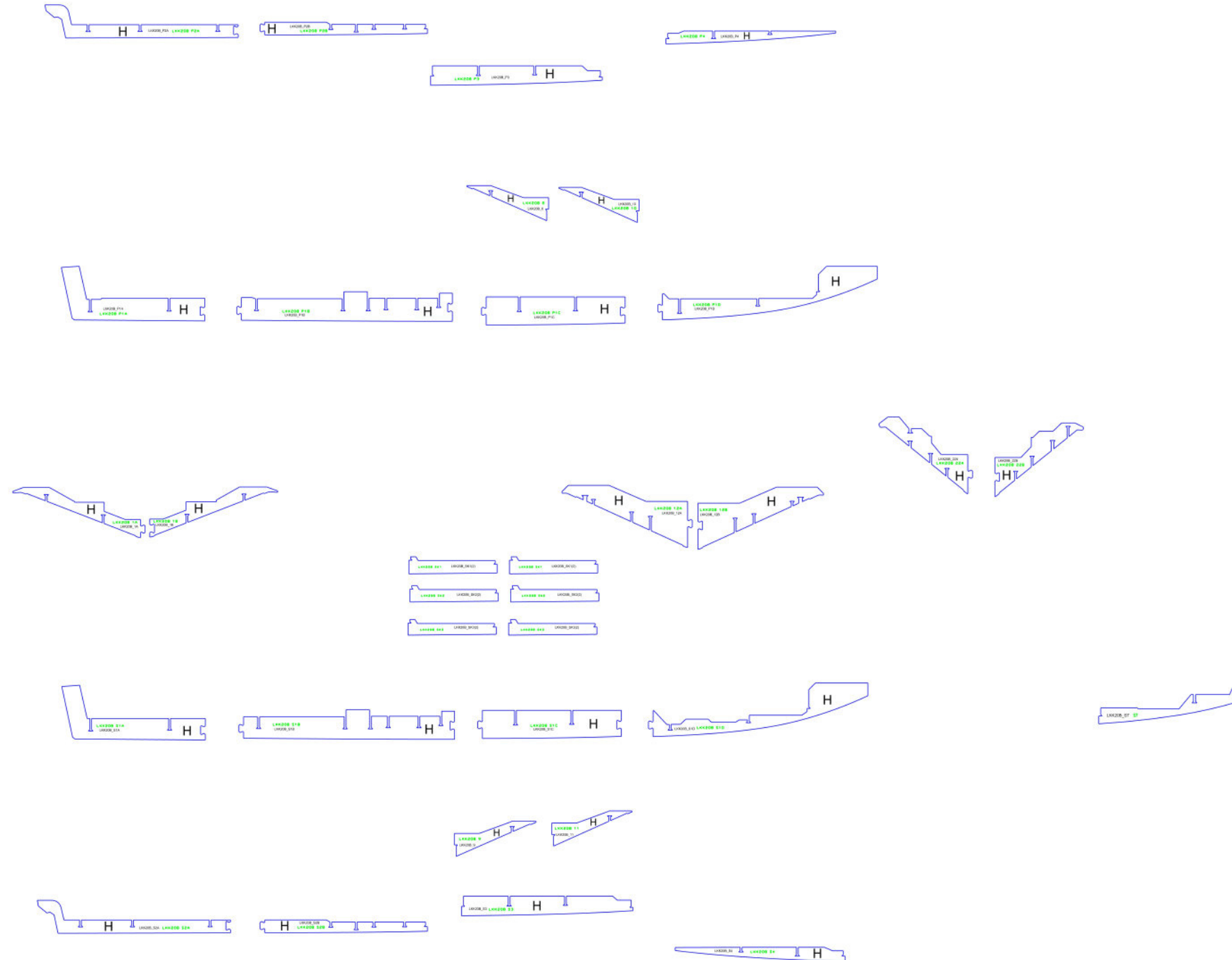
ENSURE CIRCLED ENDS LINE UP



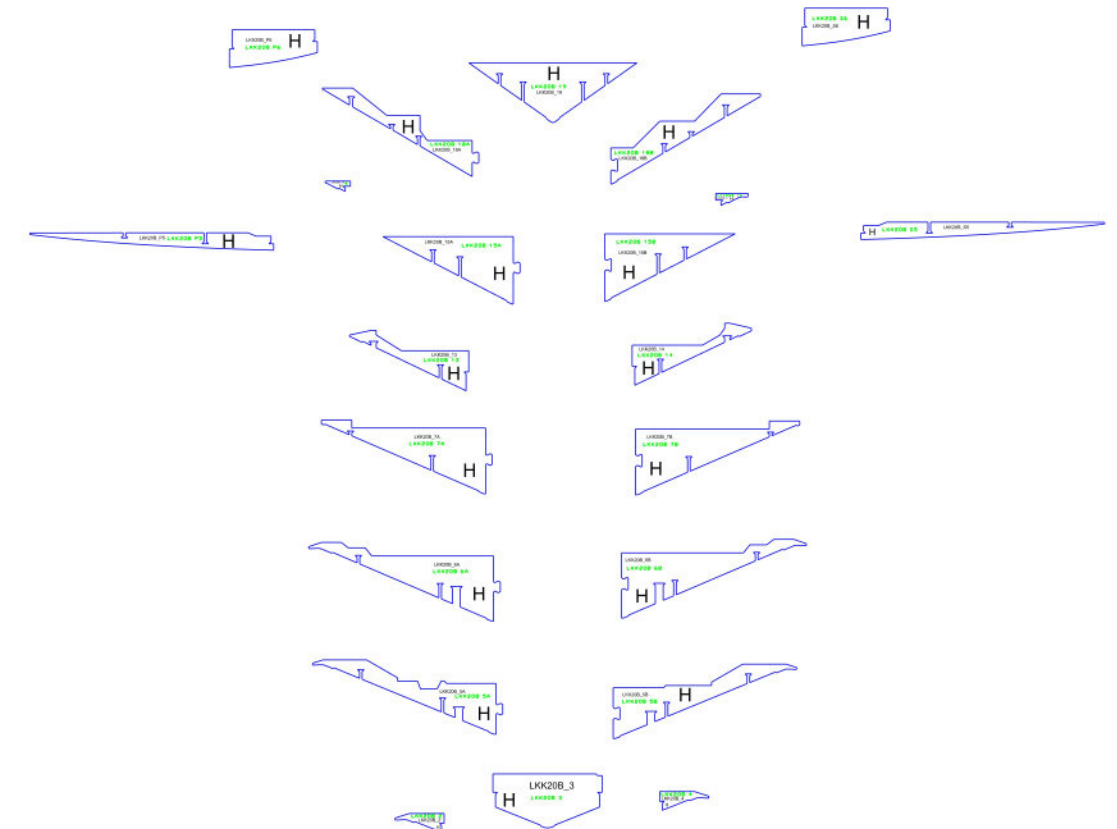
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DATE: 12/16/2025	REVISION: -	PAGE: 11 OF 19		
DRAWN BY: TJO	APPROVED BY: -	DWG. NO.: 10		

3/4" XL PLY - LKK20B Stringers



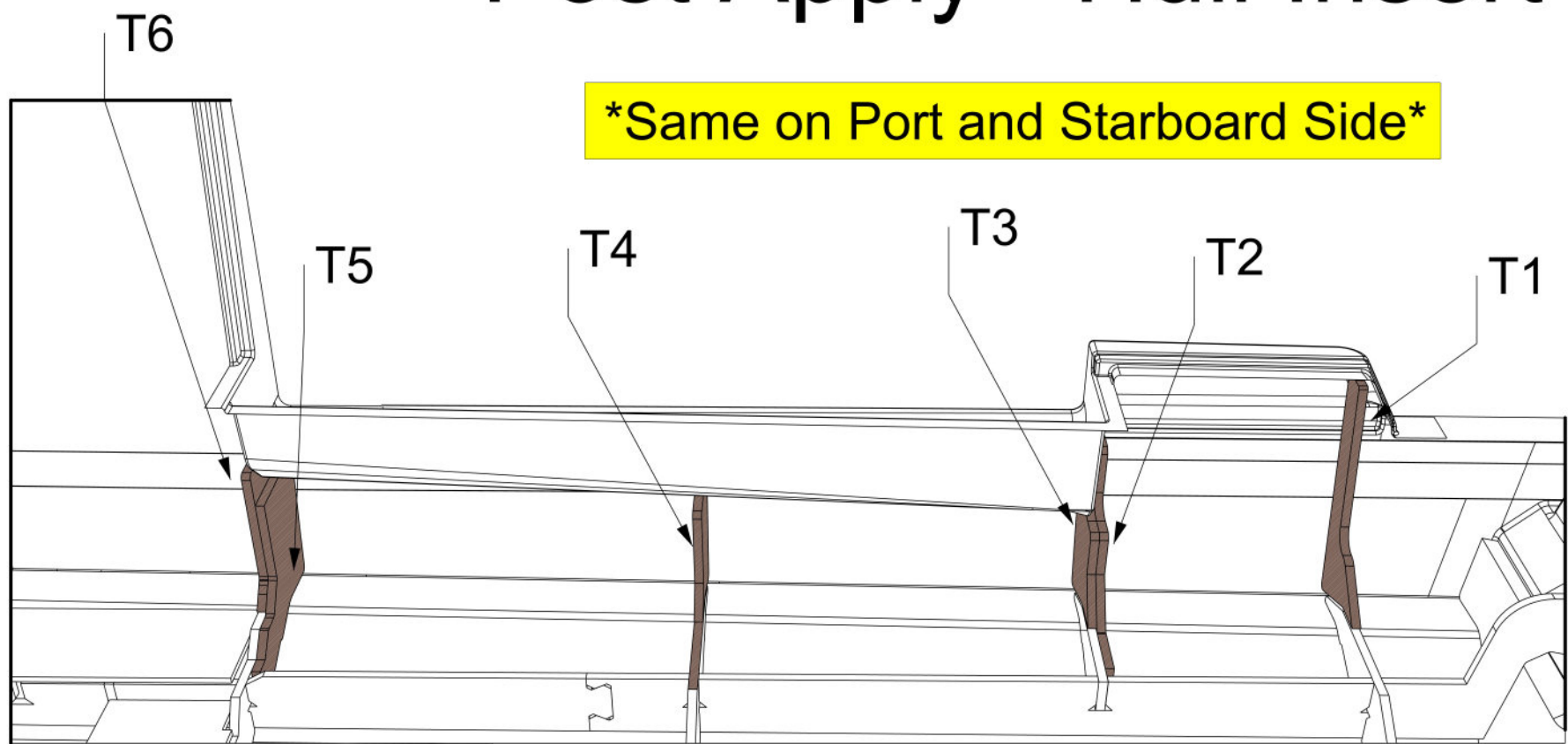
3/4" Kerdyn - LKK20B Stringers



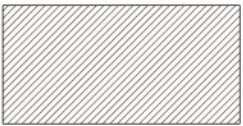
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DRAWING TITLE:				
34 SAV (KK) Hull Bracing				
DATE:	REVISION:	PAGE:		
12/16/2025	-	12 OF 19		
DRAWN BY:	APPROVED BY:	DWG. NO.:		
TJO	-	10		

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Post Apply - Hull Insert



Same on Port and Starboard Side



XL75 (3/4" Plywood)

WRAP WITH 2
LAYERS OF 2415



EXTEND WRAPS
ONTO
SURROUNDING
AREA AS SHOWN

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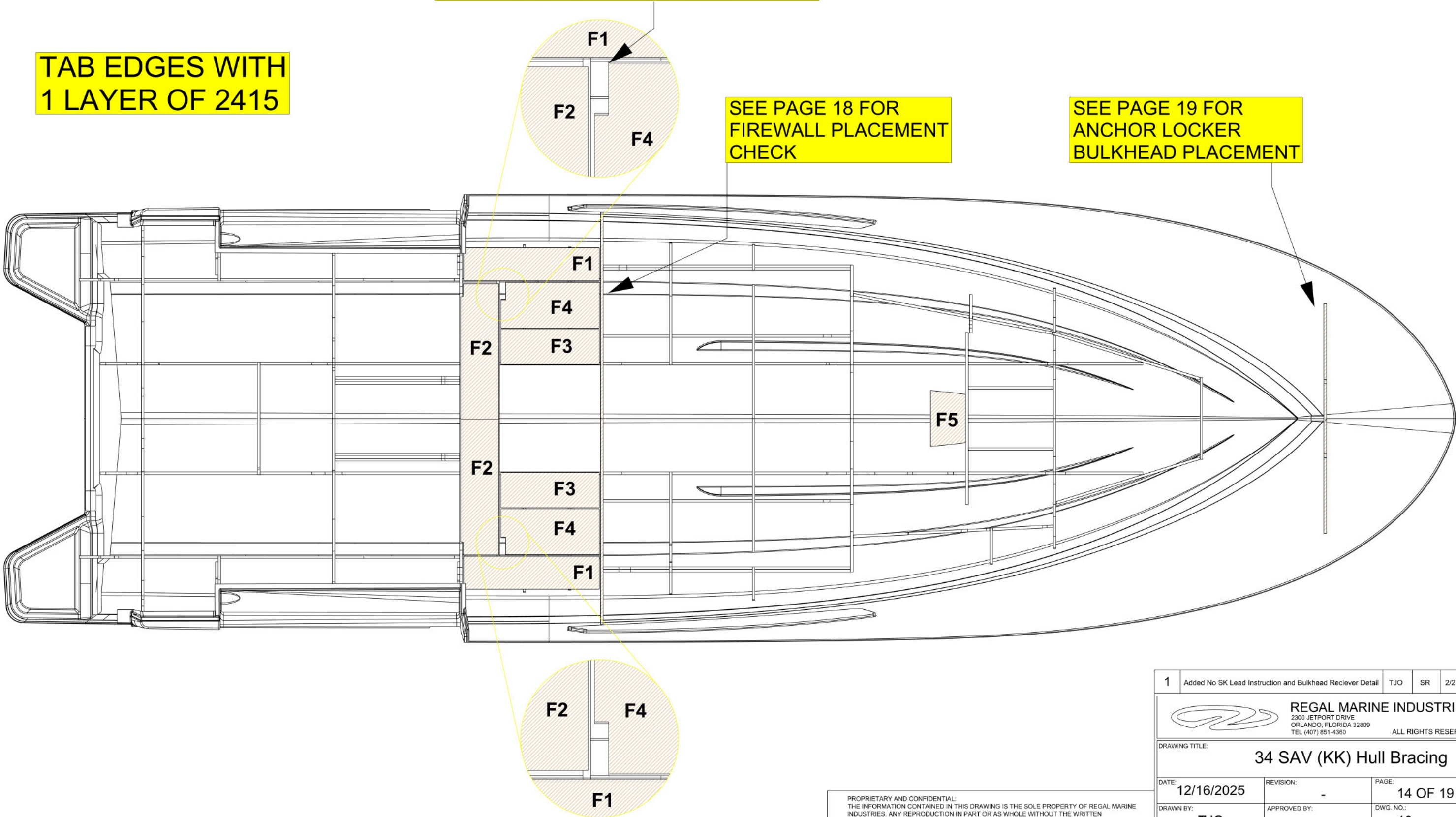
KK Floors and Post Apply

HAVE NOTCH OF F4 FACING OUTBOARD

TAB EDGES WITH
1 LAYER OF 2415

SEE PAGE 18 FOR
FIREWALL PLACEMENT
CHECK

SEE PAGE 19 FOR
ANCHOR LOCKER
BULKHEAD PLACEMENT



1	Added No SK Lead Instruction and Bulkhead Reciever Detail	TJO	SR	2/27/2026
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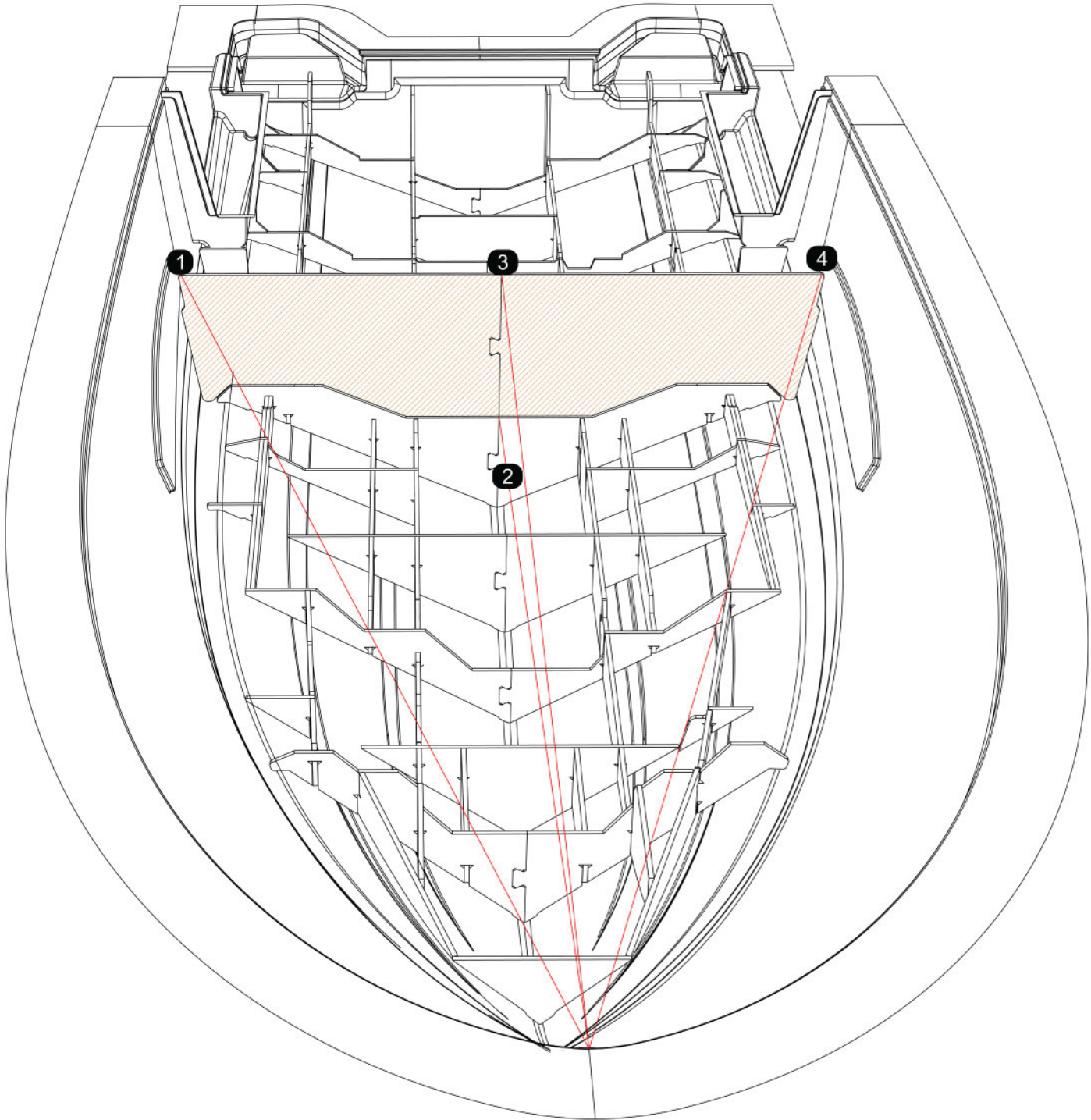
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FIREWALL SPACING

ALL DIMENSIONS INNER DISTANCE

Dimensions:

- 1) $256 \frac{1}{8}"$
- 2) $254 \frac{5}{8}"$
- 3) $249 \frac{1}{4}"$
- 4) $256 \frac{1}{8}"$

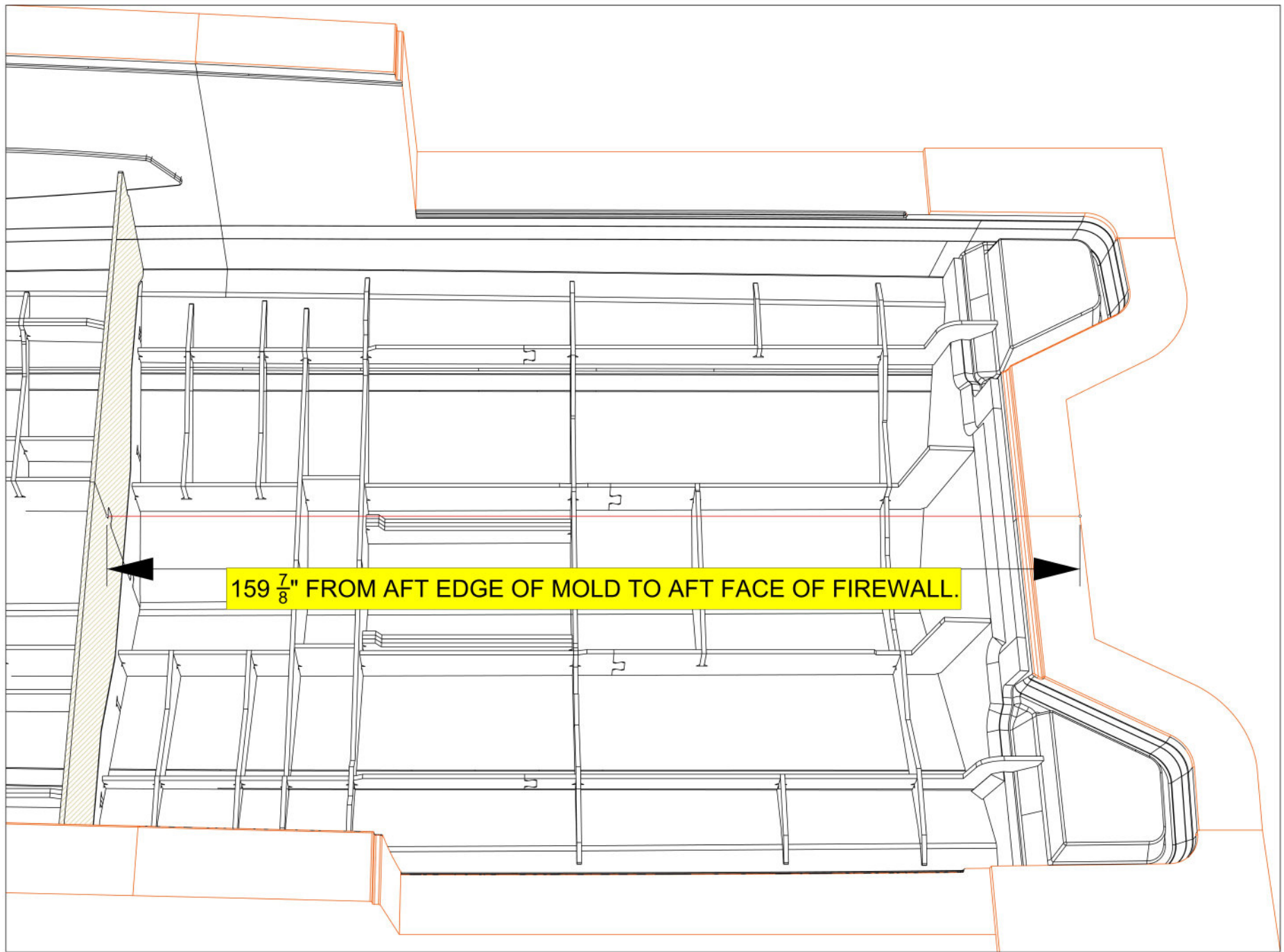


USE BULKHEAD
RECIEVERS
FOR FIREWALL

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DATE:	12/16/2025	REVISION:	-	PAGE: 15 OF 19
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FIREWALL SPACING



USE BULKHEAD
RECIEVERS
FOR FIREWALL

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DATE: 12/16/2025	REVISION: -	PAGE: 16 OF 19		
DRAWN BY: TJO	APPROVED BY: -	DWG. NO.: 10		

ANCHOR LOCKER BULKHEAD SPACING

ALL DIMENSIONS TO FWD EDGE

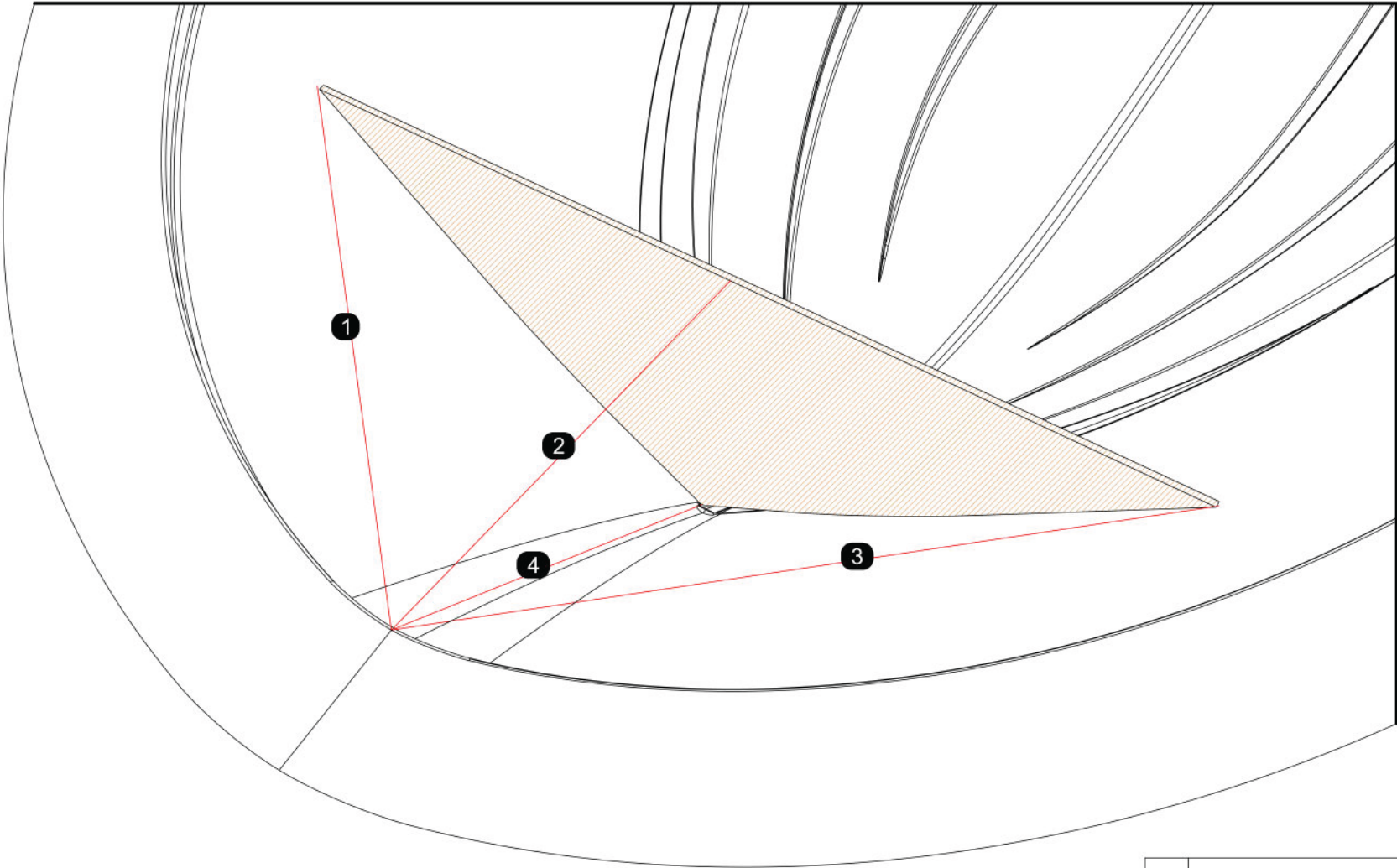
Distances:

1: $50 \frac{1}{2}"$

2: $38 \frac{1}{8}"$

3: $50 \frac{1}{2}"$

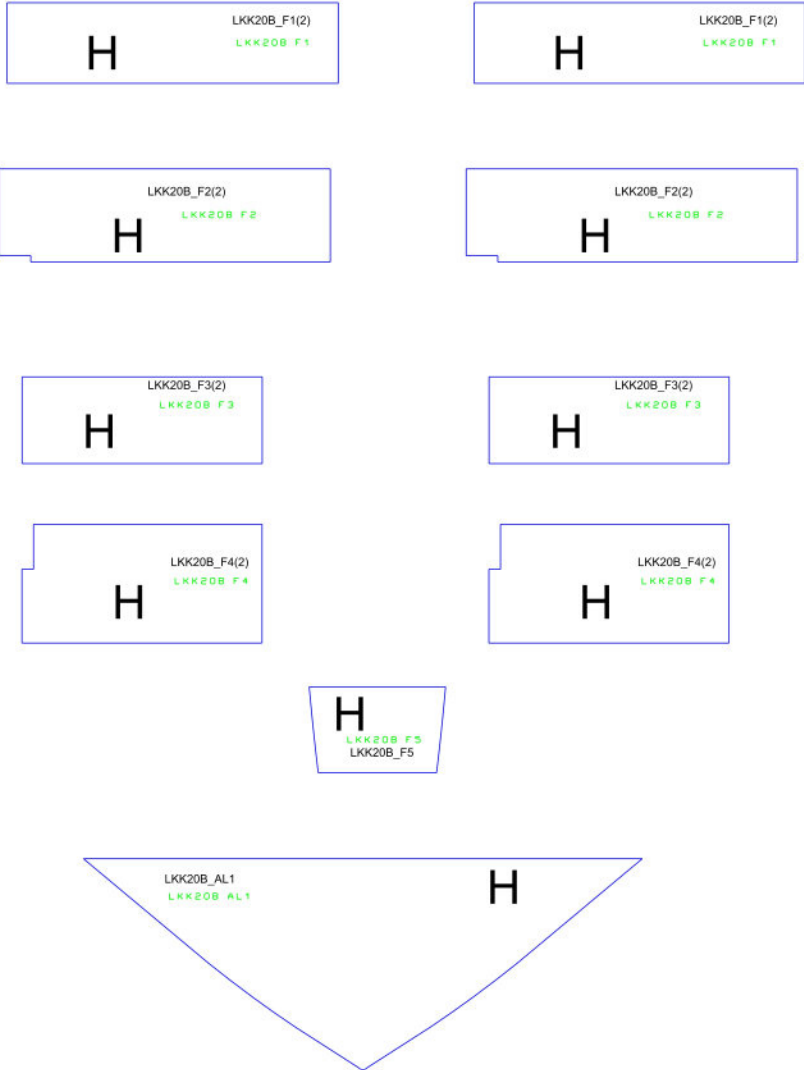
4: $49 \frac{5}{8}"$



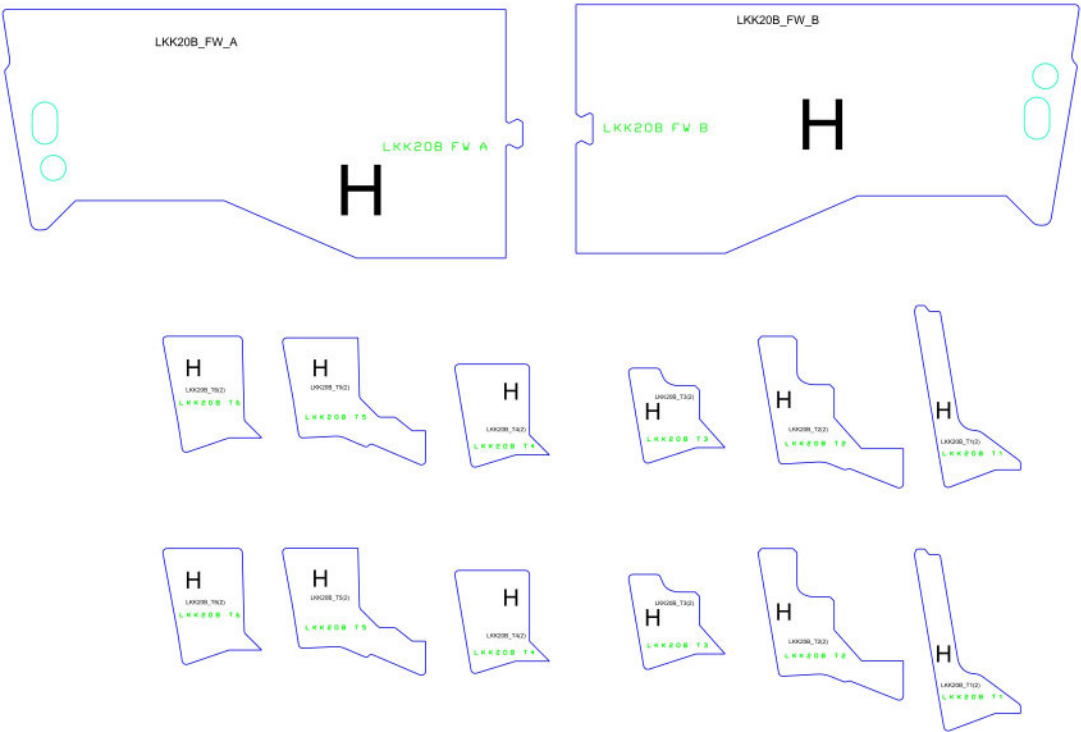
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1	Added No SK Lead Instruction and Bulkhead Receiver Detail	TJO	SR	2/27/2026
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DATE: 12/16/2025	REVISION: -	PAGE: 17 OF 19		
DRAWN BY: TJO	APPROVED BY: -	DWG. NO.: 10		

Post Apply 1/2" XL PLY



Post Apply 3/4" XL PLY

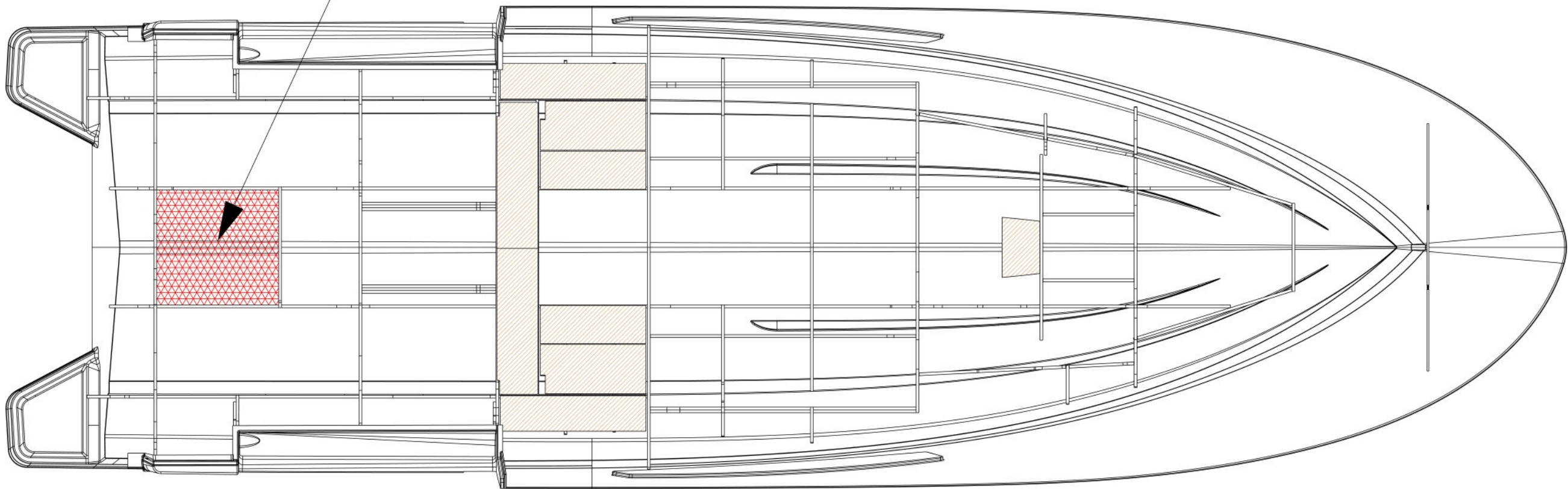


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DATE:	12/16/2025	REVISION:	-	PAGE: 18 OF 19
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No SeaKeeper Option

Glass in 150 lbs of lead in area shown in red



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DRAWN BY: TJO	APPROVED BY: -	DWG. NO.: 10		

Lamination Schedule

- 1. Gel 20-25 mils
- 2. Skin 3oz, 1708 with skin
- 3. Terrace Door Insert Layup:
 - Gel 20 - 25 mils
 - 1 Layer E-M 0020 (MO) on Corners
 - 3oz skincoat hull side
 - Dry fit 1708 pattern
 - Skin 3oz hand-laid mat on insert
 - 2 Layers E-QX 4800
 - 2 Layers 2415 (Hull insert only)
- 4. Putty strakes / Put in Bow Thruster Tube
- 5. E-QX 4800 on bottom
- 6. TF1002 2 mil Soric on side
- 7. E-QX 4800 on side
- 8. I-80 foam on side
- 9. E-QX 4800 on side
- 10. Rotate boat and Repeat steps 5 - 8
- 11. Keel reinforcement
- 12. Bottom Balsa - **use spacer**
- 13. Swim Platform Pods
 - 1 layer E-QX 4800
 - Trevira
 - 1 layer E-QX 4800
- 14. Transom
 - 2 layers E-QX 4800
 - 1.5" Coosa
 - B5 Multicore
 - 1.5" Coosa
 - 2 layers E-QX 4800
- 15. Z-Brace

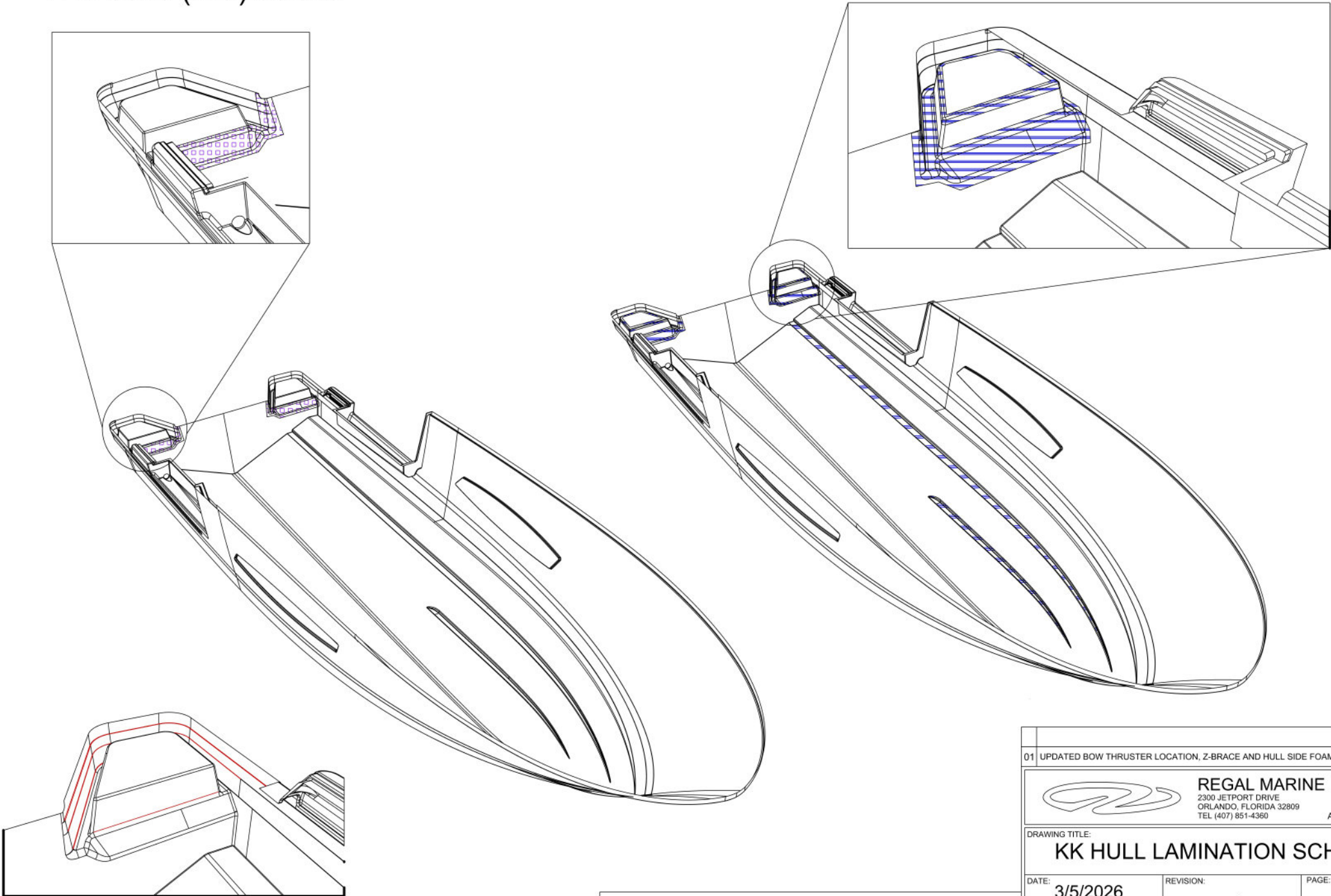
Hull Lamination Schedule

1708

E-M 0020 (MO)

Step 1:
Gel 20 - 25 mils
Barrier Coat below boot stripe
E-M 0020 (MO) details

Step 2:
3oz skin
1708 Strakes 12" Wide
1708 Detail on Platform Pods



PUDDY RECESSES

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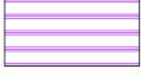
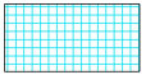
01 UPDATED BOW THRUSTER LOCATION, Z-BRACE AND HULL SIDE FOAM		RW	SR	3/5/2026
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DATE: 3/5/2026	REVISION: -	PAGE: 1 OF 20		
DRAWN BY: RW	APPROVED BY: -	DWG. NO.: 11		

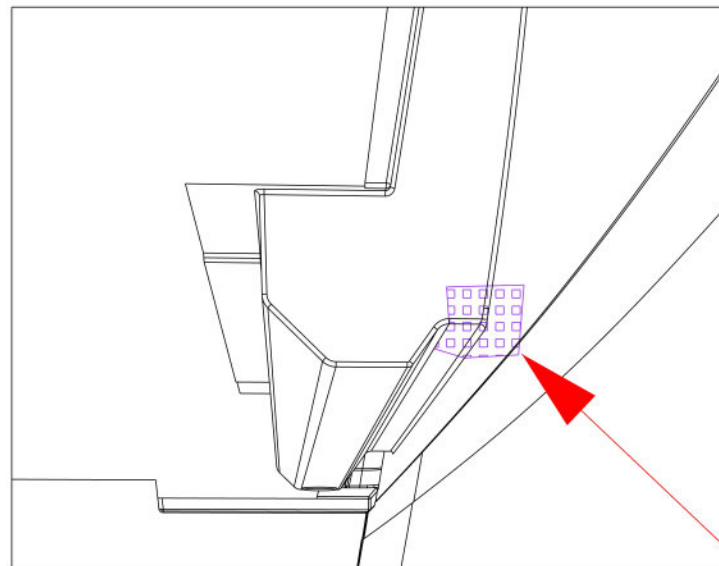
Terrace Door Inserts

Terrace Door Insert Layup:

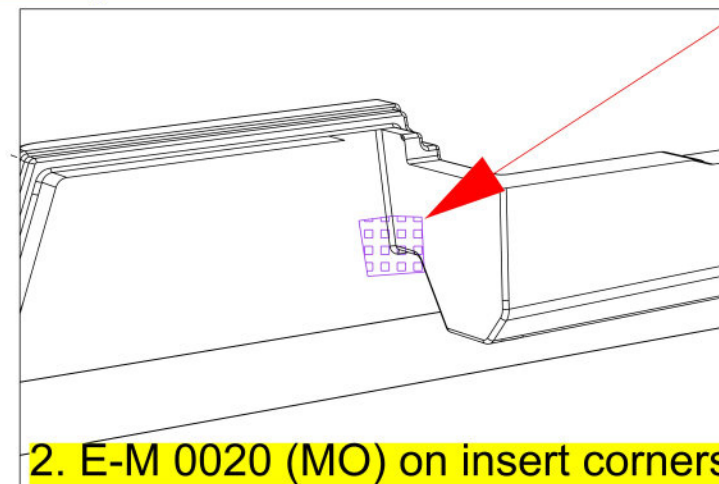
1. Gel 20 - 25 mils
2. 1 Layer E-M 0020 (MO) on Insert Corners. **(Let dry before proceeding)**
3. 3oz skincoat hull side. **(Avoid insert)**
4. Dry fit 1708 pattern **(chop side down)**
5. Skin 3oz hand-laid mat on insert. **(insert only)**
6. 1708 on inserts ONLY
7. 2 layers 4800 **(Hull side)**
8. 2 layers 2415 **(Hull insert only)**

Tie ins should be on the insert surfaces, not on the hull side

Boat Cloth		2415	
E-M 0020 (MO)		4800	
1.5oz Mat		1708	



Directly on Gel - hand wet out with brush



2. E-M 0020 (MO) on insert corners

Step 2: 1.5 MO locally to corners of Insert.
Let cure before proceeding.

Step 3: Skincoat hull side with chop gun (standard 3oz).
Do not chop near the hull insert, as shown below.



Step 4: Dry fit 1708 pattern (chop side down).
Peel back 1708 and chop a 1.5 oz skin underneath it. Do not spray chop directly on the insert.
Roll 1708 into the chop and fully wet out.
Roll tabs up onto the insert.
Let cure before flipping mold and before proceeding to next step.



1708 After completing step 4

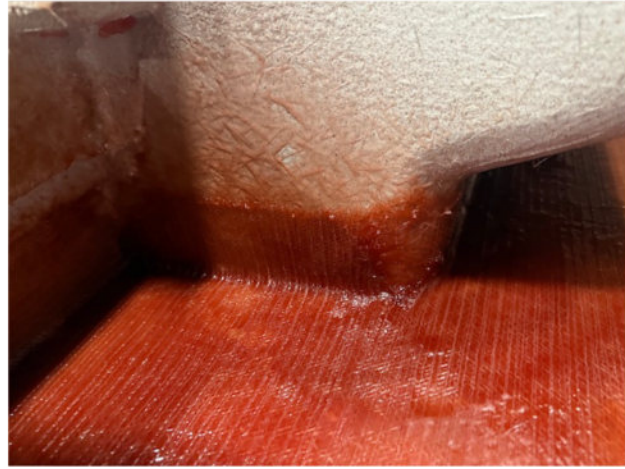
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Terrace Door Insert Layup:

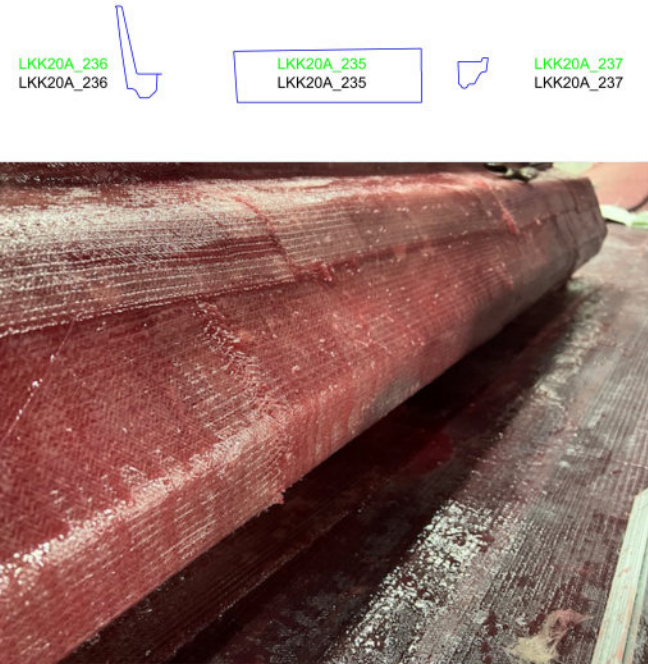
1. Gel 20 - 25 mils
2. 1 Layer E-M 0020 (MO) on Insert Corners. **(Let dry before proceeding)**
3. 3oz skincoat hull side. **(Avoid insert)**
4. Dry fit 1708 pattern **(chop side down)**
5. Skin 3oz hand-laid mat on insert. **(insert only)**
6. 1708 on inserts ONLY
7. 2 layers 4800 **(Hull side)**
8. 2 layers 2415 **(Hull insert only)**

Close up 1708 After completing step 4

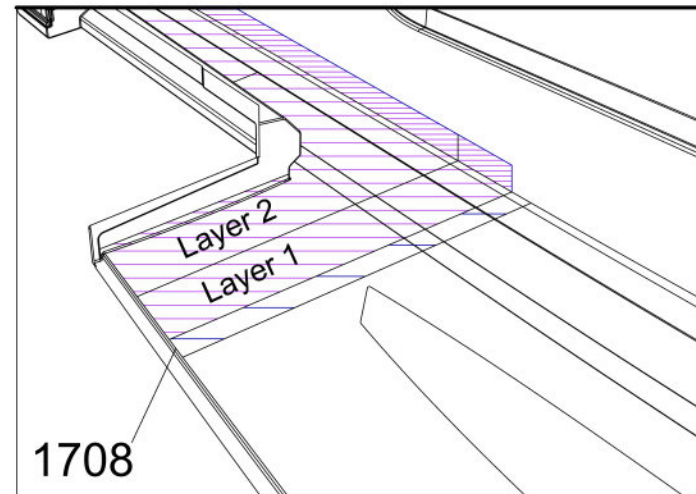


Tabs rolled on insert

Step 6: 1708 on hull insert ONLY
Use supplied patterns



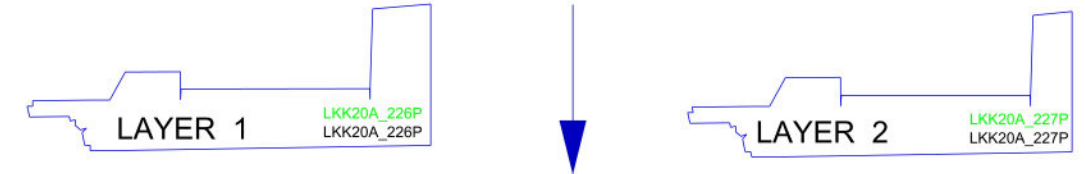
Step 5: Skin 3oz hand-laid mat on insert



Terrace Door Inserts

Boat Cloth		2415	
E-M 0020 (MO)		4800	
1.5oz Mat		1708	

Step 7: After 2nd side is cured.
Flip mold back over and wet layup
2 layers 4800 using supplied patterns.



Layer 1

Layer 2



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Terrace Door Insert Layup:

1. Gel 20 - 25 mils
2. 1 Layer E-M 0020 (MO) on Insert Corners. **(Let dry before proceeding)**
3. 3oz skincoat hull side. **(Avoid insert)**
4. Dry fit 1708 pattern **(chop side down)**
5. Skin 3oz hand-laid mat on insert. **(insert only)**
6. 1708 on inserts ONLY
7. 2 layers 4800 **(Hull side)**
8. 2 layers 2415 **(Hull insert only)**

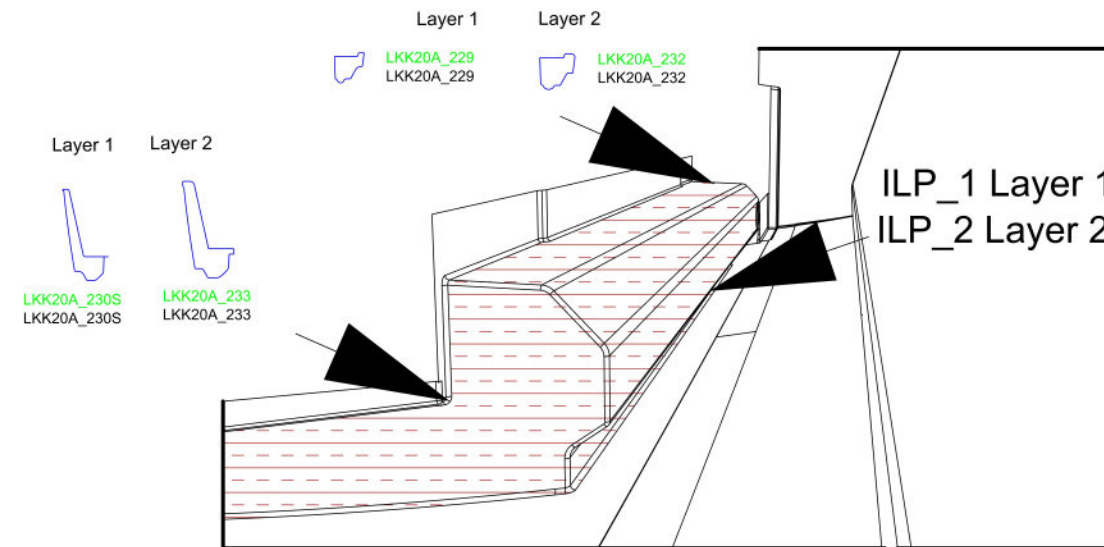
Step 8: 2 Layers 2415 on insert ONLY



Port and Stbd sides

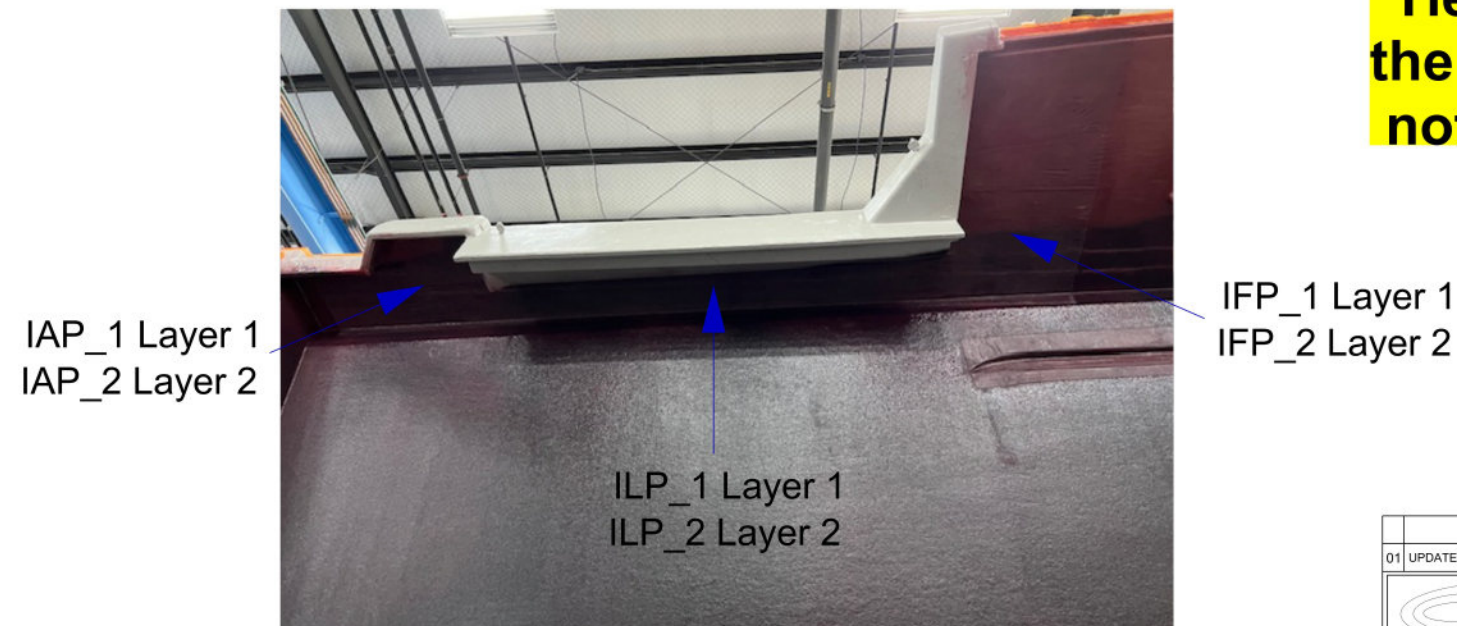
Terrace Door Inserts

Boat Cloth		2415	
E-M 0020 (MO)		4800	
1.5oz Mat		1708	



Layer 1	LKK20A_228S LKK20A_228S
Layer 2	LKK20A_231 LKK20A_231

Tie ins should be on the insert surfaces, not on the hull side

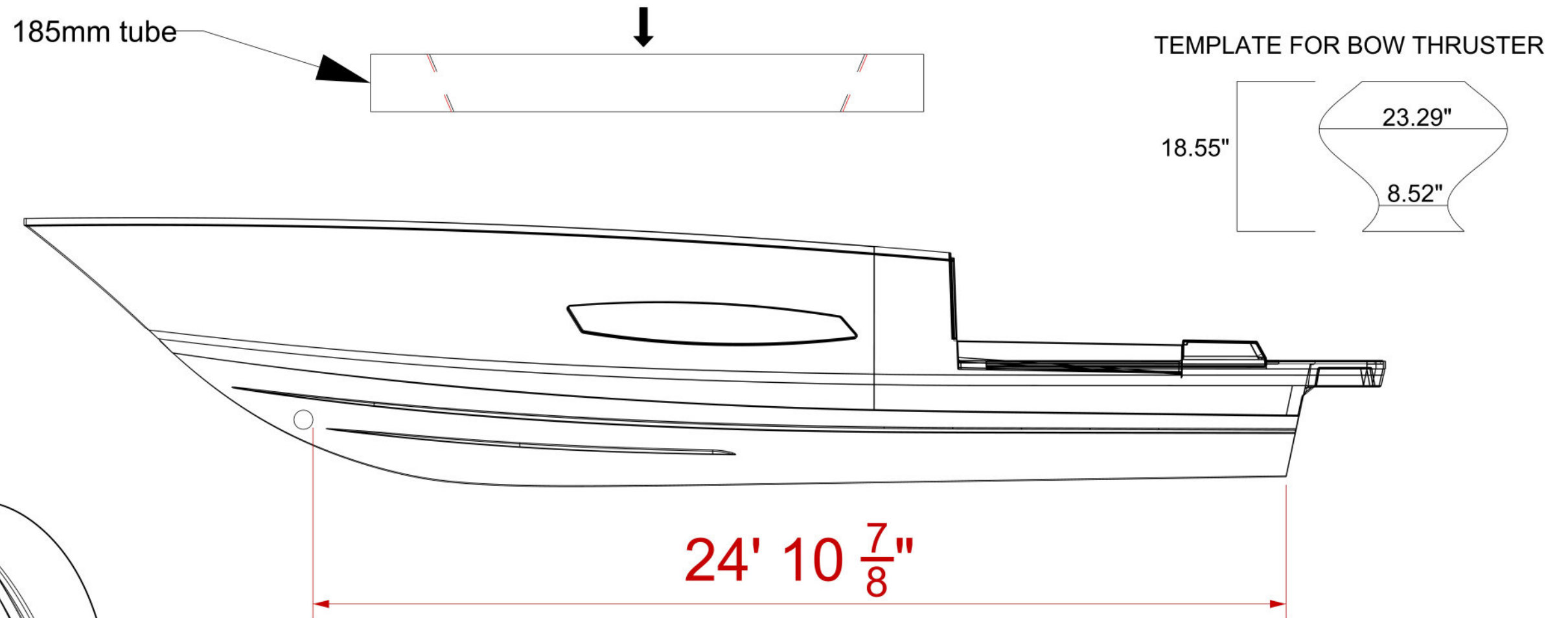


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Thruster Detail

**NOTE: Thruster is put in after skin coat.
When cutting the thruster tube ensure
to cut outside of traced line.**



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Lamination Schedule

1. Gel 20-25 mils
2. Skin 3oz, 1708 with skin
3. Terrace Door Insert Layup:

- Gel 20 - 25 mils

- 1 Layer E-M 0020 (MO) on Corners

- 3oz skincoat hull side

- Dry fit 1708 pattern

- Skin 3oz hand-laid mat on insert

- 2 Layers E-QX 4800

- 2 Layers 2415 (Hull insert only)
4. Putty strakes / Put in Bow Thruster Tube
5. E-QX 4800 on bottom
6. TF1002 2 mil Soric on side
7. E-QX 4800 on side
8. I-80 foam on side
9. E-QX 4800 on side
10. Rotate boat and Repeat steps 5 - 8
11. Keel reinforcement
12. Bottom Balsa - use spacer
13. Swim Platform Pods

- 1 layer TF1002 2 mil Soric

- 1 layer E-QX 4800

- Trevira

- 1 layer E-QX 4800
14. Transom

- 2 layers E-QX 4800

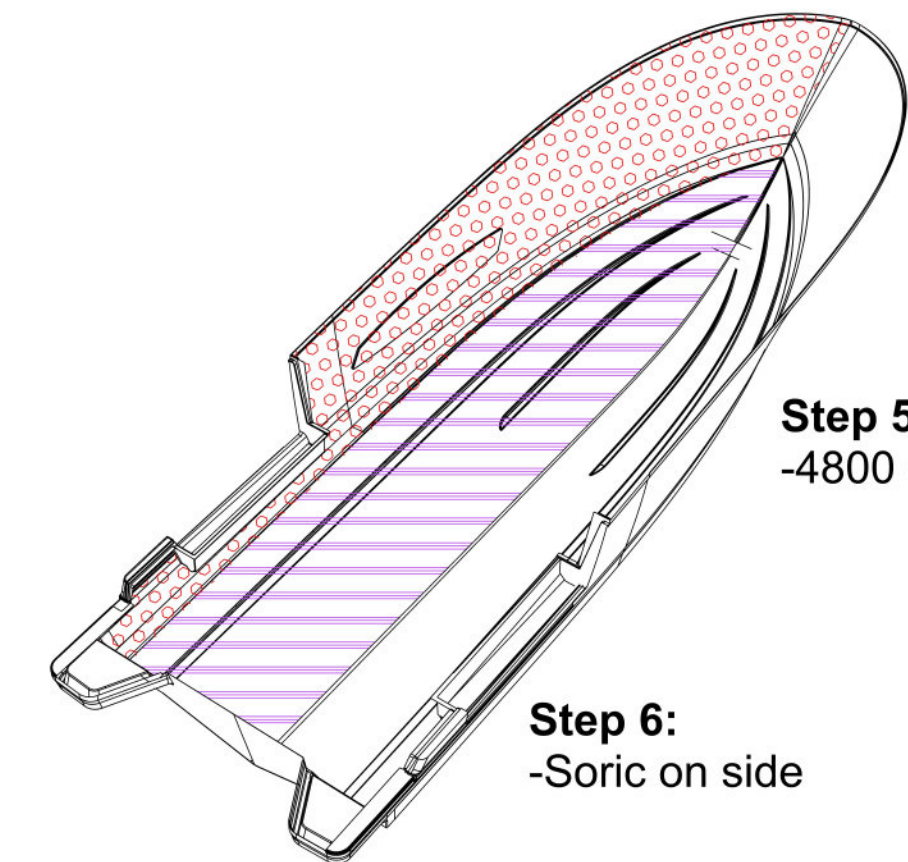
- 1.5" Coosa

- B5 Multicore

- 1.5" Coosa

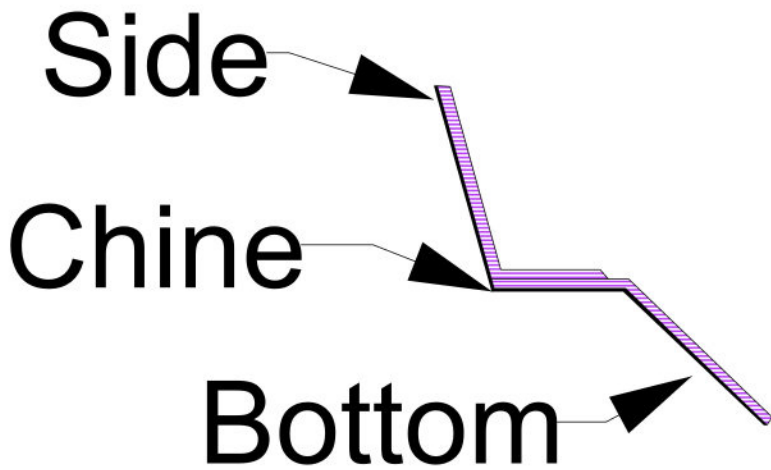
- 2 layers E-QX 4800
15. Z-Brace

Hull Side

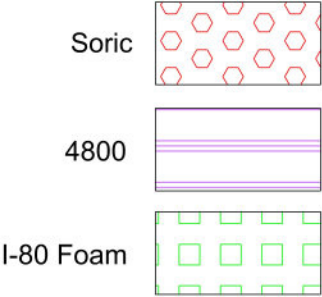


Step 5:
-4800 on bottom

Step 6:
-Soric on side

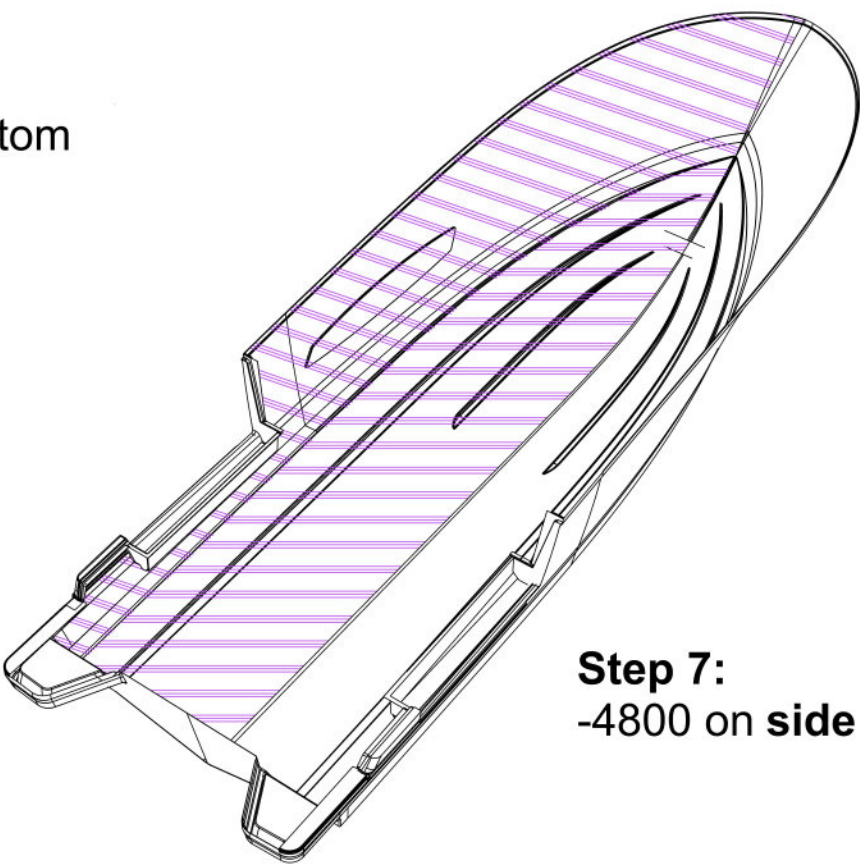


OVERLAP MATERIAL 3" AT CHINE AND KEEL



WINDOW OPTION
LKK20A_13 - LKK20A_16

NO WINDOW OPTION
LKK20A_200 - LKK20A_203



Step 7:
-4800 on side

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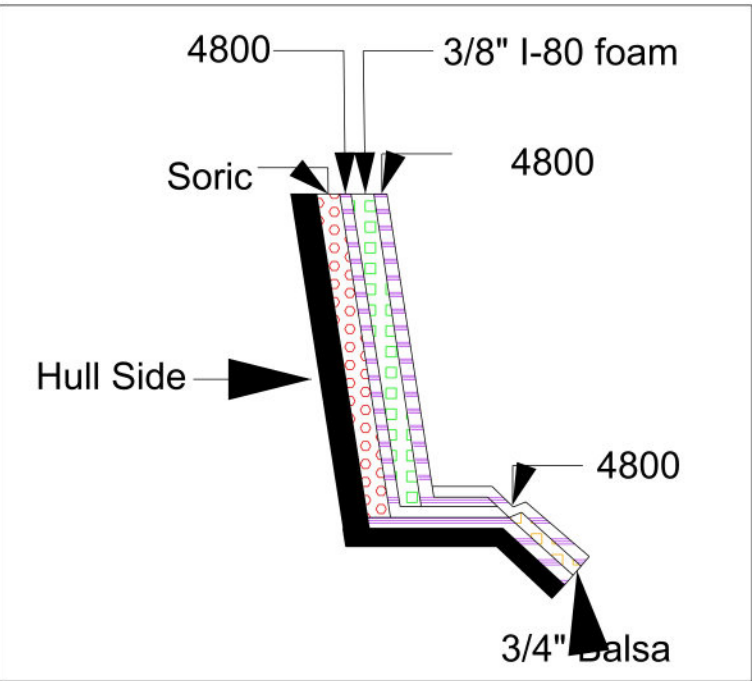
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Lamination Schedule

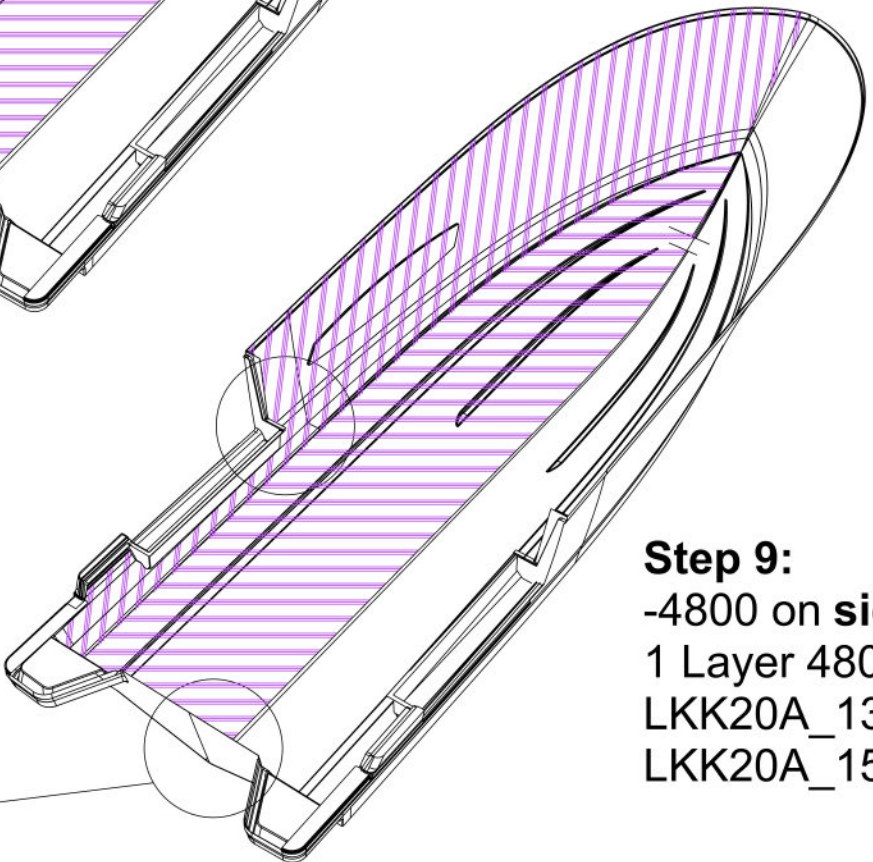
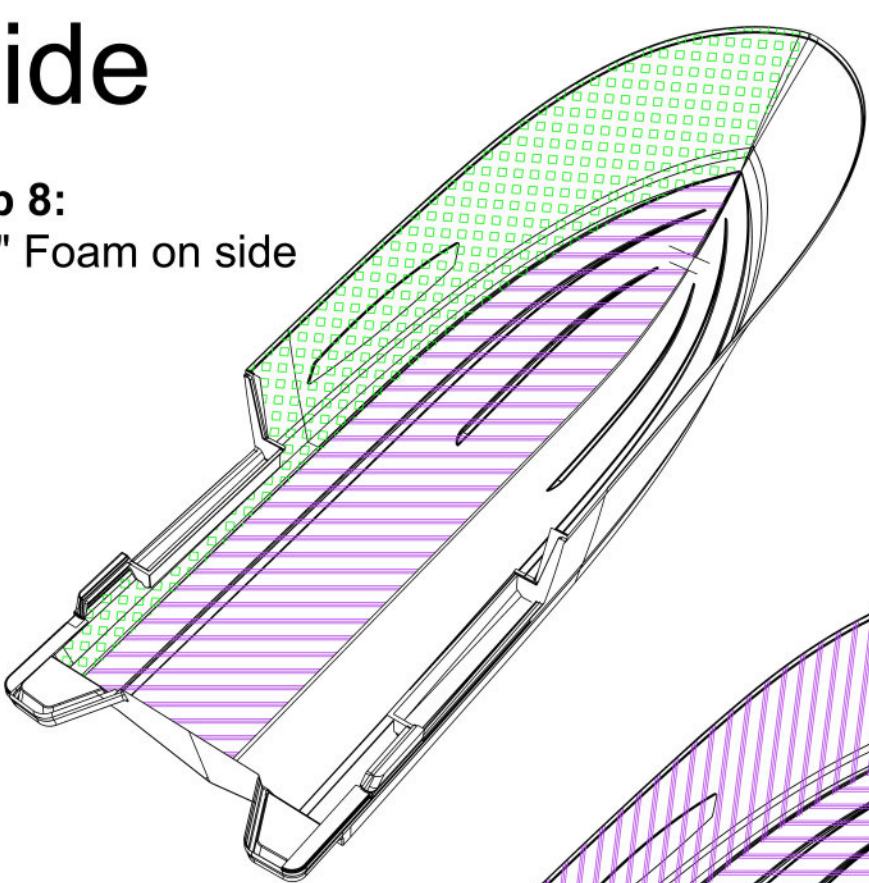
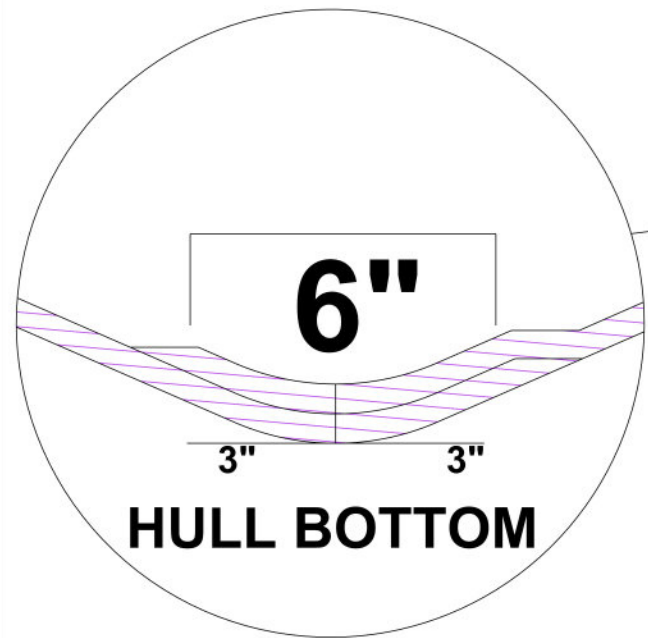
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- 2. Skin 3oz, 1708 with skin
- 3. Terrace Door Insert Layup:
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 - 1 Layer E-M 0020 (MO) on Corners
 - 3oz skincoat hull side
 - Dry fit 1708 pattern
 - Skin 3oz hand-laid mat on insert
 - 2 Layers E-QX 4800
 - 2 Layers 2415 (Hull insert only)
- 4. Putty strakes / Put in Bow Thruster Tube
- 5. E-QX 4800 on bottom
- 6. TF1002 2 mil Soric on side
- 7. E-QX 4800 on side
- 8. I-80 foam on side
- 9. E-QX 4800 on side
- 10. Rotate boat and Repeat steps 5 - 8
- 11. Keel reinforcement
- 12. Bottom Balsa - use spacer
- 13. Swim Platform Pods
 - 1 layer TF1002 2 mil Soric
 - 1 layer E-QX 4800
 - Trevira
 - 1 layer E-QX 4800
- 14. Transom
 - 2 layers E-QX 4800
 - 1.5" Coosa
 - B5 Multicore
 - 1.5" Coosa
 - 2 layers E-QX 4800
- 15. Z-Brace

Hull Side

Step 8:
-3/8" Foam on side



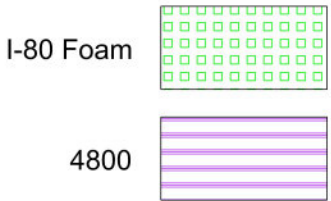
Side View



WINDOW OPTION
LKK20A_205P - LKK20A_224

NO WINDOW OPTION
LKK20A_200 - LKK20A_220

Step 9:
-4800 on side
1 Layer 4800 on Side
LKK20A_13, LKK20A_14
LKK20A_15, LKK20A_16



OVERLAP MATERIAL 3" AT CHINE AND KEEL

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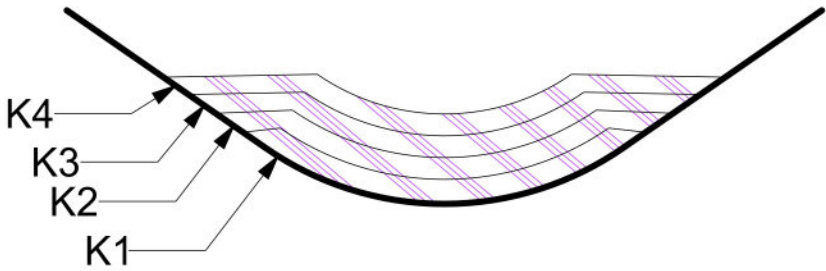
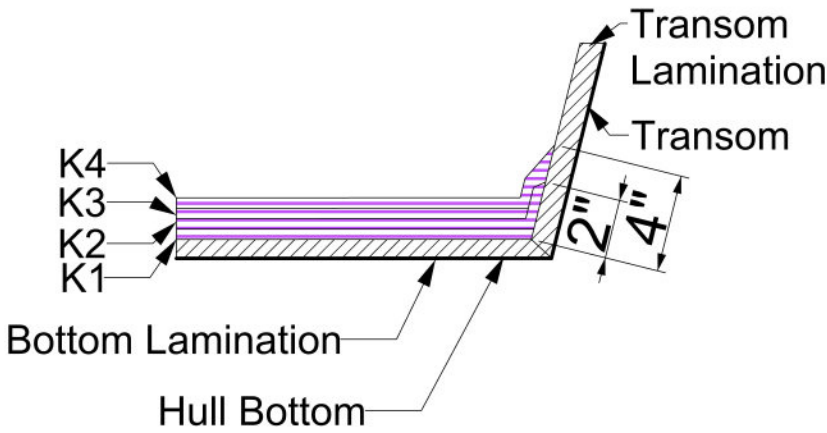
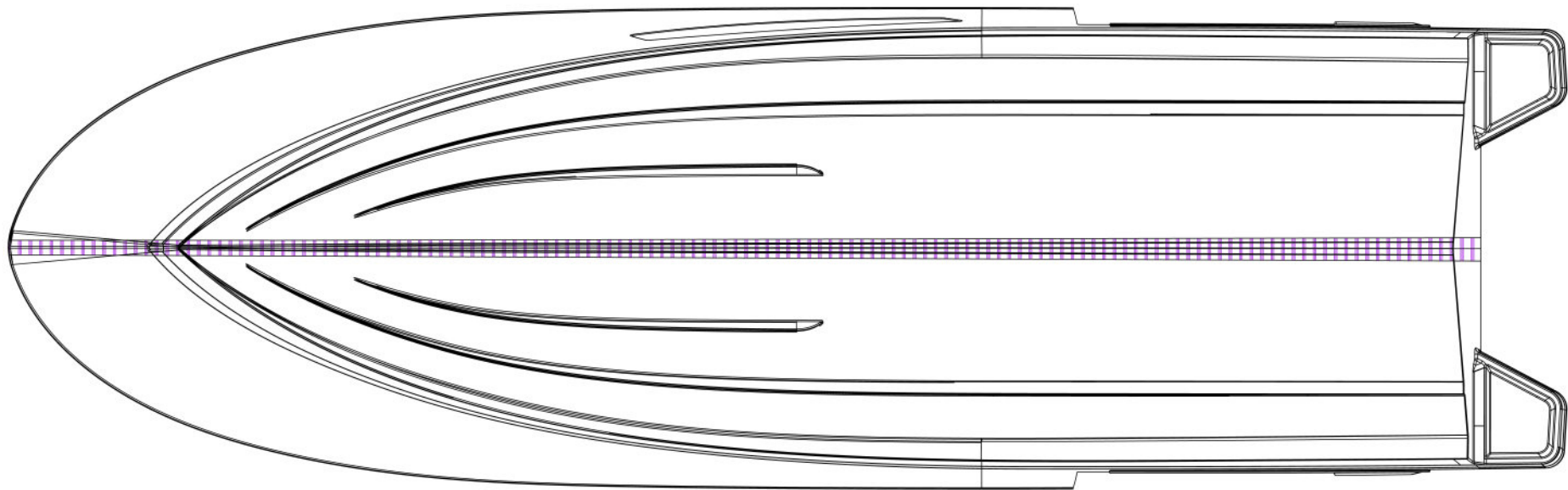
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Keel Reinforcement

4800



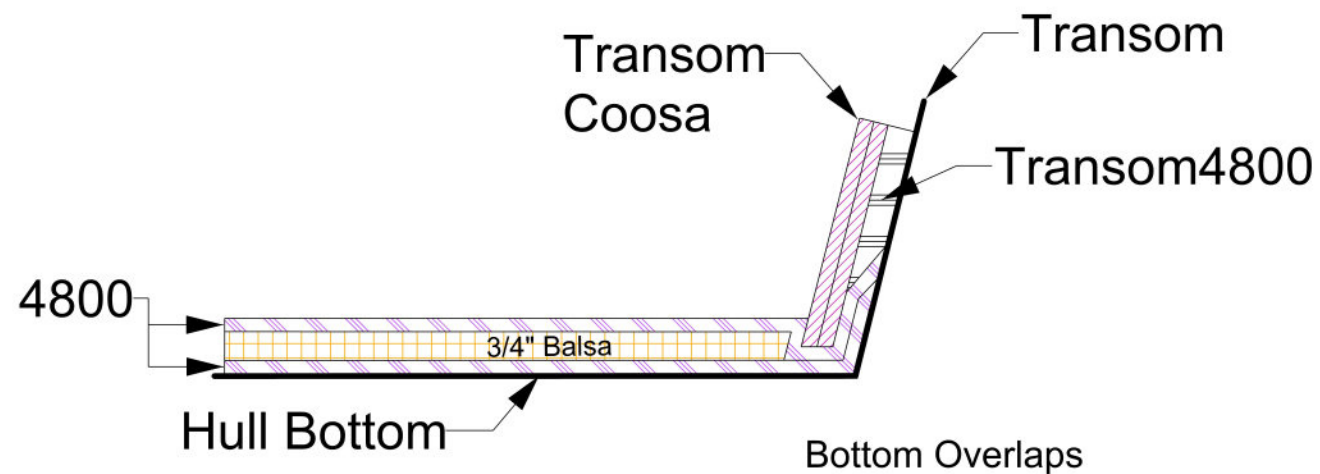
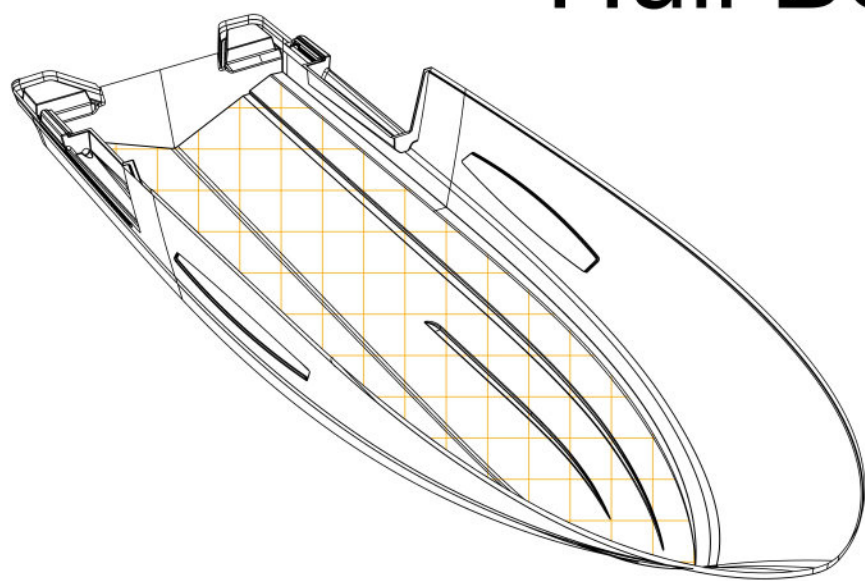
LKK20A_K1	LKK20A_K1	9"
LKK20A_K2	LKK20A_K2	10"
LKK20A_K3	LKK20A_K3	11"
LKK20A_K4	LKK20A_K4	12"



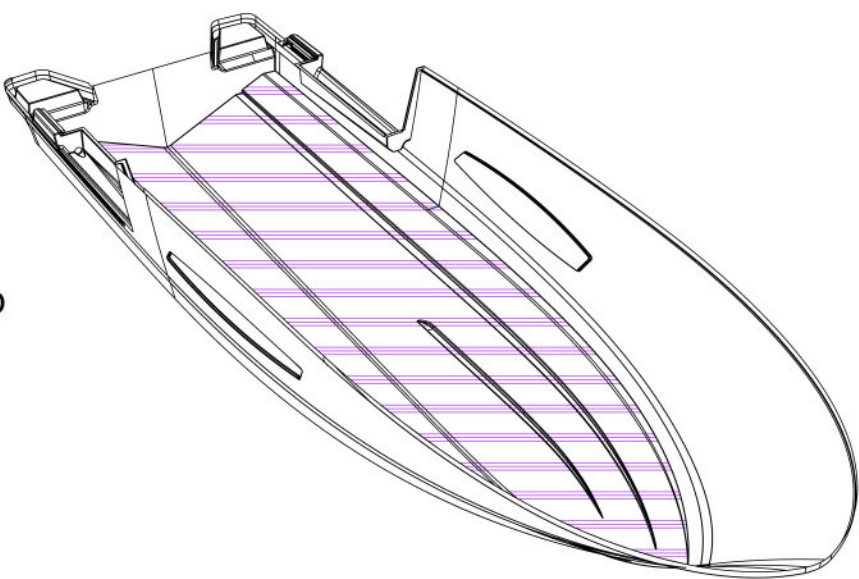
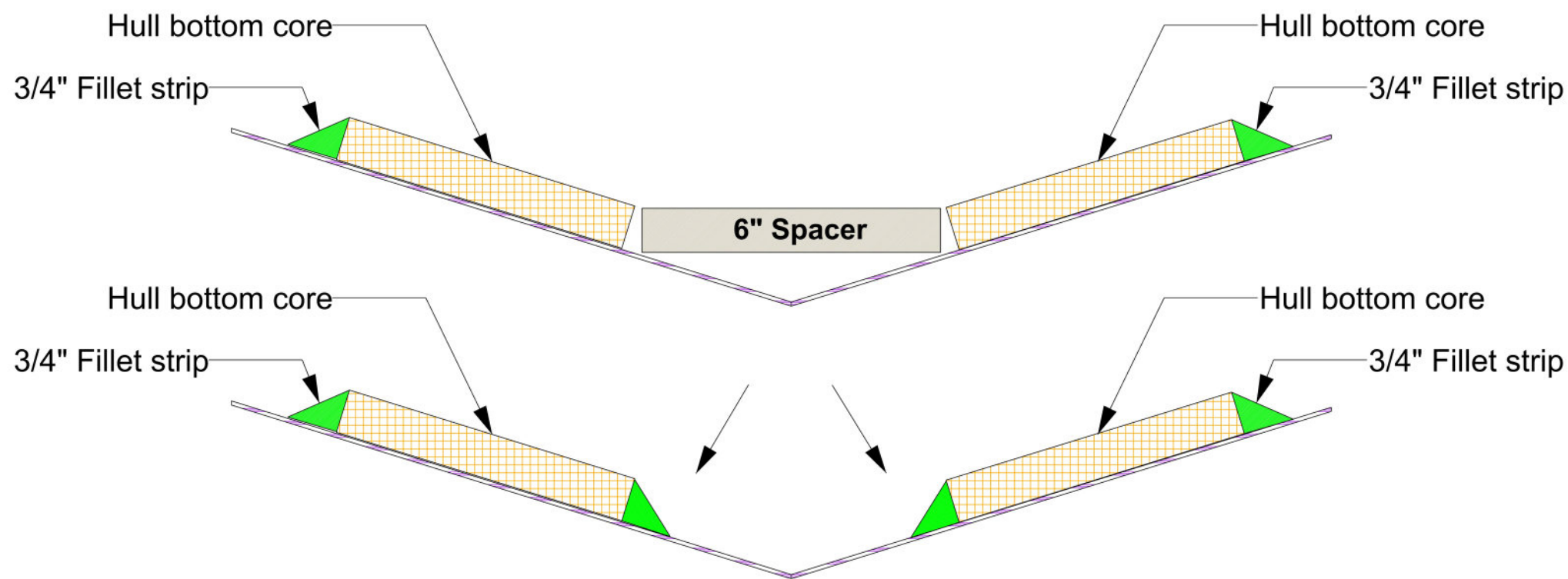
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Hull Bottom Lamination Schedule



SEE LAYOUT ON PAGE 14



**After finishing Hull bottom Balsa.
Remove spacer and add 3/4 inch Fillet strips**

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Lamination Schedule

Gel 20-25 mils
Skin 3oz

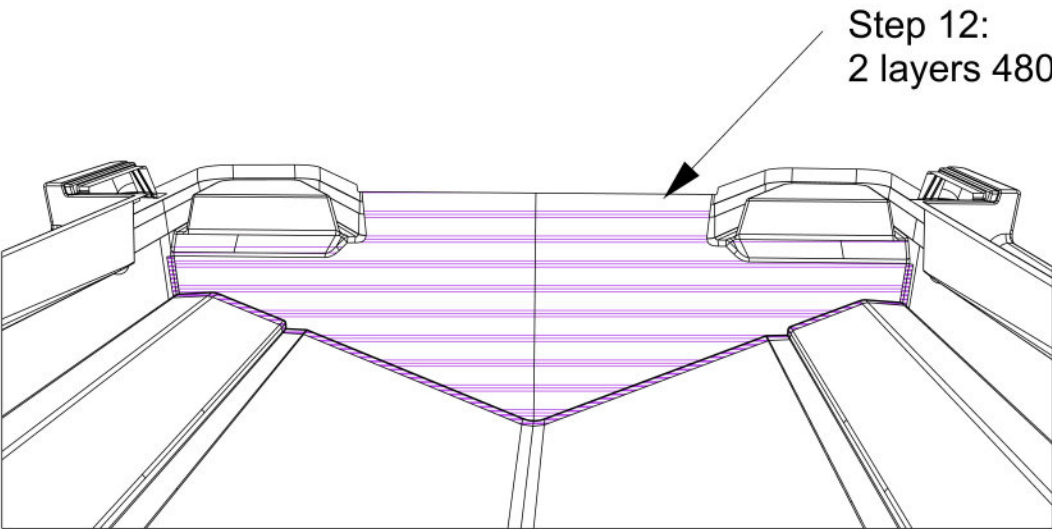
Transom:
2 Layers 4800
1.5" Coosa
1 Layer B5 multicore
1.5" Coosa
2 Layers 4800

Transom

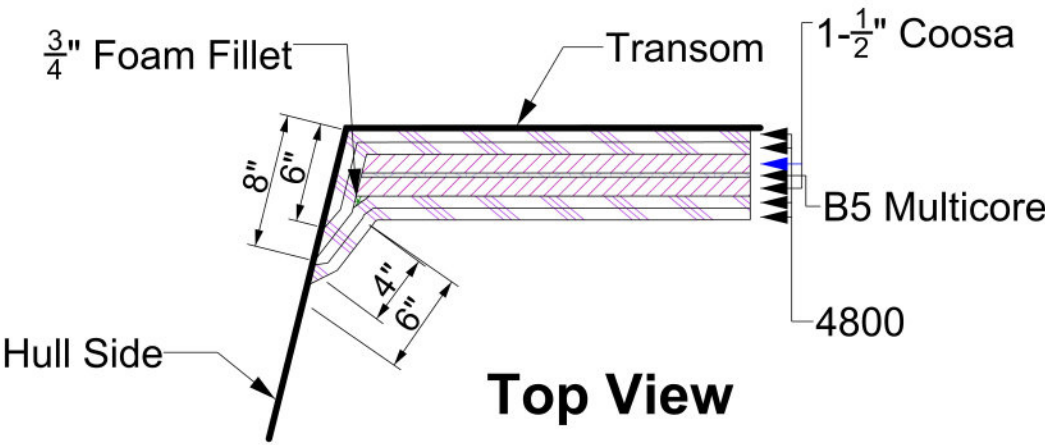
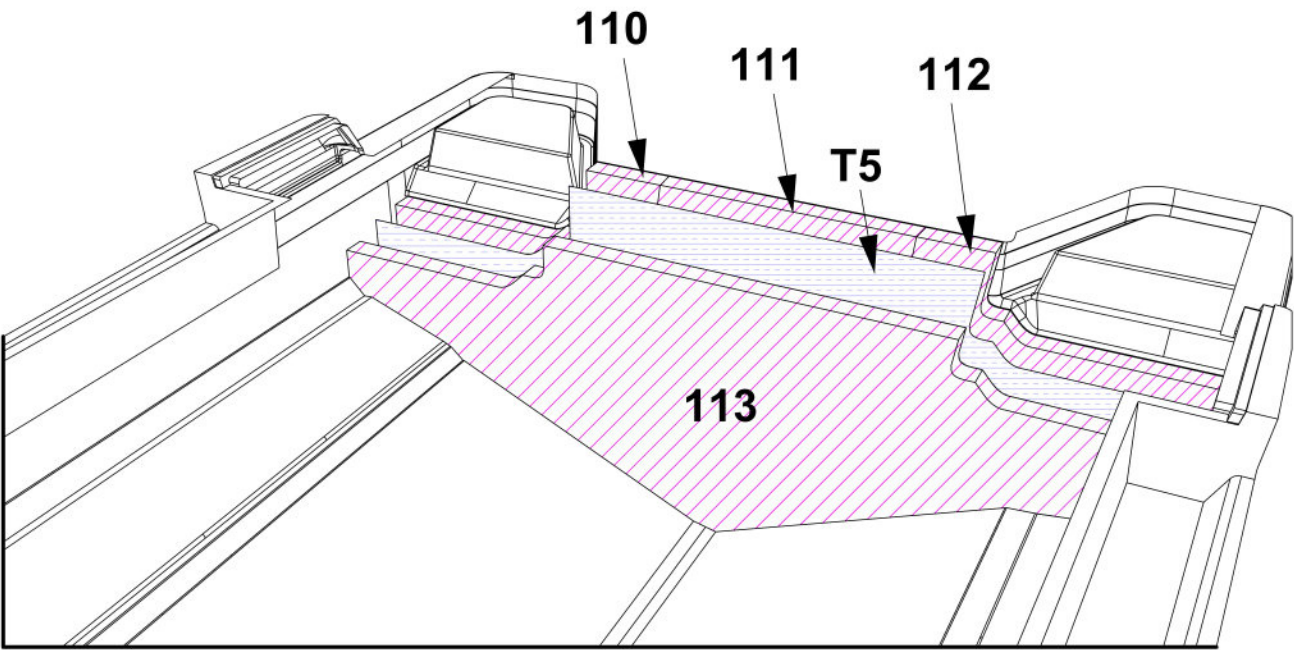
4800

1-1/2" Coosa

B5 Multicore



Overlap onto Side and Bottom:
T1: 6" T3: 4"
T2: 8" T4: 6"

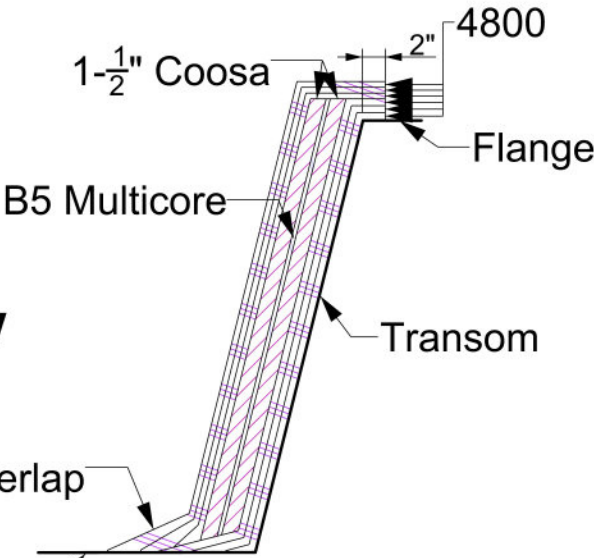


Top View

Section View

Staggered 2-1/2" Overlap

Hull Bottom



Step 13:
1-1/2" Coosa (LKK20A_110 - LKK20A_112)
1 Layer B5 Multicore (T5)
1-1/2" Coosa LKK20A_113

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01	UPDATED BOW THRUSTER LOCATION, Z-BRACE AND HULL SIDE FOAM	RW	SR	3/5/2026
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DRAWING TITLE: KK HULL LAMINATION SCHEDULE				
DATE: 3/5/2026	REVISION: -	PAGE: 10 OF 20		
DRAWN BY: RW	APPROVED BY: -	DWG. NO.: 11		

Lamination Schedule

Gel 20-25 mils
Skin 3oz

Swim Platform Pods

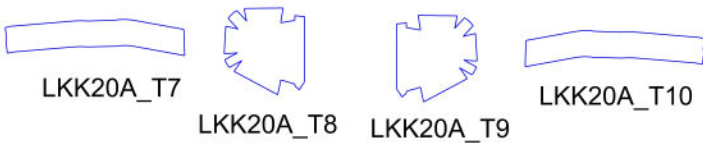
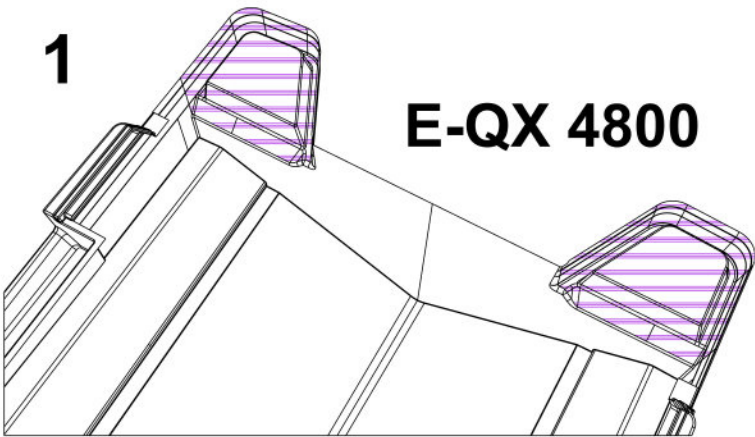
1 layer E-QX 4800
Trevira
1 layer E-QX 4800

Swim Platform

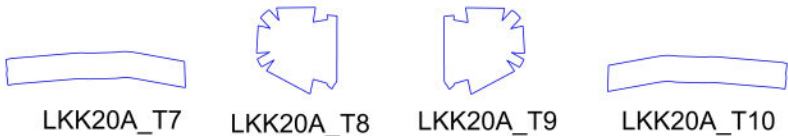
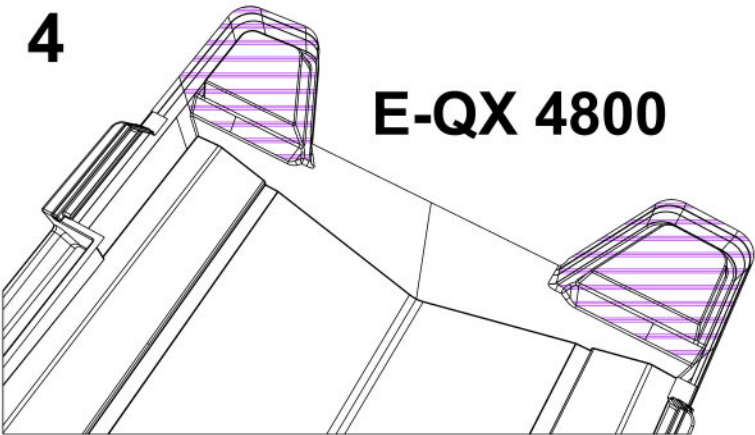
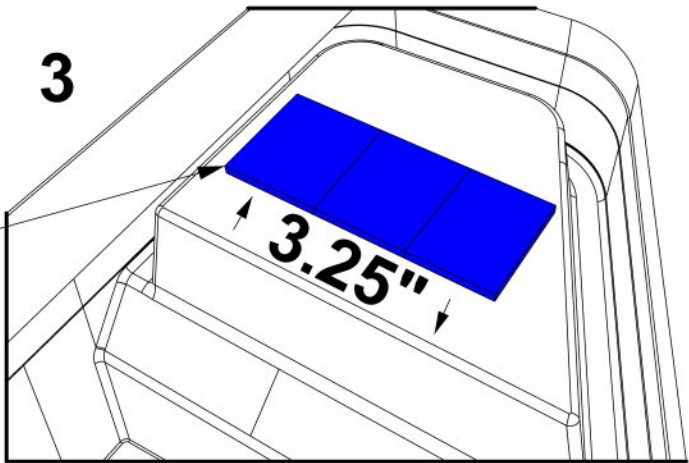
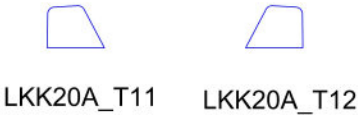
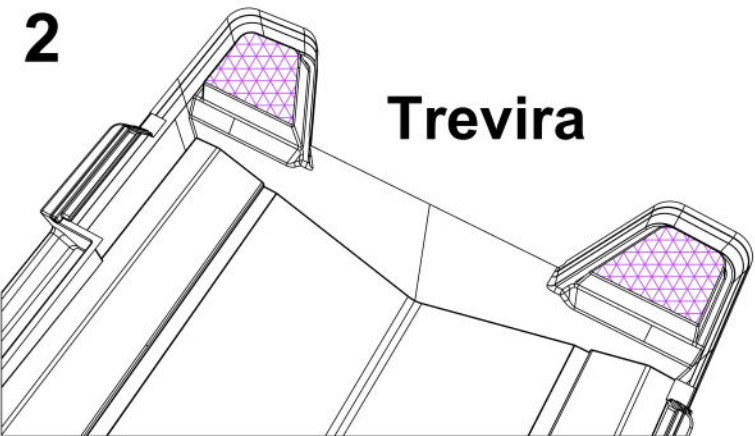
4800

Trevira

1/2" Aluminum



(5x7x1/2") (x3)
Aluminum Plates
STBD SIDE ONLY
P/N: 223222



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DRAWING TITLE: KK HULL LAMINATION SCHEDULE				
DATE: 3/5/2026	REVISION: -	PAGE: 11 OF 20		
DRAWN BY: RW	APPROVED BY: -	DWG. NO.: 11		

Z Brace

Carbon Fiber

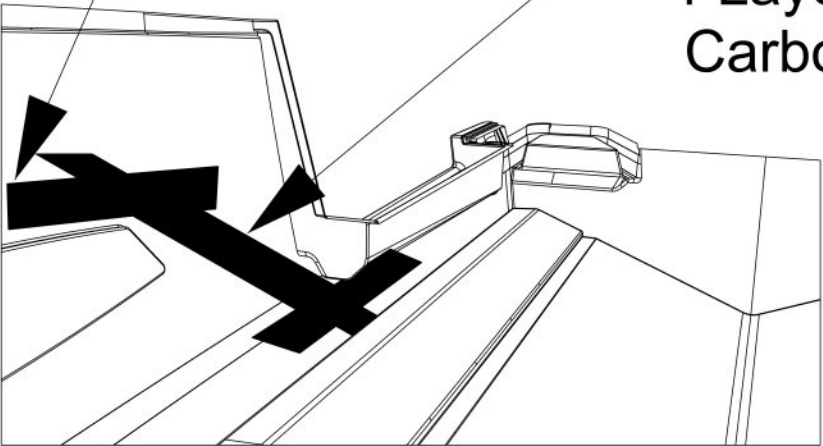


2408

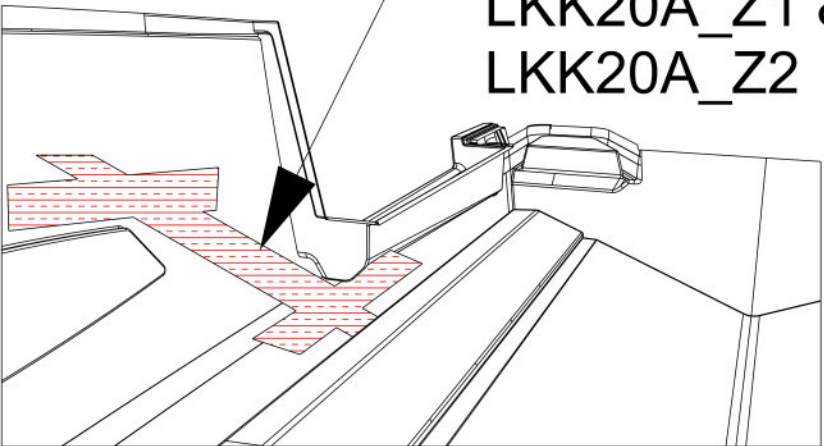


Place edge at fiberglass radius tangent of window insert

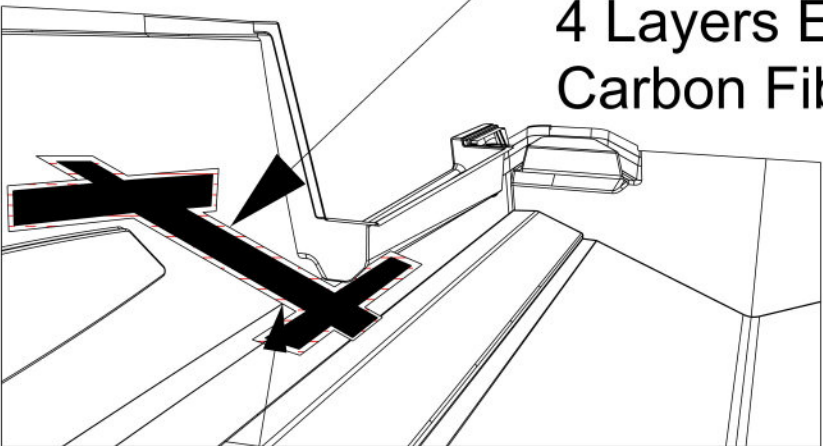
Step 1:
4 Layers Each
Carbon Fiber



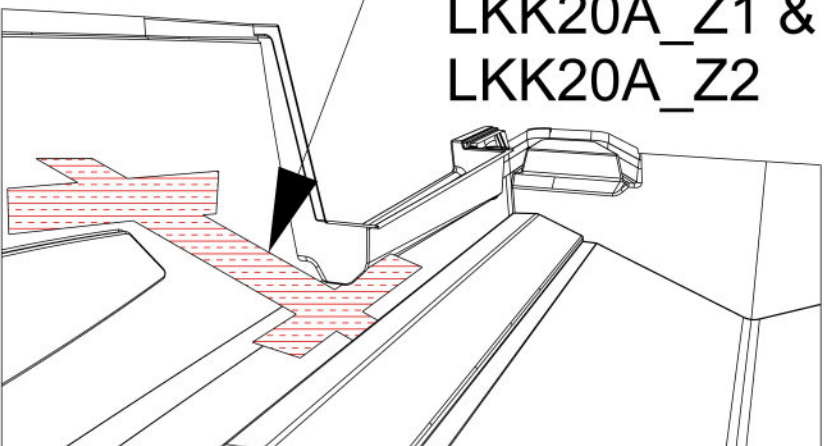
Step 2:
1 Layer 4800
LKK20A_Z1 &
LKK20A_Z2



Step 3:
4 Layers Each
Carbon Fiber



Step 4:
1 Layer 4800
LKK20A_Z1 &
LKK20A_Z2



4800 Z BRACE

PORT

STBD

QTY 8

LKK20A_Z1

LKK20A_Z1

QTY 4

LKK20A_Z2

LKK20A_Z2

Carbon Fiber

11.37

32 per

21.12

16 per

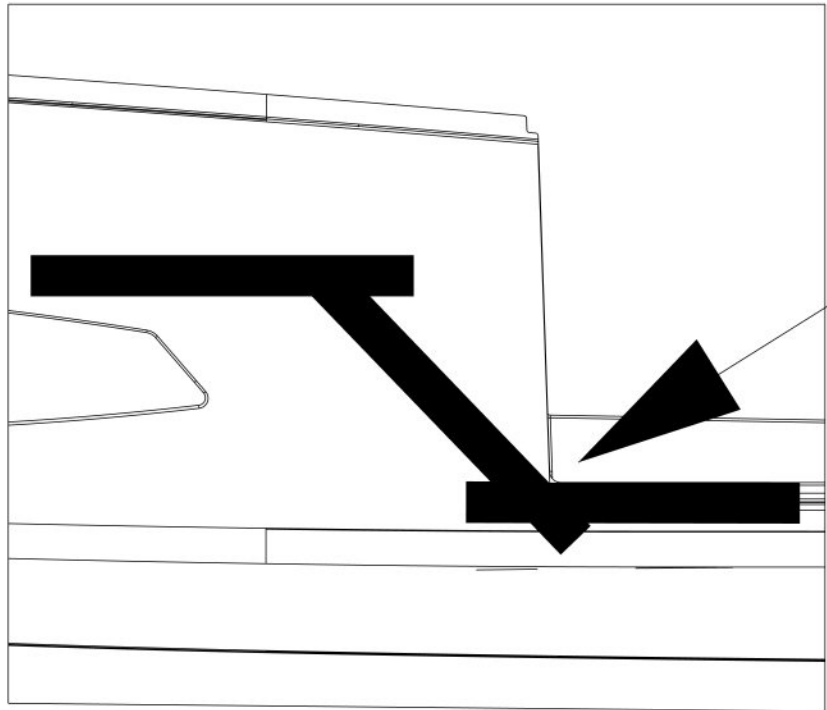


Located at corner
of hull insert

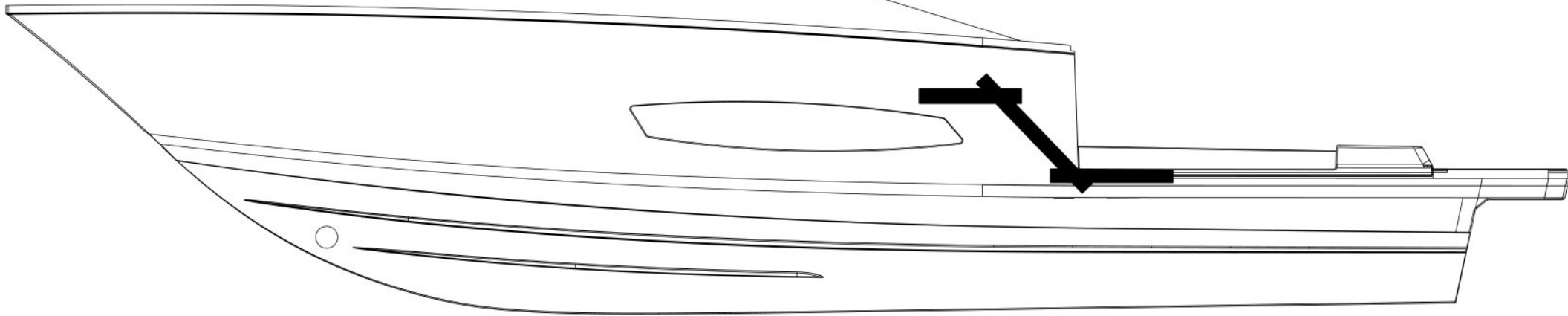
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DRAWING TITLE: KK HULL LAMINATION SCHEDULE				
DATE: 3/5/2026	REVISION: -	PAGE: 12 OF 20		
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Z Brace



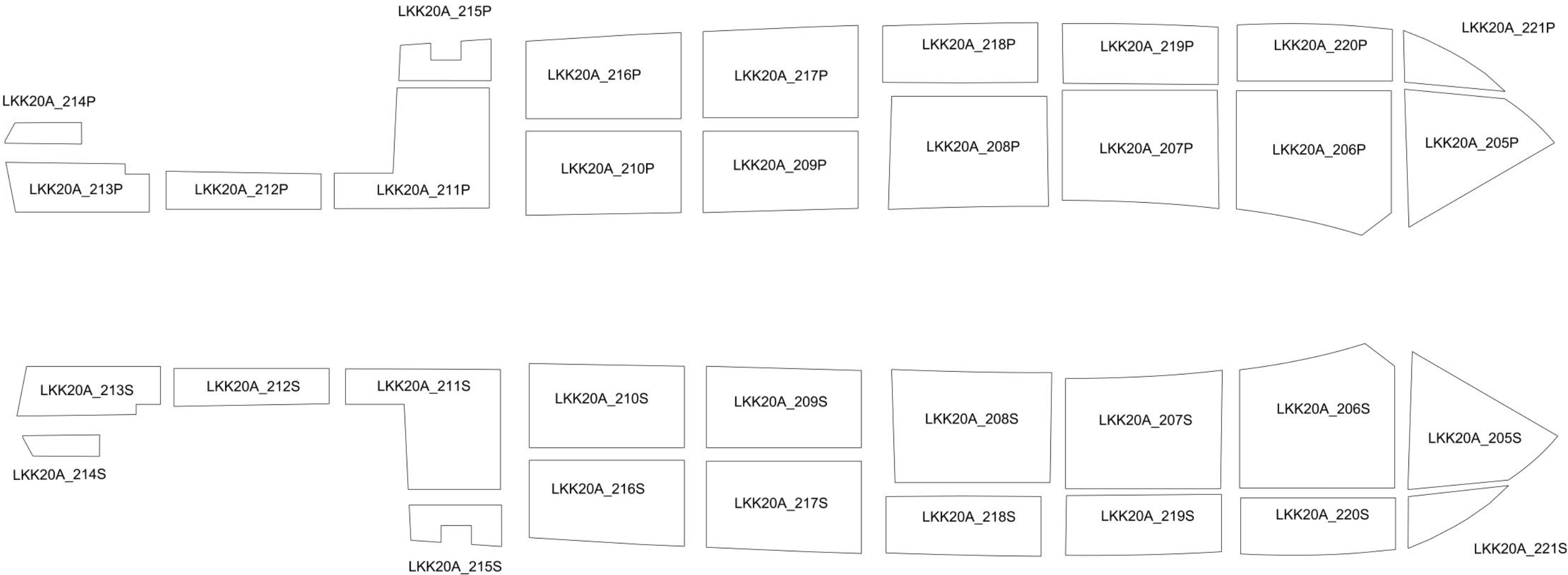
Located at corner
of the hull insert



01	UPDATED BOW THRUSTER LOCATION, Z-BRACE AND HULL SIDE FOAM				RW	SR 3/5/2026
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DRAWING TITLE: KK HULL LAMINATION SCHEDULE						
DATE: 3/5/2026		REVISION: 01		PAGE: 13 OF 20		
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Hull Side 3/8" Gurit I-80 foam (NO WINDOW OPTION)

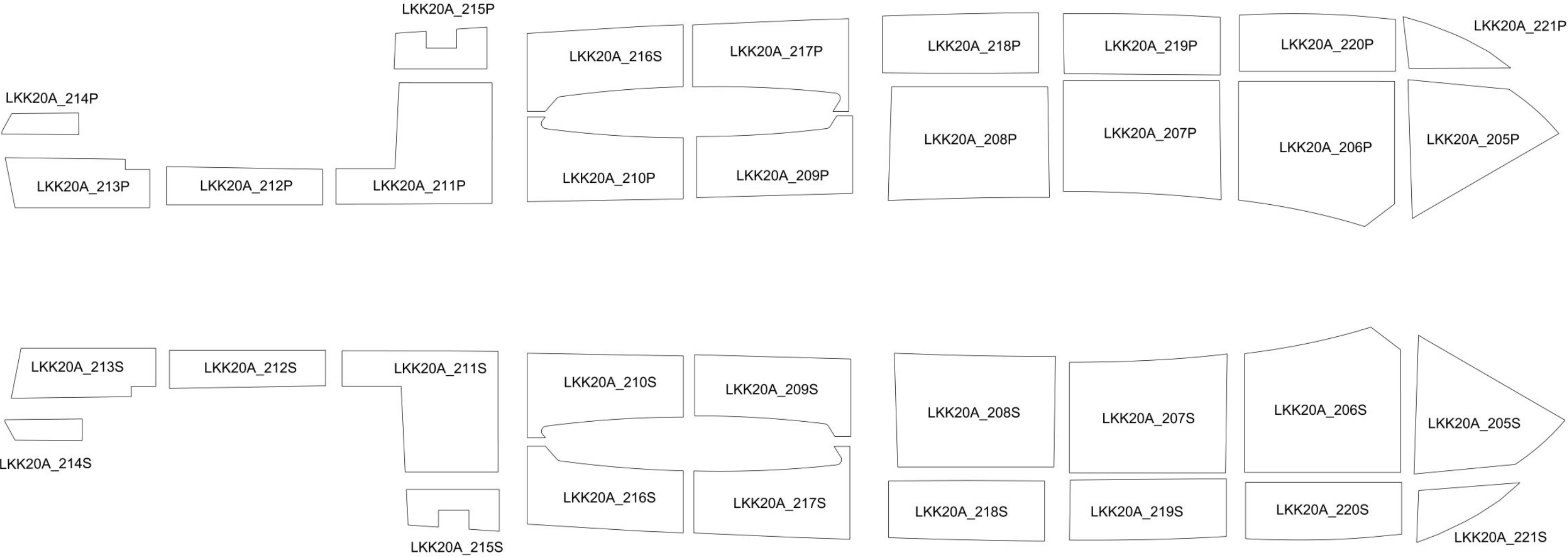


NOT TO SCALE

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DRAWING TITLE:			
KK HULL LAMINATION SCHEDULE			
DATE: 3/5/2026	REVISION: -	PAGE: 14 OF 20	
DRAWN BY: RW	APPROVED BY: -	DWG. NO.: 11	

Hull Side 3/8" Gurit I-80 foam (WINDOW OPTION)

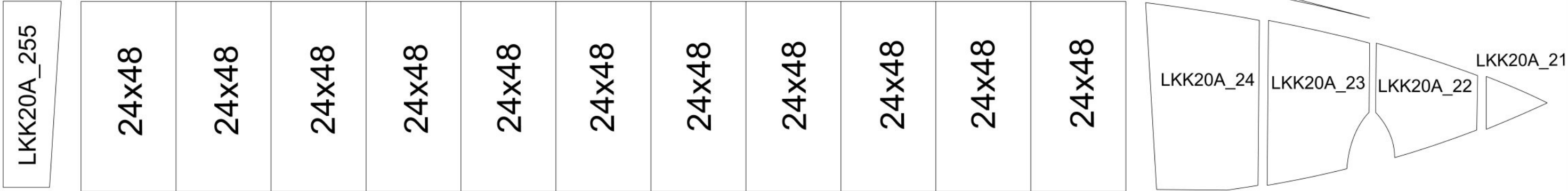


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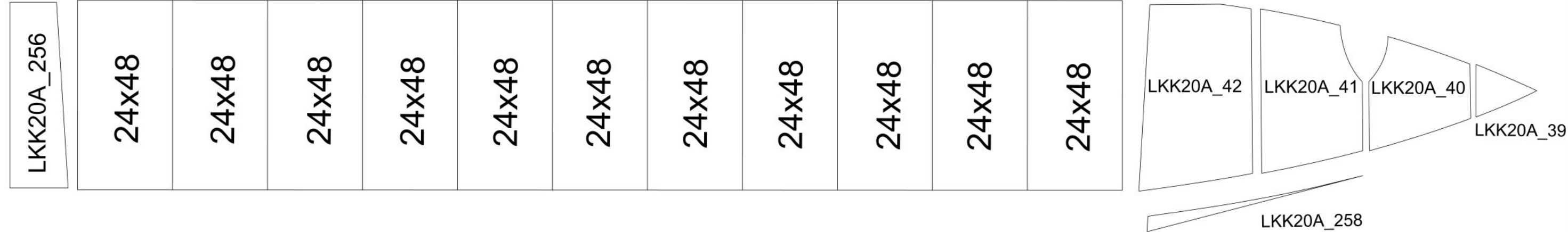
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01		UPDATED BOW THRUSTER LOCATION, Z-BRACE AND HULL SIDE FOAM		RW	SR	3/5/2026
		REGAL MARINE INDUSTRIES				
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DRAWING TITLE:						
KK HULL LAMINATION SCHEDULE						
DATE:		REVISION:		PAGE:		
3/5/2026		-		15 OF 20		
DRAWN BY:		APPROVED BY:		DWG. NO.:		
RW		-		11		

Hull Bottom 3/4" Balsa



22 UNCUT SHEETS OF Balsa NEEDED TO COMPLETE BOTTOM



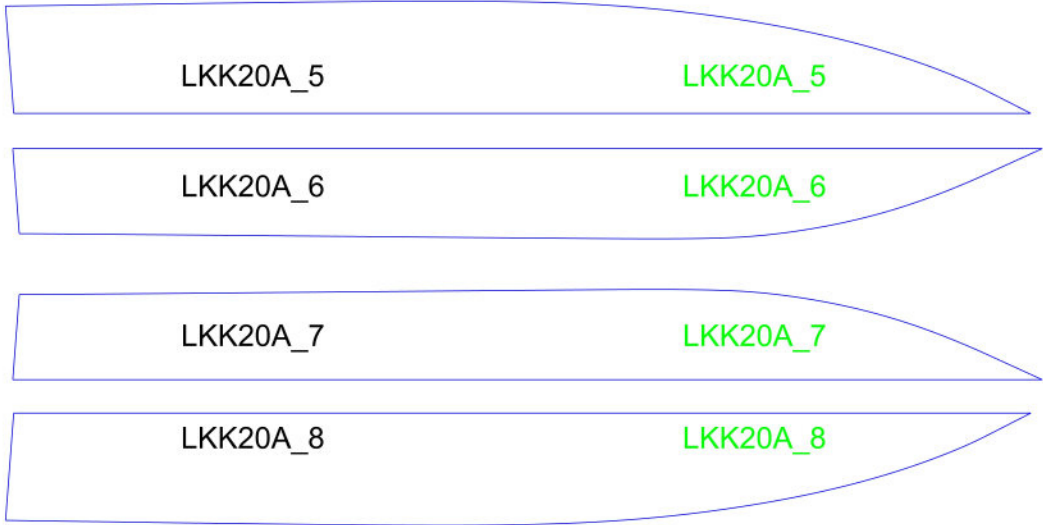
NOT TO SCALE

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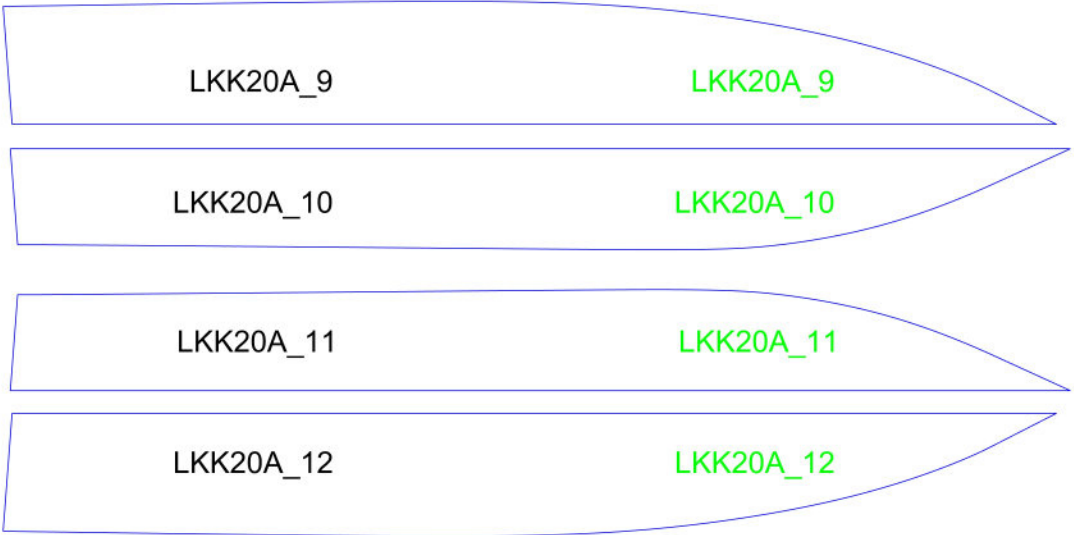
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DATE: 2/20/2026	REVISION: -	PAGE: 16 OF 20		
DRAWN BY: RW	APPROVED BY: -	DWG. NO.: 11		

BOTTOM

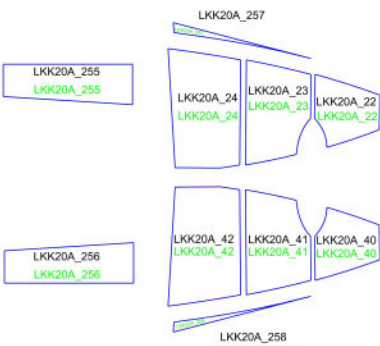
4800 layer 1



4800 layer 2



3/4" Balsa
+22 full sheets

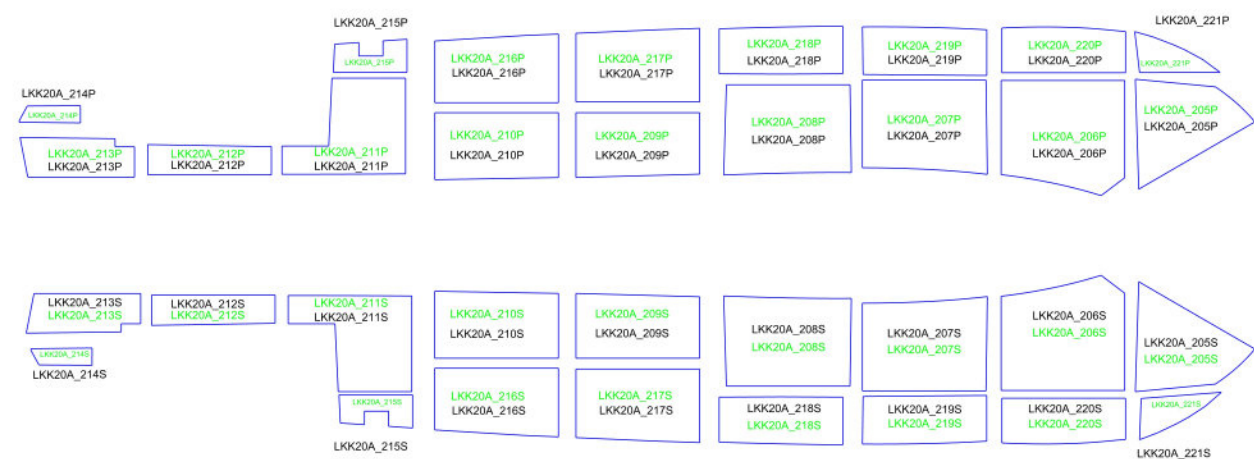


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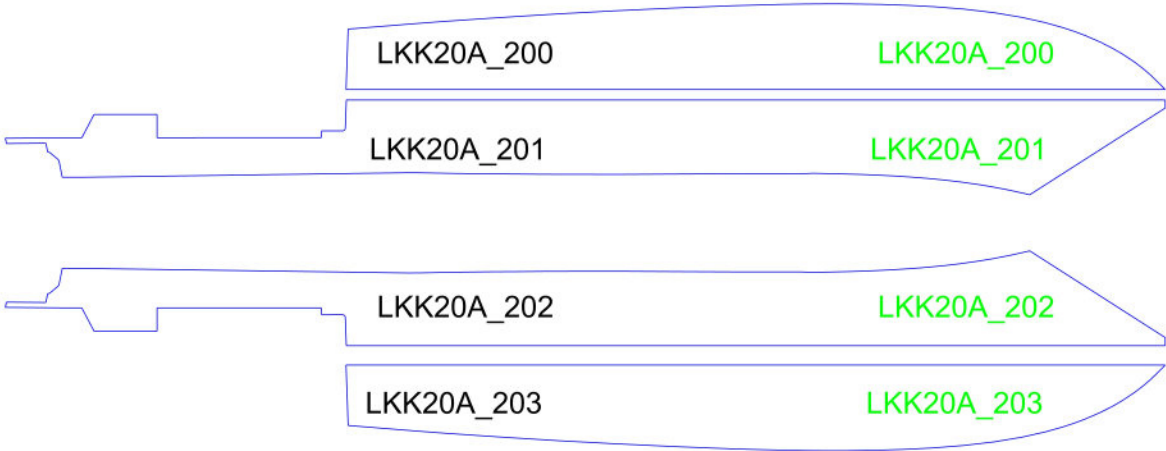
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DATE: 3/5/2026	REVISION: -	PAGE: 17 OF 20	
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SIDE

NO WINDOW OPT
3/8" FOAM



SORIC



Z Brace

4800 Z BRACE

Carbon Fiber

PORT

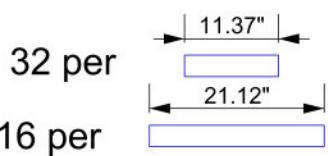
STBD

QTY 8

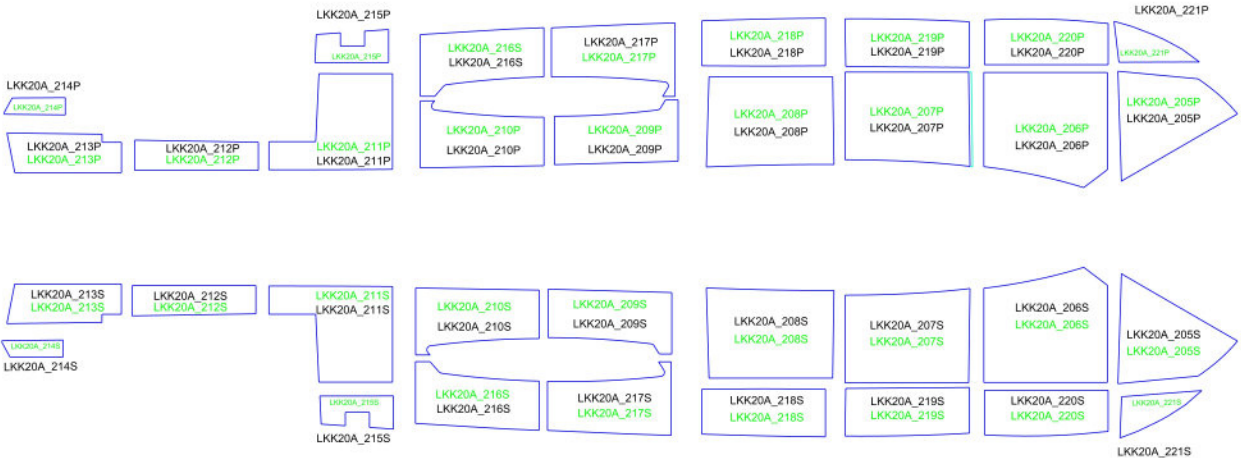
LKK20A_Z1
LKK20A_Z1

QTY 4

LKK20A_Z2
LKK20A_Z2



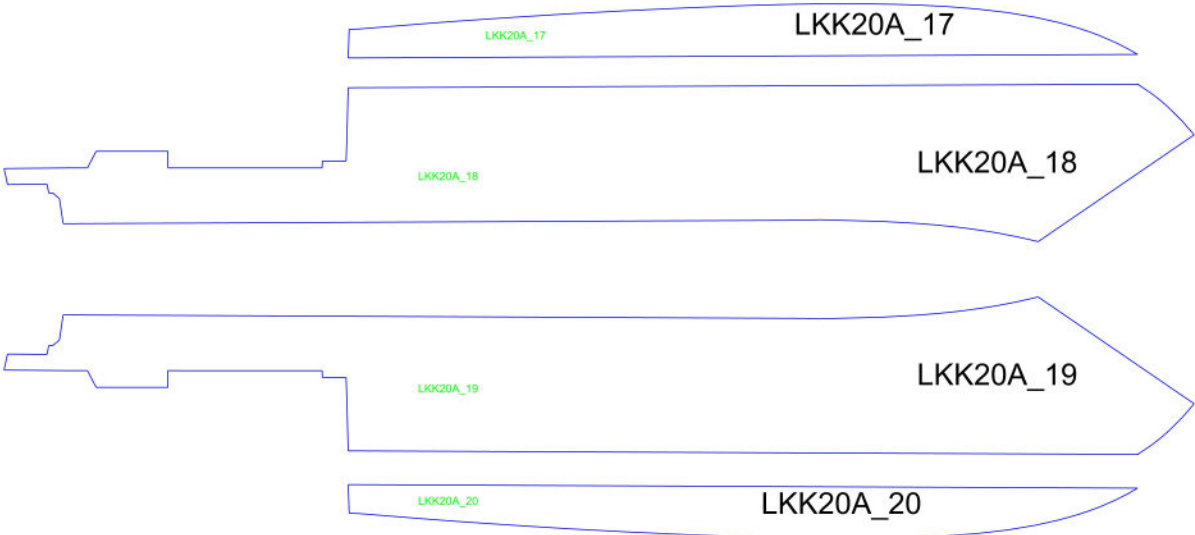
3/8" FOAM



01	UPDATED BOW THRUSTER LOCATION, Z-BRACE AND HULL SIDE FOAM	RW	SR 3/5/2026
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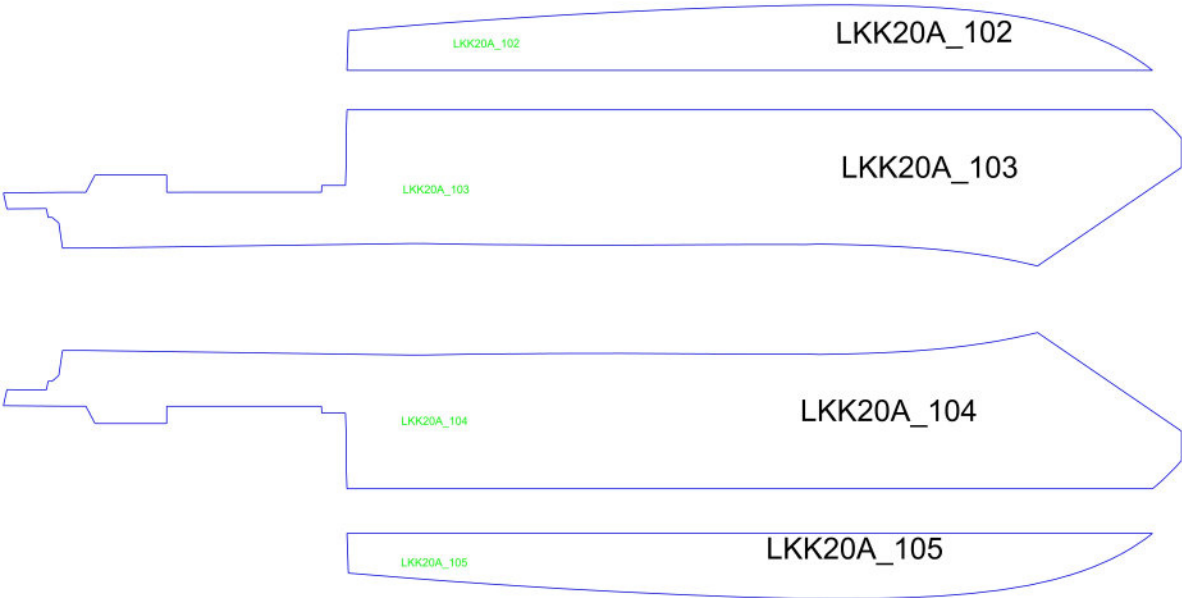
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4800 layer 1

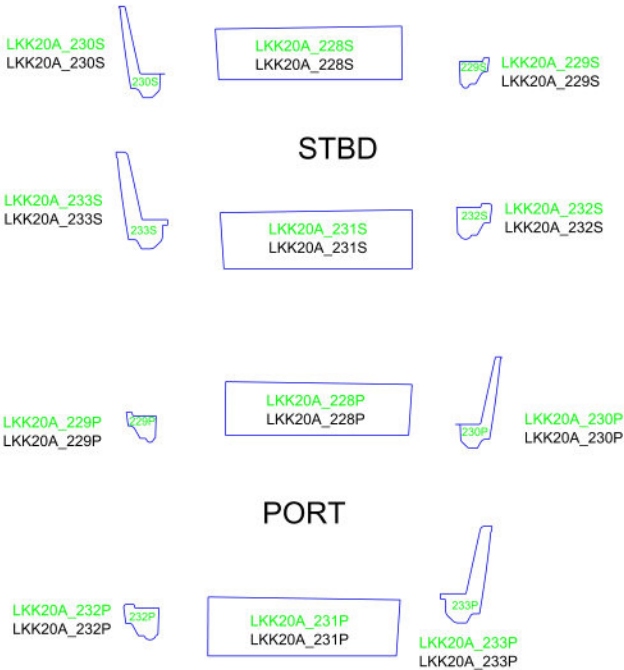


SIDE

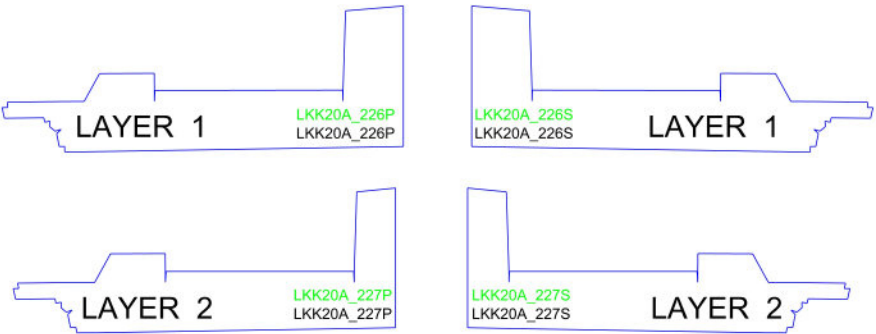
4800 layer 2



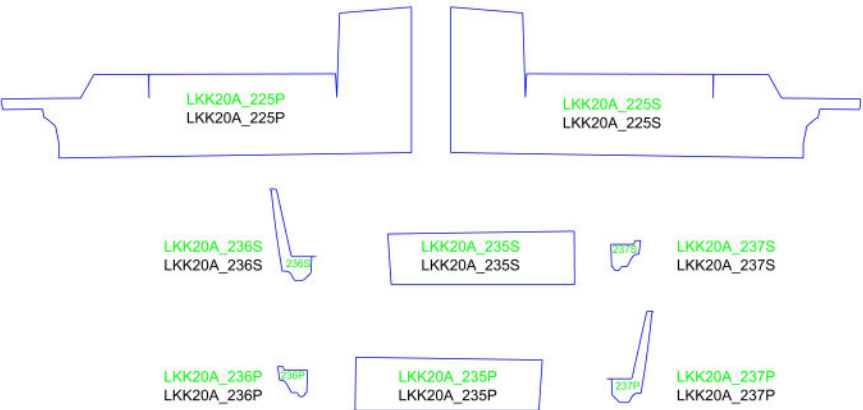
INSERT 2415



INSERT 4800



INSERT 1708 HULLSIDE



1.5oz mat

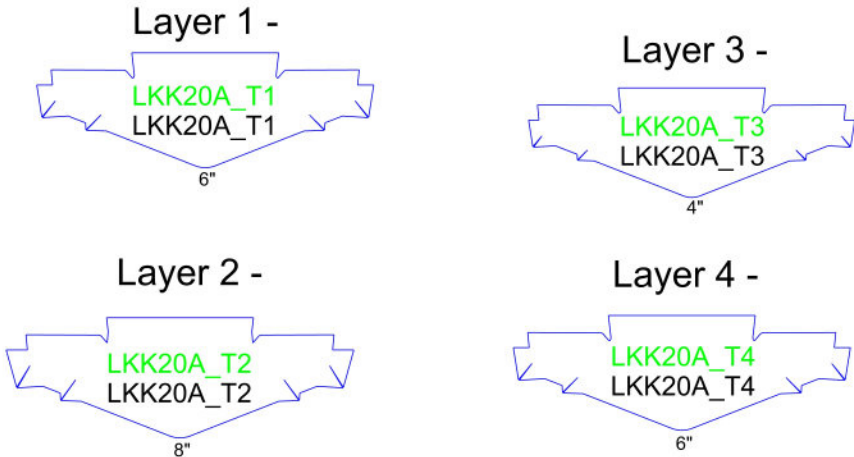
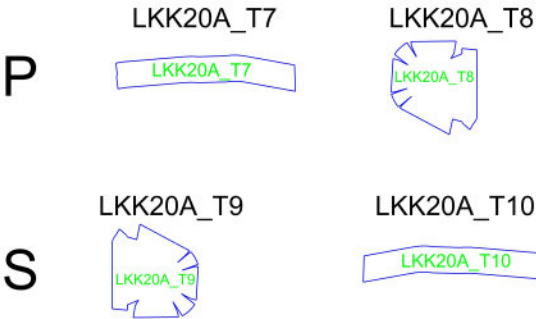


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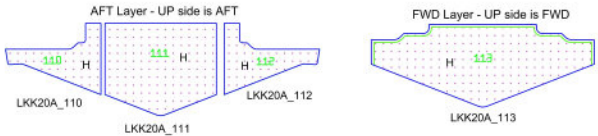
01	UPDATED BOW THRUSTER LOCATION, Z-BRACE AND HULL SIDE FOAM	RW	SR	3/5/2026
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DRAWING TITLE: KK HULL LAMINATION SCHEDULE				
DATE:	3/5/2026	REVISION:	-	PAGE: 19 OF 20
DRAWN BY:	RW	APPROVED BY:	-	DWG. NO.: 11

TRANSOM / SWIM PLATFORM

4800
2 per



1 1/2 Coosa



Trevira

1708



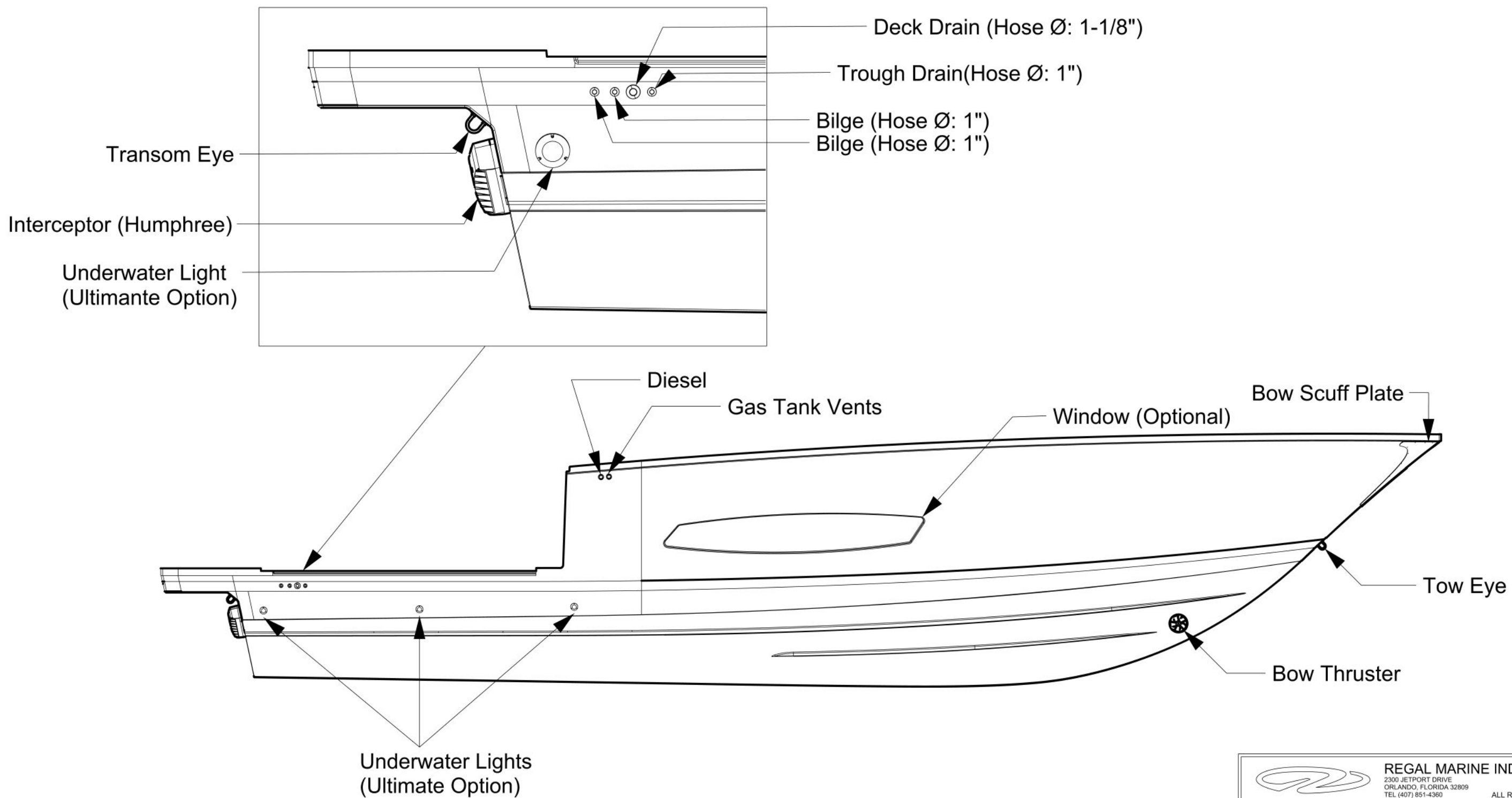
B5 Multicore



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DRAWING TITLE: KK HULL LAMINATION SCHEDULE				
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SDI (KK) Hull Hardware
Starboard View



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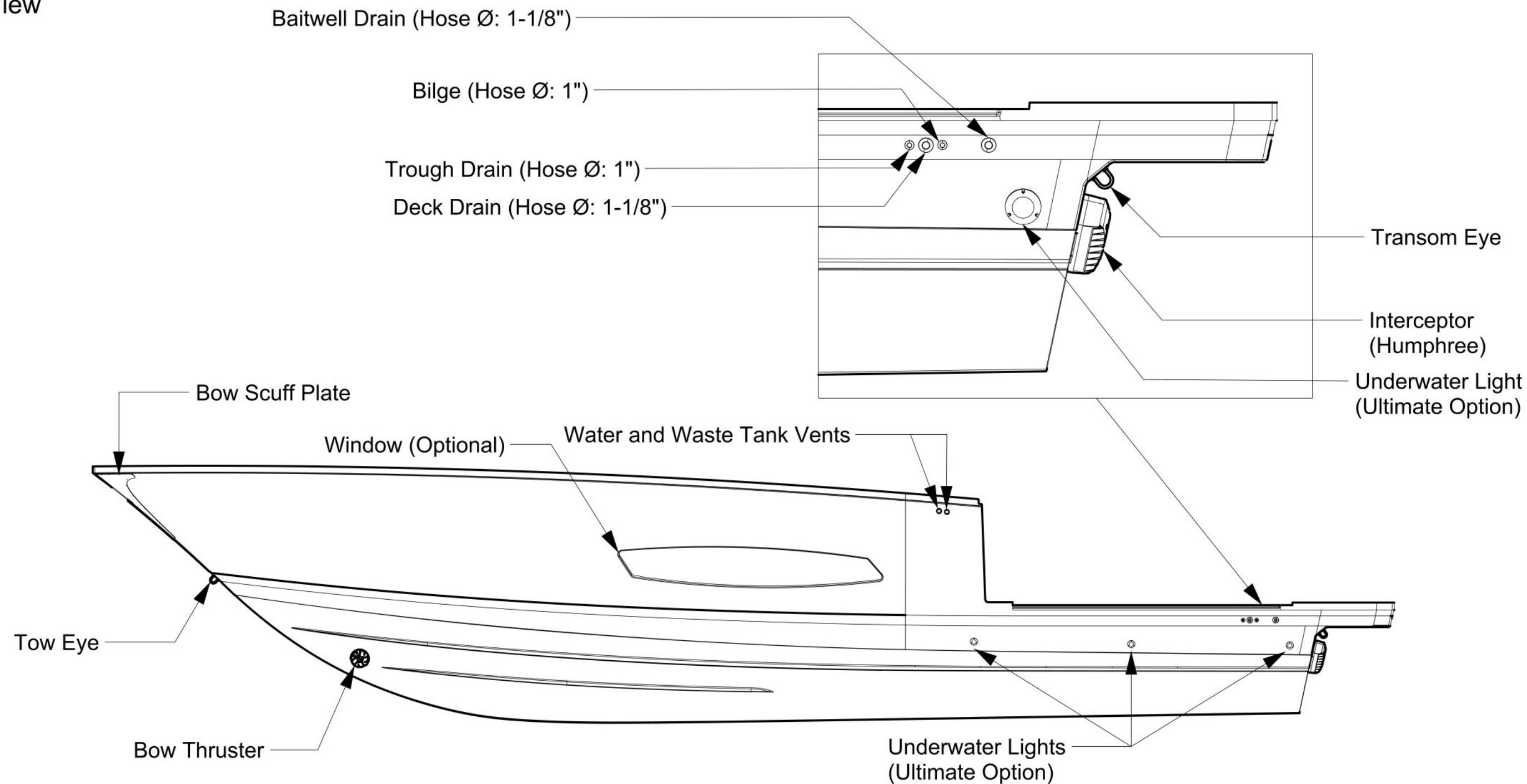


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DRAWING TITLE:
SDI (KK) Hull Hardware

DATE: 2/16/2026	REVISION: -	PAGE: 1 OF 4
DRAWN BY: APM/LG	APPROVED BY: -	DWG. NO.: 12

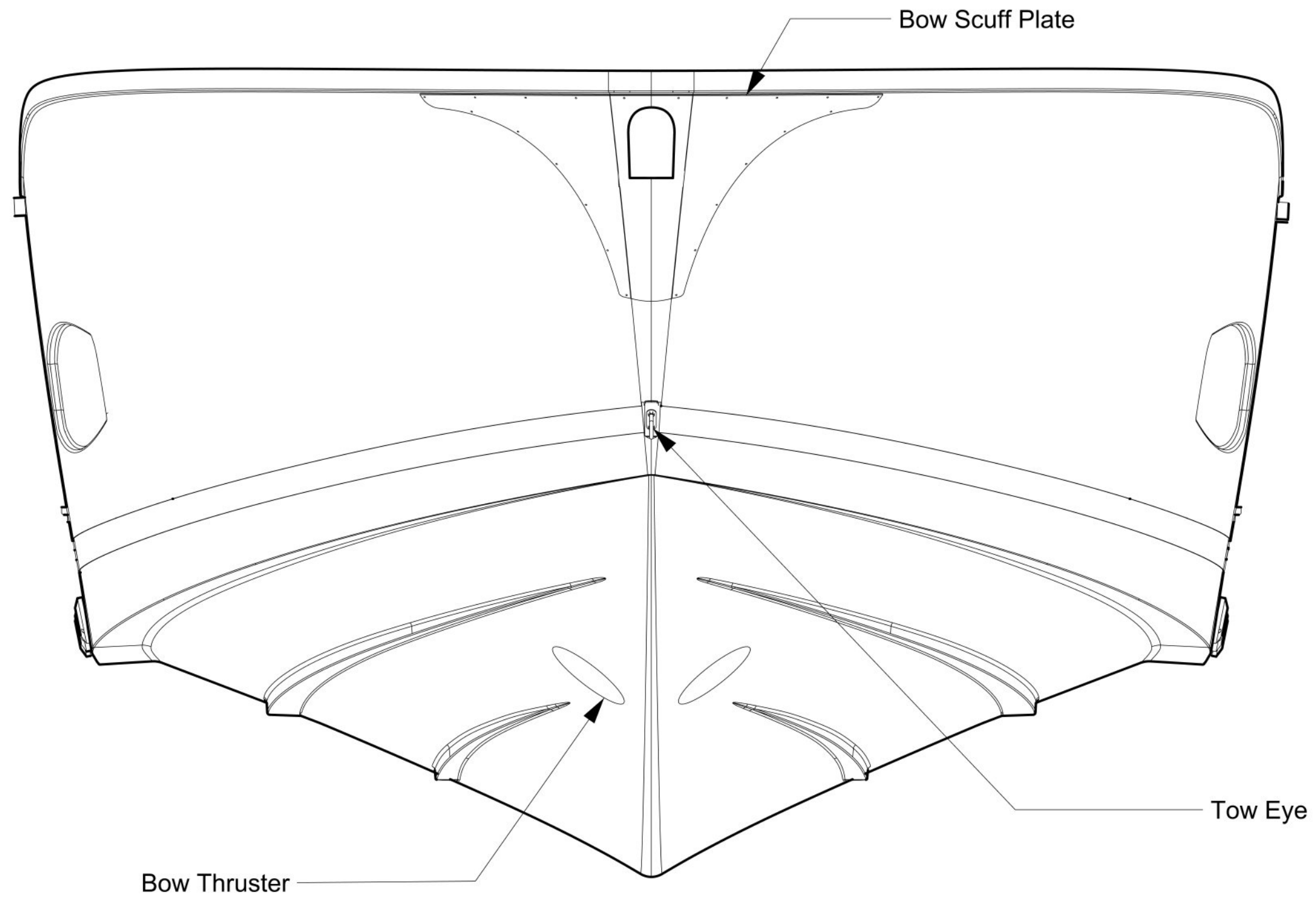
SDI (KK) Hull Hardware
Port View



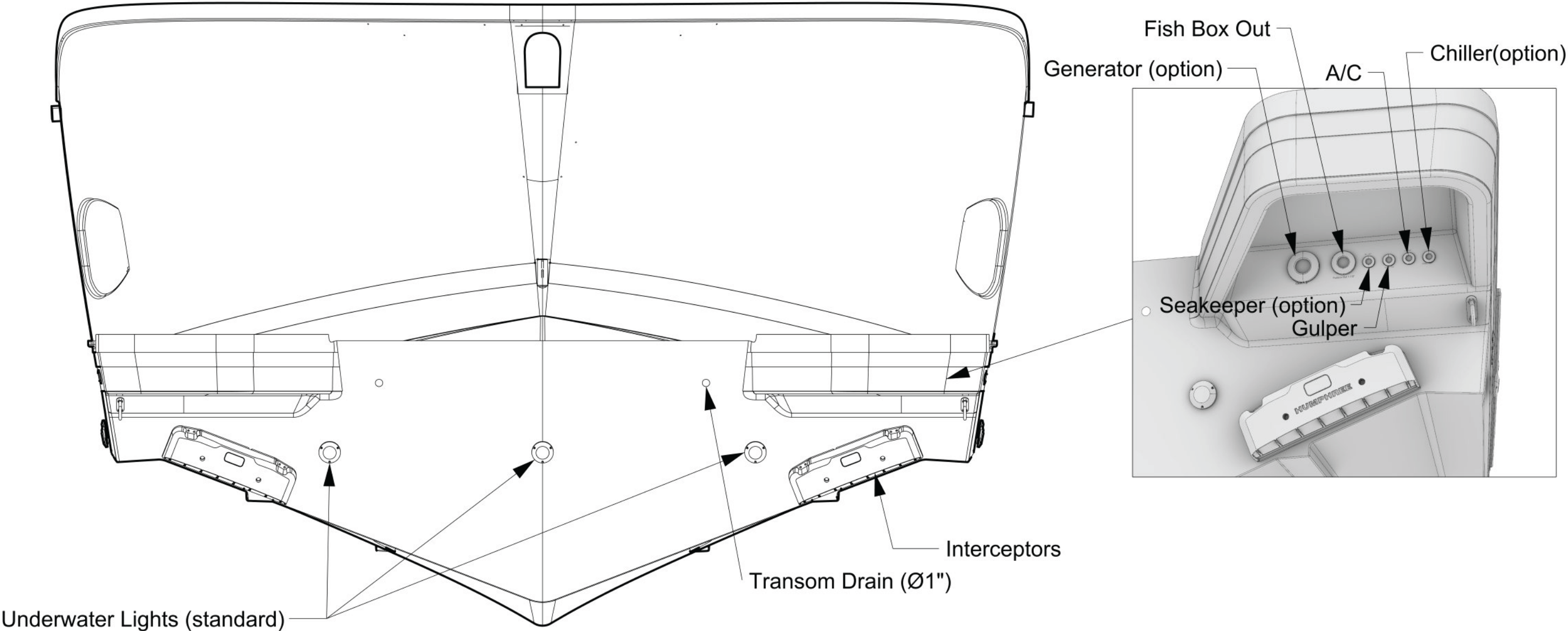
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DRAWING TITLE: SDI (KK) Hull Hardware		
DATE: 2/16/2026	REVISION: -	PAGE: 2 OF 4
DRAWN BY: APM/LG	APPROVED BY: -	DWG. NO.: 12

SDI (KK) Hull Hardware
Bow View



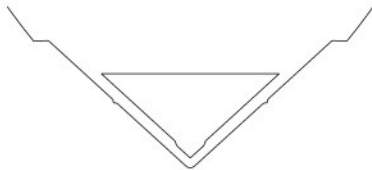
SDI (KK) Hull Hardware
Stern View



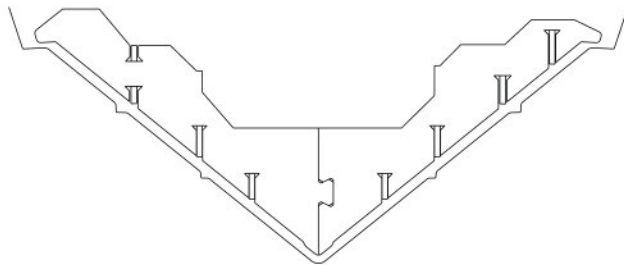
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		REGAL MARINE INDUSTRIES 2300 JETPORT DRIVE ORLANDO, FLORIDA 32809 TEL (407) 851-4360		
		ALL RIGHTS RESERVED		
DRAWING TITLE:				
SD1 (KK) Hull Hardware				
DATE: 2/16/2026	REVISION: -	PAGE: 4 OF 4		
DRAWN BY: APM/LG	APPROVED BY: -	DWG. NO.: 12		

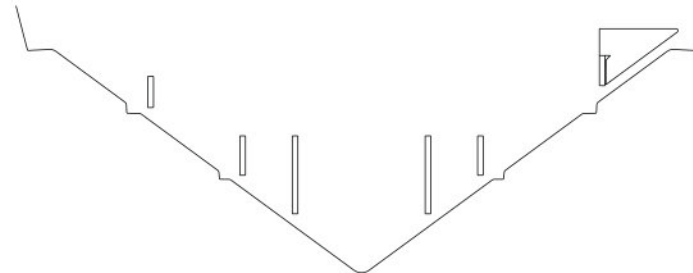
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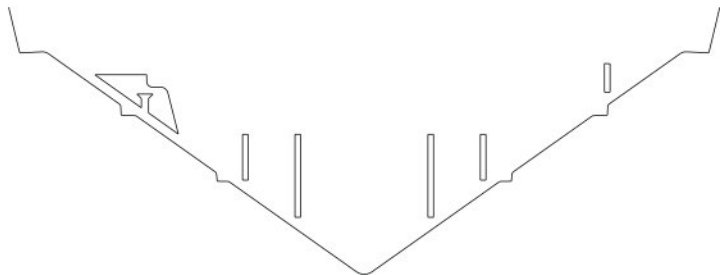
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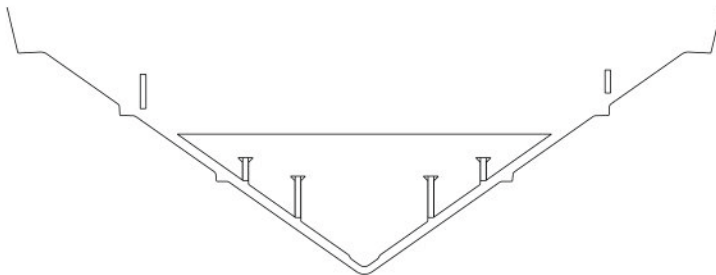
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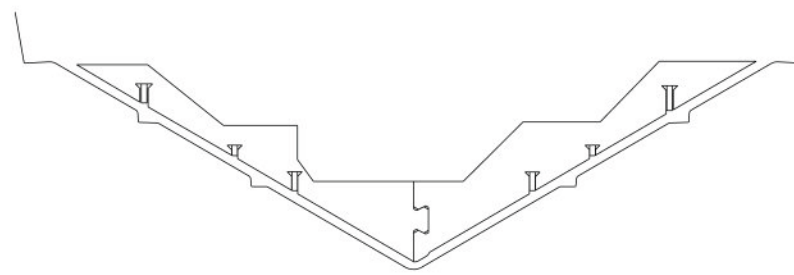
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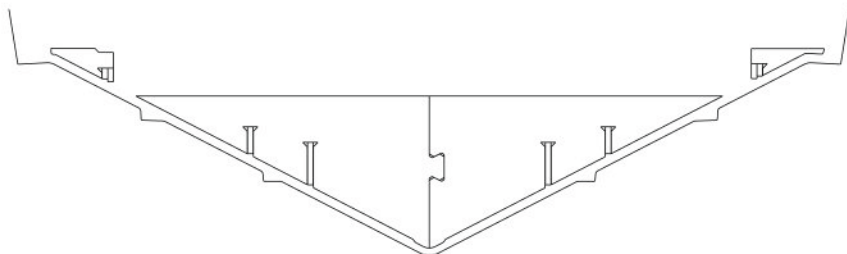
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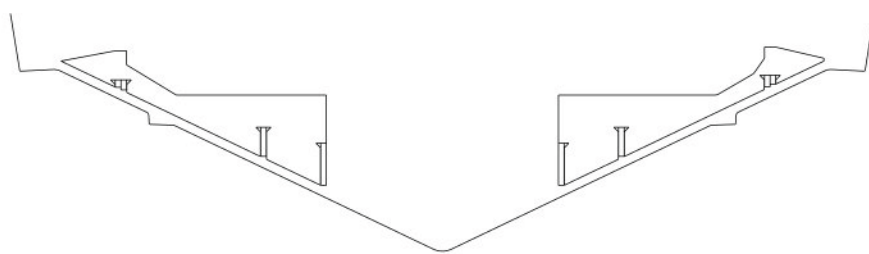
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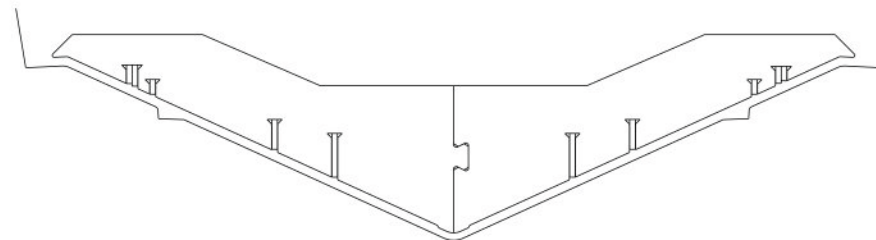
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H



I

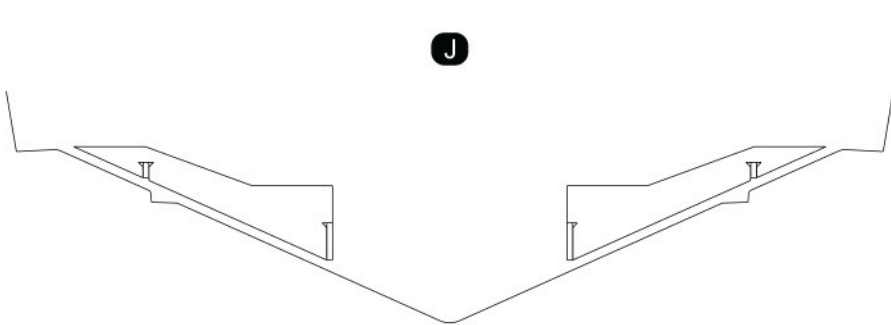


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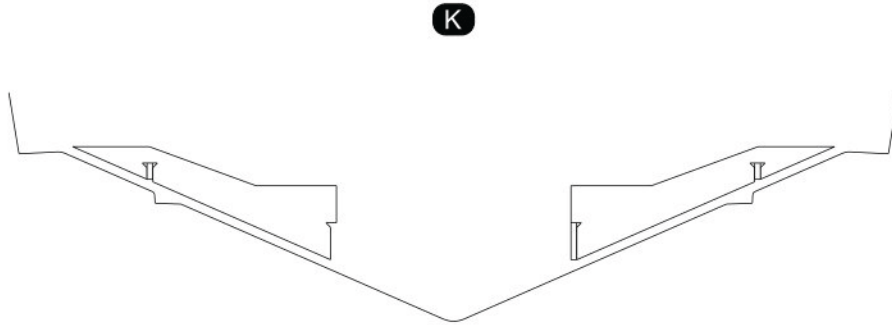
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DATE: 3/16/2026	REVISION: -	PAGE: 1 of 2
DRAWN BY: APM/LG	APPROVED BY: -	DWG. NO.: 13

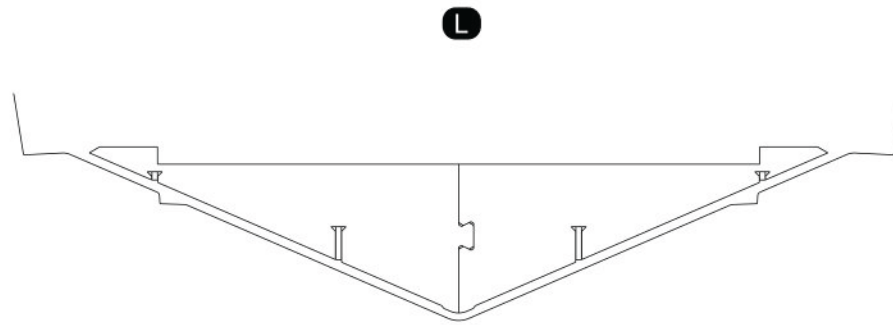
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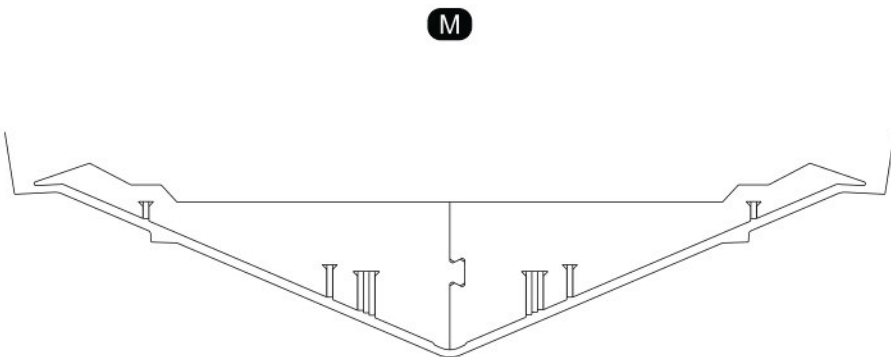
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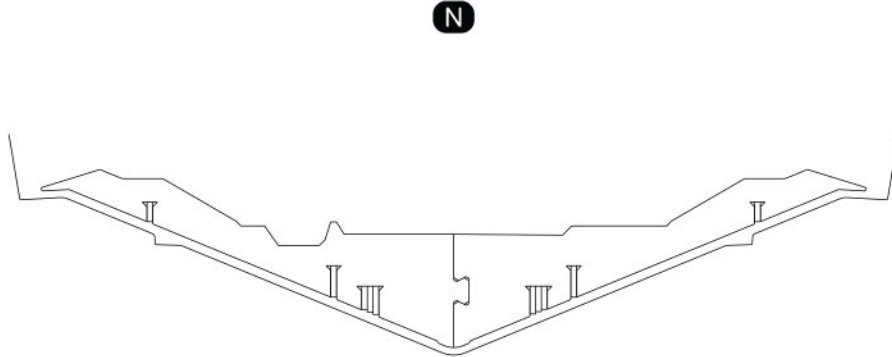
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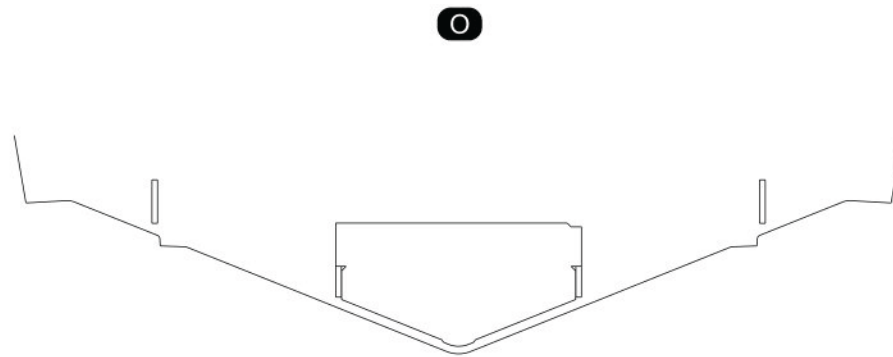
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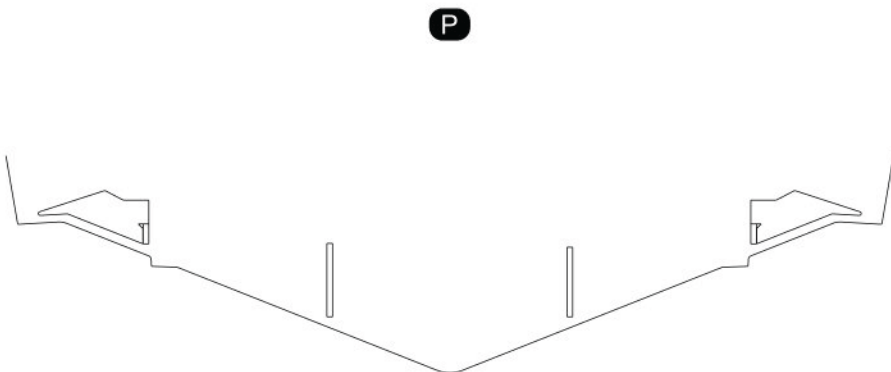
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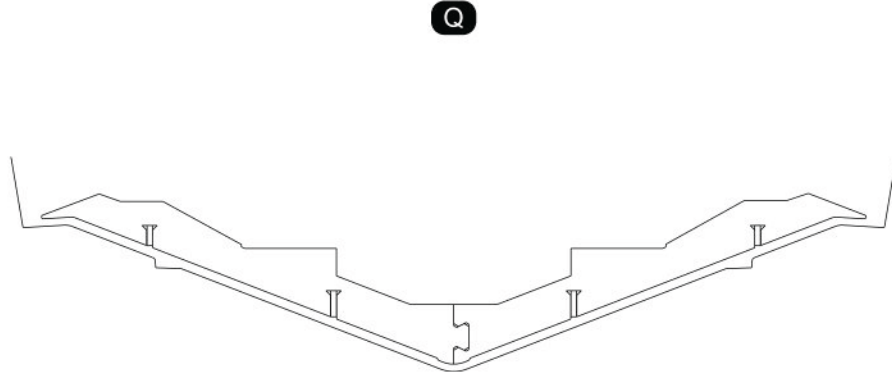
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O



P



Q

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DRAWING TITLE:
SDI (KK) Scantling Cross Sections

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Index

A

AC Generator - 128
AC Main Distribution Panel (MDP) - 111, 134
Acrylic Care - 178
Air Conditioning - 111, 171
Anchor Locker - 105
Anchor Windlass - 105, 149
Audio System - 100
Auto-Transfer Box - 130

B

Baitwell - 148, 169
Battery Activation Panel - 82, 127
Battery Locations - 127
Battery Management Box - 136
Bilge Pumps - 144, 169
Boarding Steps - 72
Bow SunShade - 107
Bow Thruster - 98, 112, 146
Breaker Reset - 154
Breakers - 133

C

Cabin Door - 108, 111, 149
Canvas Care - 180
Carbon Monoxide (CO) - 37, 117, 174
Chartplotters - 141
Chiller Tubs - 149
Clear Vinyl Windows (Isinglass) Care - 181
Cockpit Table - 72
Cockpit TV - 80
Convertible Transom Seat Option - 67
Cooling (Engine) - 122

D

DC Batteries - 127
Deep Drop Outlets - 77
Deployable Transom Ladder - 64
Digital Switching System (DSS) - 144
Dive Door - 68
DSS: Backend Menu - 152
DSS: Cabin - 151
DSS: Deck - 147
DSS: Hardtop - 150
DSS: Troubleshooting - 155

E

EGIS Modules - 138
ELCI - 71, 132
Empirbus - 139
Engine Flush - 145

F

Fender Clips - 66
Fiberglass Care - 179
Fire Suppression (Auto and Manual) - 172
Fishbox - 69, 148
Flooring Care - 183
Freshwater Activation - 145, 149
Freshwater Pump And Strainer - 157
Freshwater Sanitization - 164, 187
Freshwater Sink - 74
Freshwater Tank - 156
Fuses - 136

G

Garmin WDUV2 - 154
Gas Vapor Detection - 172
Gel Coat Care - 179
Generator (AC) - 128
GFCI - 71, 135
Grills - 74
Gunwale Washdowns - 77

H

Head - 113, 160
Helm Breaker Panel - 102, 133
Helm Seats - 76
High-Gloss (HG) Acrylic - 178
High Water Alarm - 175
Hull Bottom Care - 184

I

Interior Fabrics and Textiles Care - 182
Isinglass (Clear Vinyl) Care - 181

K

Kill Switch - 86, 95
KVH Satellite - 153

L

Lazarette Compartment Lighting - 151
Lazarette Compartment Hatch - 70, 148

M

Mezzanine - 69
Metal Care - 185
Mercury Helm Layout - 92
Mid-Berth - 115

N

Navigation Lights - 59, 150
NMEA 2000 Network - 154

O

Optional Table - 72
Outriggers - 81
Overboard Discharge - 145, 163, 166

P

PowerPlatform - 66, 148
PowerShade - 80, 150
Propellers - 123

R

Raw Water Activation - 149
Raw Water Manifold - 167
Refrigerator - 75
Refreshment Island - 73
RGBW Lighting - 149, 152

S

Sacrificial Anodes - 176
Sanitizing - 164, 187
Seacocks - 166
Seakeeper - 143, 168
Shore Power - 65, 131
Shore Water - 65, 158
Shower - 113, 159
Solid Surface Acrylic - 178
Starlink - 153
Stern Anchor - 65
Storage Care - 186

T

Terrace Doors - 68, 148
Toilet Controls - 114, 160
Transom Doors - 63
Transom Washdown - 65, 165
Trim Tabs - 101

U

Upholstery Care - 182

V

VHF Radio - 49, 99
Vinyl Upholstery Care - 182

W

Washdowns - 165
Waste Tank - 161
Water Heater - 157
Wind Deflectors - 78
Windshield Wiper - 146
Winterization - 186

Y

Yamaha Helm Layout - 83