

REGAL GENERAL VESSEL INFORMATION MANUAL



APRIL 2022 REVISION

Notes

FUEL SYSTEMS

Boats manufactured for use in California for model year 2018 and after must meet the California EVAP Emissions regulation for spark-ignition marine watercraft. Boats meeting this requirement display a trailerable or non-trailerable label 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.

Typical Helm CARB Label-Trailerable Models

EMISSIONS CONTROL SYSTEM INFORMATION
MEETS U.S. EPA EVAP STANDARDS USING CERTIFIED
COMPONENTS AND MEETS 2020 MY CALIFORNIA EVAP
EMISSIONS REGULATIONS FOR SPARK-IGNITION
MARINE WATERCRAFT

MANUFACTURER: REGAL MARINE INDUSTRIES, INC.
MODEL:

CALIFORNIA EVAP FAMILY: LRMIPVSSL001
EMISSION CONTROL SYSTEM: CM

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.

OWNER'S MANUAL RESPONSIBILITIES

- As the spark-ignition marine watercraft owner, you are responsible for the performance of the required maintenance listed in your 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 of 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.

Introduction

Boating is becoming more popular each year. There are numerous types of recreational vessels on our waterways today involved in a growing number of activities. Therefore, as a Regal boat owner, it is of the highest priority to learn about general boating practices before operating your vessel.

Your Regal dealer will answer any questions and provide valuable “hands-on” information during the completion of the new boat delivery process. In addition, your dealer has received special factory training on the product line and his services should be employed to solve any technical problems and periodic maintenance beyond the scope of this manual. Your Regal dealer carries a line of factory-approved parts and accessories.

Your Regal dealer can provide information regarding national training organizations such as the U.S. Power Squadron and the United States Coast Guard Auxiliary. Along with other organizations and literature, they can help build your “boating savvy” by developing the necessary skills and awareness to be a safe and confident skipper.

Also, your local library can assist in providing recommended boating literature such as Chapman Piloting Seamanship & Boat Handling by Elbert S. Maloney. Also, boating information is available on the internet.

Remember, waterway conditions can change in a heartbeat. Knowing how to react quickly comes from experience and knowledge which can be gained through boating education.

Welcome aboard!

Welcome to Regal

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 us at www.regalboats.com.

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

Duane Kuck
President & CEO

Our Mission

With God's Help and a Steadfast Commitment to Integrity, We will Develop a Team of Exceptional People and Relationships to Provide Exceptional Customer Satisfaction.

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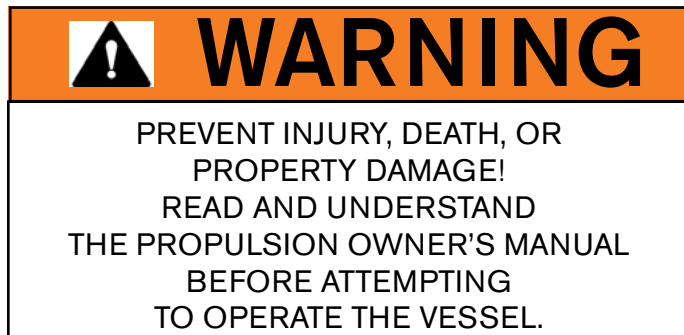
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Chapter 1

General Vessel Information

Regal Owner's Manual

Your Regal owner's manual has been compiled with information to assist you in operating your craft with safety and pleasure. This manual targets specific details of Regal related systems and components along with their location, operation and maintenance that normally are not found in the vendor information. **Note that chapter 5 devotes special sections to stern drive, surf, and out-board propulsion. For more detail refer to the engine manufacturer's engine manual.**



The Regal owner's manual is not to be thought of as a complete shop manual. Besides the system chapters, there is troubleshooting information devoted to select current standard and optional equipment. In addition, refer to the engine operator's manuals. More detailed information may exist in the owner's packet associated with that component.

Remember that your Regal dealer has received special factory training and his services should be employed to solve more technical problems.

Call 407-851-4360 or go to the internet at regalboats.com to find the closest Regal dealership.

In keeping with its commitment to improvement Regal Marine Industries, Inc. is continually upgrading the product line. Regal notes that all dimensions, specifications, models, standard and optional equipment is subject to change without notice at any time.

Regal Owner's Manual

Currently there is a QR (quick response) label attached to a visible location close to the helm. This



label when scanned by an I phone will take you via an app to the Regal web-site where you can download your vessel owner's manual or for that matter any Regal owner's manual.

With the manual downloaded you can duplicate it into a format you are comfortable using. The QR label is used globally for any type product from the food, home and auto industries to boats. It affords much more capacity and is much more customer friendly than the traditional bar code used by manufacturer's on their products.

Other Regal owner's manuals can be found by scanning this QR Code or by going to:

regalboats.com/owners

Owner's Information Packet



An owner's information packet (black satchel) is located as original equipment on the vessel. Read and become familiar with the materials. This packet contains valuable information on your propulsion package, standard and optional equipment, systems, care and maintenance along with component warranty.

Vessel Information Sheet

It is recommended that you fill out the information on the following page. It will supply vital statistics on your vessel.

NMMA Maximum Capacity Plate

In proximity to the helm on Regal boats under 26' display the maximum persons or weight along with a maximum total of vessel pounds, persons and gear. Outboard vessels display the maximum motor horsepower. The plate states compliance with U.S. Coast Guard safety standards in effect on the date of certification along with EPA standards.

ABYC Yacht Plate

In proximity to the helm on Regal boats 26' and over in length is a NMMA (National Marine Manufacturer's Association) yacht plate. This plate recognizes that your vessel was built to ABYC design compliance standards in effect on the date the certification was verified. The plate also states that your vessel complies with U.S. Coast Guard safety system standards in effect on the date of certification.

Hull Identification Number

The United States Coast Guard has established a universal system of numerically recognizing vessels by using a hull identification number or "HIN." This number identifies your Regal yachts' model, hull number, month and year of manufacture. The HIN is normally found on your boat's transom, on the starboard side, just below the rub rail on the transom vertical surface. The HIN is stamped on a plate and reinforced with a special adhesive. The HIN domestically uses 12 alpha or numeric characters. *Note CE HIN's display 15 digits.*



It is recommended that you locate and write down the HIN for future reference. It can be especially useful when ordering parts from your Regal dealer. A second HIN number is found in a hidden location. This second HIN is useful to authorities if the vessel is stolen and/or the original transom HIN is modified or eliminated.

Vessel Float Plan

Formulate the float plan on the following page before departing. Leave it with a responsible person who will notify the United States Coast Guard or local law enforcement authorities if you do not return as planned. If you change your plans be sure to notify this person. Make copies of the float plan and use one each time you go boating. This will help people know where to find you should you not return on schedule. Do not file the float plan with the United States Coast Guard.

Vessel Information Sheet

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 Po-

lice: _____

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

Fill out this form before departure. Leave it with a responsible person who will notify the Coast Guard or police if you don't return as planned. If you change your plans be sure to notify this person. Make copies of the float plan and use one each time you go on a trip. This will help people know where to find you should you not return on schedule. *Do not file this plan with the Coast Guard.*

Owner: _____
Address: _____
City & State: _____
Telephone#: _____

Person Filing Report: _____
Name _____
Telephone _____

Food _____ Water _____

Make Of Craft: _____
Length _____ Boat Name _____
Color _____ Trim _____ Hp _____
Inboard _____ Stern Drive _____
Hull I.D.# _____
Documented Vessel # _____

Other Information _____

Safety Equipment Aboard: _____

Life Jackets _____
First Aid Kit _____
Flares _____
Flash Light _____
VHF Radio _____
Cell Phone __#_____
Computer __Desk Top ____Lap Top____
E-mail address _____

State Registration# _____

Destination: _____

Leave From _____

Time Left _____

Going To _____

Fuel Capacity _____

Est. Day Of Arrival _____

Est. Time Of Arrival _____

If Not Back By ____o'clock Call Authorities

Persons Aboard:

Name	Age	Address	Phone
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

____See Other Side For Additional
Persons

Vessel Cruise Checklist

- ☐ Obtain a current weather update.
- ☐ Hoist the boat & periodically inspect the hull bottom and propellers for damage. Marine growth such as barnacles will affect performance and fuel efficiency. Check sacrificial anodes located on the propulsion unit, transom and engine. Replace anode if less than 2/3 remaining.
- ☐ Check the electrical system and all safety related equipment. Carry extra fuses. Ensure they are of the proper capacity and type.
- ☐ If your boat has been in the water, run the bilge pump until the flow of water stops.
- ☐ Check to see that all bilge water has drained and the drain plug is installed before launching If your boat if it has been out of the water.
- ☐ Check that all required safety equipment is on board and in good working condition Examples include personal flotation devices (PFD's), horn, bell, hand held fire extinguishers, and visual distress signals.
- ☐ Check fuel level. Fuel tanks should be filled to slightly less than capacity. Allow for fuel expansion. Remember the "one third rule".
- ☐ Open engine compartment. Inspect for fuel odors and visible leaks in the fuel, oil, coolant, exhaust and power steering systems.
- ☐ Check all fuel filters for the presence of water.
- ☐ Check fluid levels of engines, drives and generator (if applicable).
- ☐ Inspect engine for cracked hoses, worn or loose belts, and loose hardware.

Recommended On Board Equipment

Tools:

Allen Wrenches
Jack Knife
Phillips Screwdriver
Regular & Needle Nose Pliers
Combination Box & End Wrench Set
Screwdriver Set (One With Various Tips)
Side Cutters
Ratchet & Socket Set
Electrical Crimper,Cutter,Stripper Combo
Hammer
VOA Electrical Tester
Water Pump Pliers
Vise Grip Pliers
Floating Flashlight/Lantern
Oil/Fuel Filter Wrench
Tape Rule

Basic Gear & Supplies:

Tow Line
Lubricating Oil, Liquid Wrench
Mooring Lines
Duct & Electricians Tape
Dock Fenders
Coolant (Engine Freshwater Side)
Distress Signals
Engine, Drive, Power Steering Oil
First Aid Kit
Boat Soap (Not Dish Soap)
Boat Hook
Woody Wax
Charts & Plotting Instruments
Back-up
Vinyl Cleaner
Emergency Food & Water
Hydrogen Peroxide (AC Pans)
EPIRB

Spare Parts:

Fuel Filters-Engines & Generator
Poly V- Belt (See Engine Manual)
Coolant For Engine Freshwater System
Extra Light Bulbs
Seawater Filter
Fuses
Propeller Set (See Dealer)
Propeller Hardware
Flashlight Batteries
Engine Spare Parts
Generator Spare Parts
Air Filters-Engine & Generator
Oil Filters-Engine, Generator
Drive Oil Filters

Life Raft
Bailer or Hand Pump
Rust Stain Remover (Star Brite)
Extra Hand Held Fire Extinguishers
Corrosion Block
Personal Floatation Devices
Bilge Cleaner
Clean Rags, Diapers
(For Under Engine-Oil Leaks)
Nylon Windbreaker Suit
Sunscreen (SPF 30+)
Shop Vacuum (1 Gal. Cap. Wet-Dry)
Bucket/Pans w/Lids-Draining/Storing
Used Fluids
Squeegee
Mirror (For Inspection & Emergency Signaling)
Binoculars

Owner's Registration & Systems

Please note that your boat requires the proper registration by your authorized Regal dealer. To initiate the vessel warranty your dealer must complete the owner's registration form and systems checklist at the time of delivery. The owner must sign the paperwork to acknowledge that the dealer has reviewed the boat systems and warranty provisions with the owner. The owner should keep the original paperwork that features a temporary warranty registration. A warranty certificate will be sent approximately 6 weeks after receipt of the paperwork at Regal World Headquarters.

Dealer's Responsibility

Your vessel has undergone rigid quality assurance inspections before leaving the factory. In addition, your dealer has been trained to perform final pre-delivery checks and to service your Regal boat.

Your dealer's responsibilities include:

1. An orientation in the operation of your Regal boat including matters relating to the safe operation of the vessel.
2. Completion and mailing of your boat registration warranty form to Regal.
3. Location of vendor warranties, registration materials, owner's manual, operation, installation and maintenance instructions for auxiliary equipment supplied with or installed on your Regal boat.

Owner's Responsibility

You are entitled to all the benefits and services outlined in your Regal warranty. However, you have certain responsibilities to ensure warranty satisfaction. These are:

To read the warranty materials and understand them fully.

To examine the vessel in detail at the time of delivery.

To apply the following: boating rules and regulations, safety equipment, environmental regulations, accident reports and warranty regulations terms and conditions.

To read thoroughly all literature supplied with your boat including this owner's manual and to follow the recommendations in the literature.

To provide proper maintenance and periodic servicing of your boat and equipment as set forth in the various manuals supplied.

Customer Service

Take the time to write down your Regal dealer's phone number and E-mail address for future reference. Along with your Regal dealer information is a listing below of other phone numbers and web addresses which may prove useful.

Regal Dealer:

Phone: _____

E-mail: _____

Regal Marine Customer Service:

1-800-US REGAL (1-800-877-3425)

regal@regalboats.com

customer.service@regalboats.com

REGAL MARINE INDUSTRIES, INC. LIMITED WARRANTY

Welcome to the Worldwide Family of Regal Owners! We are very pleased that you have chosen a Regal Powerboat!

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 e-mail customerservice@regalboats.com.

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

WHAT IS COVERED: This Limited Warranty applies only to Regal boats beginning with model year 2017.

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 selling 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 purposes of this Limited Warranty, the hull is defined as the single fiberglass casting which rests on the water. This Limited Warranty is subject to all limitations and conditions explained below.

FIVE-YEAR TRANSFERABLE LIMITED STRUCTURAL HULL WARRANTY: In addition to the Lifetime Limited Structural Hull Warranty, Regal offers a Transferable Five-Year Limited Structural Hull Warranty. Under the Five-Year Transferable Limited Structural Hull Warranty, 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 (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 warrants that the Regal 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 (5) years of the date of delivery, provided that the original factory gelcoat surface has not been altered. Alternation would include but is not limited to damage repair; excessive sanding, scraping, sandblasting; or from 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 for periods in excess of (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 (4) years from delivery date - 50%, Four (4) to (5) years from delivery date - 25%.

Reimbursement shall be limited to one repair, not to exceed (\$100.00) 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.

LIMITED GENERAL WARRANTY: In addition to above hull warranties, Regal warrants to the original purchaser of this boat if purchased from an authorized Regal dealer, that the authorized Regal dealer or Regal will repair or replace any parts found to be defective in materials or workmanship for a period of one (1) year from the date of delivery, subject to all exceptions, limitations and conditions contained herein.

LIMITED EXTERIOR FINISH WARRANTY: Regal warrants that the authorized Regal selling dealer or Regal will repair cosmetic defects in the exterior gelcoated finish including cracks, air voids or crazing for one year from the date of delivery, subject to all limitations and conditions contained herein. All warranty work is to be performed at a Regal dealership or other location authorized by a Regal Customer Service Manager after it is established to Regal's satisfaction that there is a defect in material or workmanship.

CUSTOMER OBLIGATIONS: The following are conditions precedent to the availability of any benefits under these 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 "NEW BOAT DELIVERY and ACCEPTANCE CHECKLIST" 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.
- (e) The authorized Regal selling dealer will contact the Regal boat owner regarding instructions for delivery of 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 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 allow Regal, beyond those efforts made by its authorized Regal dealer, notice an opportunity to cure any alleged breach of any of the terms of any of the 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, 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 or items;
- (d) Damage caused by one or more of the following: misuse, accident, corrosion, galvanic corrosion, negligence, lack of proper maintenance, or improper towing;
- (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 the 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 re-powered 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 manufacture process of Regal boats without obligation to modify previously produced product;

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 must be in writing. Neither the 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 EXPRESSED 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 ALLOWED 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

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. 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 PREVAILING PARTY SHALL BE ENTITLED TO REIMBURSEMENT OF THEIR REASONABLE ATTORNEY FEES AND REASONABLE EXPENSES FROM THE NON-PREVAILING PARTY. YEAR FROM THE DATE OF DELIVERY TO THE FIRST RETAIL OWNER; (2) NEITHER REGAL NOR ANY SELLING DEALER SHALL HAVE ANY RESPONSIBILITY FOR LOSS OR 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 DISPUTED 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 A MORE SPECIFICALLY SET FORTH IN THIS ARBITRATION PROVISION.

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REGISTRATION INFORMATION:

Chapter 2

Safety On Board

Safety awareness can not be over emphasized. Safety on board needs to be the skippers number one priority. In this manual you will find many safety precautions and symbols to identify safety related items. Heed all safety precaution information. Remember, the skipper is responsible for the safety of his passengers and crew.

Safety Labels

Safety Precaution Definition:

Safety precautions are stated as caution, warning and danger signal words. They are highlighted in this manual by font design and symbol usage. Also, a notice heading is included which provides operation and maintenance information but is not hazard-related. An information label provides tips on a variety of topics. Become familiar and understand all safety precaution labels!

NOTICE

General or specific information which is important to 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.

Precautionary Labels

Read and understand all safety labels affixed to your Regal boat or found in this manual and the vendor literature. Many of the safety labels are posted close to the helm, aft cockpit, cabin and swim platform. The location of the labels may vary. Review the helm safety labels with passengers before disembarking. Use common sense to analyze the result of an action on board your vessel. Always think safety first!

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 Boating Safety

We understand that you are eager to go boating. However, we strongly suggest that you thoroughly familiarize yourself and friends or members of your family with safe boating practices before setting out. Remember, that along with the freedom and exhilaration of boating comes the responsibility that you have for the safety of your passengers and other boaters who share the water with you.

Boating regulations vary from state to state. Check with your local and state authorities for the regulations pertaining to your area.

Check with local FM weather stations, U. S. Coast Guard, or on-line for the latest weather conditions.

Remember getting caught in severe weather is hazardous. Check weather conditions periodically while you are boating. If you are forced to operate your boat in a storm condition, take common sense precautions; wear PFD's, store gear, reduce speed and if possible head for safe refuge.

It is best to avoid operating your boat in foggy weather. When fog sets in, take bearings, log courses and speeds. You are required to emit a five second blast from your horn or whistle once every minute. Also, have your passengers wear PFD's and observe for oncoming vessels.

Operation in shallow water presents a number of hazards including sand bars and water levels influenced by tides. If the vessel strikes an underwater hazard, check for boat and engine damage. If the engine vibrates excessively after striking an underwater obstruction, it may indicate a damaged propeller. If you run aground, seek help by radio or flares.

Make sure your boat and equipment are in top condition. Do this by frequently inspecting the hull, engine and propulsion components.

You must provide a Coast Guard approved personal flotation device (PFD) for every person on board. These PFD's should be in good condition and easily accessible.

Insist that non-swimmers and children on board wear a PFD at all times. If you encounter rough weather conditions, make sure everyone on board is wearing a PFD, including yourself.

Instruct your passengers in how to put on their PFDs and be sure they know their storage location


on the boat. Remember, in an emergency, a PFD that cannot be quickly located and worn is useless.

Never allow anyone to sit anywhere on the boat not specifically designed as seating. **While underway, ALWAYS insist passengers occupy a recognized seat position. See technical chapter.**

Never drink and drive! As captain, you are responsible for the safety of your passengers. Alcohol and boating can be a dangerous combination. **DO NOT** mix them. Alcohol impairs the boat operators ability to make conscious decisions and react to emergency situations quickly.



Never overload your boat! An overloaded boat, or one with uneven weight distribution can be difficult to steer. **Never let people stand in bow area while underway as vision will be obstructed!!!**



CAUTION

READ AND UNDERSTAND THE SEATING ARRANGEMENT DRAWING IN THE TECHNICAL CHAPTER.
THIS DRAWING DISPLAYS THE DESIGNATED SEATING ARRANGEMENT FOR A BALANCED LOAD AND VESSEL MAXIMUM PERSONS SEATING CAPACITY.

Use maximum caution when fueling. Never allow any smoke or flame nearby while you are fueling. **ALWAYS** check for fuel leaks and fumes when

fueling is completed. Be certain there is enough fuel aboard for your cruising needs. Include any reserve that might be needed should you change your plans due to weather or an emergency. Practice the “one-third rule: Use one-third of your fuel going out, one-third to return and retain one-third as a reserve.

Always check the weather before departure. Be particularly cautious of forecasted electrical storms and high winds.

Always have up-to-date charts aboard as a back-up to your plotter and auto pilot option. Charts can be obtained at a marina, on-line store or by contacting one of three federal government agencies.

Always file a float plan. Leave details of your trip with someone responsible who will be remaining on shore. Include expected return, plus name and phone number of a contact person in case of emergency.

Use care, courtesy and common sense when launching, docking or operating your boat.

Learn and obey the “Rules of the Road”. A weather resistant placard copy of the “Rules of the Road” is included in the on board Regal information packet. Additional information can be obtained from the U.S. Coast Guard Auxiliary or your local Power Squadron organization.

In case of emergency know the international distress signals for your VHF radio. The spoken word “MAYDAY” is the international signal of distress and is for emergency use only. Under no circumstances should this word be used, unless there is danger at hand.

General Boating Safety - Continued

Operation in shallow water presents a number of hazards including sand bars and water levels influenced by tides. If the vessel strikes an underwater hazard, check for boat and engine damage. If the engine vibrates excessively after striking an underwater obstruction, it may indicate a damaged propeller. If you run aground, seek help by radio or flares.

Make sure your boat and equipment are in top condition. Do this by frequently inspecting the hull, engine and propulsion components.

You must provide a Coast Guard approved personal flotation device (PFD) for every person on board. These PFD's should be in good condition and easily accessible.

Insist that non-swimmers and children on board wear a PFD at all times. If you encounter rough weather conditions, make sure everyone on board is wearing a PFD, including yourself. Instruct your passengers in how to put on their PFDs and be sure they know their storage location on the boat. Remember, in an emergency, a PFD that cannot be quickly located and worn is useless.

Never allow anyone to sit anywhere on the boat not specifically designed as seating. While underway, **ALWAYS** insist passengers sit in a seat and set an example by doing this yourself.

Never drink and drive! As captain, you are responsible for the safety of your passengers. Alcohol and boating can be a dangerous combination. **DO NOT** mix them. Alcohol impairs the boat operators ability to make conscious decisions and react to emergency situations quickly.

Never overload your boat! An overloaded boat, or one with uneven weight distribution can be difficult to steer.

Insist that passengers sit in seats while the vessel is making headway!! No one shall be standing in the bow area while underway as visibility will be obstructed!!!

Posted speed limits, swimming areas, "no wake" zones and other restrictions should be red-flagged. They are so noted for a reason. Sensible boat use, plus courtesy, equals enjoyable and safe boating.

It is your responsibility to stay abreast of all federal, state and local rules, as some laws or regulations may change or be different from state to state. Contact your local boating agencies for updated information.

We can not stress safety enough! Remember, there are no brakes on your boat, and the water current and wind velocity both affect your ability to respond.

Required Safety Equipment

Personal Flotation Devices:

All personal flotation devices (PFD's) must be Coast Guard approved, in good working condition, and must be the correct size for the wearer. All PFD's must be readily accessible. This means being able to wear them in a reasonable amount of time in case of an emergency (fire, boat sinking, etc.). They should not be stored or locked in closed areas. Also, make sure that all coverings are removed such as plastic from any PFD's. Throw-able devices such as a ring buoy need to be available for immediate deployment. A PFD should be worn at all times when your boat is operating on the water. A PFD may save your life, but it must be worn to do so.

As a minimum U. S. Coast Guard requirement all recreational boats must carry one type I, II, III, or V PFD (wearable) for each person aboard. See the explanation following for each type. For type V to be counted they must be used according to the label instructions. In addition, all boats over 16' must carry one Type IV (throw-able) PFD.

Some states require that PFD's be worn by children of specific ages at all times. Check with local and state boating agencies for particular requirements in your state before taking children on the water. Child life jackets are classified by the child's weight and should like all life jackets be sized before being purchased.

Remember PFD's will not necessarily keep you from drowning, even though they are designed to keep a person from sinking. When purchasing PFD's make sure it safely fits the person wearing it. It is a good idea to test PFD's in a life guarded

shallow pool before venturing on the water.

Refer to the USCG minimum equipment requirements at the end of this chapter. It is meant to be a guide only. Contact state and local agencies for additional equipment requirements. Remember as the captain of your vessel you are responsible for its safe operation.



Type I:

Also known as an off-shore jacket, it provides the most buoyancy. It is a PFD for all waters and is especially useful in rough waters where rescue may encompass additional time. It is designed to turn most unconscious users in the water to a true face-up position. Type I PFD is available in adult & child sizes Buoyancy minimum poundages are 15.5 adult, 11 medium child, and 7 for small child and infants.

Type II:

Also known as near-shore buoyant vest, it is recommended for calm, inland water where rescue time will be minimal. It will turn some unconscious people face-up in the water but not as numerous as Type I. They are available in adult, medium child, along with infant and small child sizes.

Type III:

Known as a flotation aid it is good for calm, inland water or where there is a chance for quick rescue. It is designed so wearers can place themselves in a face-up position in the water. The wearer may have to tilt their head back to avoid face-down positions. Type III offer the same buoyancy minimum poundages as the Type II. They are generally the most comfortable for continuous wear. Float coats, fishing vests, and vests featuring designs for various sport activities are examples of Type III.

Type IV:

Intended for calm, inland water with heavy vessel traffic, where help is constantly present. It is designed to be thrown into the water for someone to grab on to and held until rescued. It is not designed to be worn. Type IV includes ring buoys, buoyant cushions, and horseshoe buoys.

Type V:

Also known as a special use device this is the least bulky of all PFD's. It contains a small amount of inherent buoyancy, and an inflatable chamber. It is rated even to a Type I, II, or III PFD (as noted on the jacket label) when inflated. Some Type V devices provide significant hypothermia protection. Varieties include deck suits, work vests, board sailing vests and Hybrid PFD's. Remember that this Type V type PFD may be carried instead of another PFD only if used according to the approval condition on the label.

Note: A water skier or wake boarder is considered on board the vessel and a PFD is required for the purposes of compliance with the PFD carriage requirements. It is advisable and recommended for a skier or wake boarder to wear a PFD designed to withstand the impact of hitting the water at a high speed. "Impact Class" marking on the label refers to PFD strength, not personal protection. Some state laws require a skier or wake boarder to wear a PFD.

PFD's For Pets:

If you are a skipper who needs to have his pet dog or cat on board or dock side then a PFD is recommended. The PFD will aid you in finding the pet if it should fall overboard. The device must fit the pet properly. Also, it may take a bit of training before the pet is comfortable wearing the PFD. Normally, dogs are easier to train wearing a life vest than a cat. Marine type retail stores will fit a pet to a PFD by body weight.

Maintaining Your PFD's

A PFD is only useful if it is well maintained. Always be aware of PFD age since it has a life expectancy like any other piece of equipment.

- ✓ Check periodically for broken zippers, frayed webbing, water soaked kapok bags, missing straps, and sewing that has become undone.
- ✓ Clean each PFD with mild soap and water only. Again, let dry sufficiently before storing.
- ✓ Keep PFD's out of grease and oil since they can deteriorate the jacket inner and outer materials.
- ✓ Check any kapok-bagged jackets by squeezing. If you hear air escaping the bag is defective and the PFD should be thrown away.
- ✓ Grab the cover with the fingers. If the cover material rips, the PFD is rotted and should be thrown away.
- ✓ If the kapok bag is hard the PFD should be discarded.

Fire Extinguishers

General Information:

Fire extinguishers are classified by a letter and numeric symbol. The letter references the type of fire the unit is designed to extinguish.

For example, type B extinguishers commonly used on boats are designed to put out flammable liquids such as grease, oil and gasoline.

The number indicates the general size of the extinguisher (minimum extinguishing agent weight). Coast Guard Approved extinguishers are identified by the following marking on the label:

"Marine Type USCG Approved, Size..., Type..., 162.028/.../", etc.

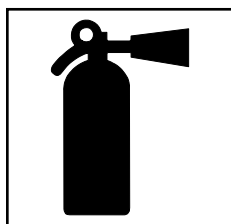
MINIMUM PORTABLE FIRE EXTINGUISHERS REQUIRED		
VESSEL LENGTH	NO FIXED SYSTEM	WITH FIXED SYSTEM
LESS THAN 26'	1 B-I	0
26' TO LESS THAN 40'	2 B-I or 1 B-II	1 B-I
40' TO 65'	3 B-I or 1 B-I & 1 B-II	2 B-I or 1 B-II

FIRE EXTINGUISHER CONTENTS				
CLASS	FOAM IN GALS.	CO2 IN LBS.	DRY CHEM IN LBS.	HALON IN LBS.
B-I	1.25	4	2	2.5
B-II	2.5	15	10	10

U. S. Coast Guard approved fire extinguishers are required on all Regal boats. Besides the minimum Coast Guard requirements always check state and local agencies for additional requirements and equipment.

Coast Guard approved extinguishers are hand-portable, either B-I or B-II classification. U. S. Coast Guard approved hand-portable and semi-portable extinguishers contain a metal plate that shows the manufacturers name and extinguisher type, capacity and operating instructions. They have a special marine type mounting bracket which keeps the extinguisher solidly mounted until needed. The extinguisher needs to be mounted in a readily accessible location but one that will not be bumped by people while underway. All approved extinguishers shall have an indication gauge.

U.S.C.G Approved Fire Extinguisher Types & Features:



The dry chemical agent is widely used because of its convenience and low cost. The extinguisher canister is filled with a white dry chemical

powder along with a pressurized gas. It is a good idea to shake this type periodically because they tend to “pack” on the canister bottom.

The foam type uses a chemical foaming agent plus



water and is best when used for fires involving flammable liquids- solvents, gasoline, oil, grease and various paints.

It will work on fires involving rubber, plastics, cloth, wood, and paper. It leaves a messy residue. Do not use this extinguisher for electric fires.



The carbon dioxide unit uses CO₂ gas under high pressure, with a funnel discharge hose usually swivel mounted. This extinguisher leaves no residue

and does not cause interior engine harm. To ensure workability, weigh the unit annually. A 10% maximum weight variance is allowed.

Another type of liquefied gas used today is FE-241. This gas is colorless and odorless, heavier than air and sinks to the lower bilge to extinguish fires. Since the year 2000 ingredients have changed to a more environmental friendly formula (Chlorotetrafluoroethane or FE-241). FE-241 is used in portable-hand units along with making up the majority of boat automatic fire extinguishing systems. The canister needs to be weighed once a year. These clean agent units feature a dash mount indicator. Refer to the information regarding fire prevention in this manual.

Pyrotechnic Devices:

Pyrotechnic visual distress signals must be Coast Guard approved, be ready for service and must be readily accessible. They all display a marking which is the service life, which must not have expired. A minimum of 3 devices are required for the day and 3 devices for night.

Some devices meet both day and night requirements. Pyrotechnic devices should be stored in a cool, dry location. Most of these devices can be purchased in an highly visible (orange) watertight container. Types of Coast Guard approved pyrotechnic distress signals and associated devices are:

- Pyrotechnic red flares, hand-held or aerial type.
- Pyrotechnic orange smoke, hand-held or floating type.
- Launchers for parachute flares or aerial red meteors.

All in all, each distress signal has certain advantages and disadvantages.

There is no distress signal that is best under all situations. Pyrotechnics are recognized worldwide as superior distress signals. A downfall is they emit a very hot flame that can cause burns and or ignite flammable materials. Pistol launched and hand-held parachute flares operate consistent with firearms and therefore must be carefully handled. Check with local and state regulations since some of these device are considered firearms and are prohibited.

It is best to carry red aerial flares which are visible from a greater distance. Also, the red parachute

flares burn for longer periods and therefore are more likely to be seen by another vessel.

Non-Pyrotechnic Devices:

Non-pyrotechnic devices must all be in serviceable condition, readily accessible, and must be certified by the manufacturer to comply with USCG standards. They include:

- Orange distress flag.
- Electric distress light.

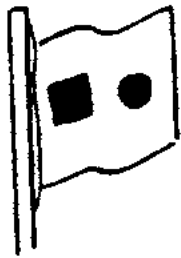
The distress flag is for day use only. It must be 3 x 3 or larger with a black square and ball on an orange background. It can be spotted when attached to a boat hook, long fishing rod, or paddle with the person waving the flag back and forth overhead.

The electric distress light is for night use only flashing the international SOS distress signal (... _ _ ...).

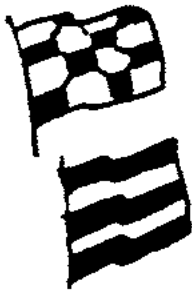
Under Inland Navigation Rules, a high intensity white light that flashes at regular intervals from 50-70 times per minute is considered a distress signal.

Remember that regulations prohibit the display of visual distress signals on the water under any circumstances except when assistance is required to prevent immediate or potential danger to passengers on a vessel.

International Distress Signals



BLACK SQUARE
AND BALL ON
ORANGE BACKGROUND



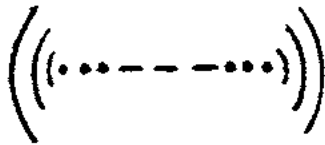
CODE FLAGS
NOVEMBER
& CHARLIE



SQUARE FLAG
& BALL



PERSON
WAVING
HANDS



MORSE
CODE S.O.S.



"MAYDAY"
BY
RADIO



ENSIGN
UPSIDE
DOWN



PARACHUTE
RED FLARE



RED METEOR
FLARES



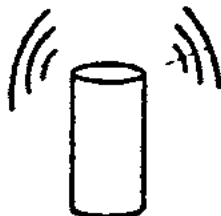
SMOKE



FOG HORN
SOUNDED
CONTINU-
OUSLY



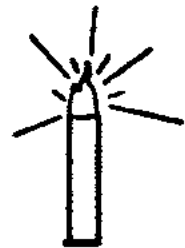
GUN FIRED AT
1- MINUTE
INTERVALS



POSITION
INDICATING
RADIO BEACON

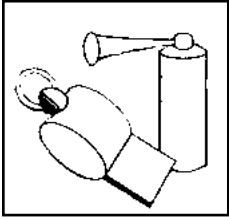


DYE MARKER
(ANY COLOR)



HAND-HELD
FLARE

Sound Producing Devices



According to both Inland and International Rules, all boats must carry a way of producing an efficient sound signal. If your vessel is 12 meters (39' 4") or longer, a power whistle or power horn and bell must be carried. Bell mouth must be at least 7 7/8" diameter. The sound signal made in all cases must be capable of a four or six second blast audible for one half mile. See the section discussing bridge and whistle signals for more information.

Radio Communications:

VHF radios are used for distress and ship to shore and ship to ship communications today. Learn the specialized messages such as Mayday, Mayday, Mayday. It is only used when life or vessel is in imminent danger.



Many of the more recent VHF's feature DSC capability which offers the ability to place and receive digital calls directly with vessels and shore stations including USA and Canadian Coast Guards. Channel 70 is reserved exclusively for DSC calls. Refer to the VHF owner's information since you need to establish a Mobile Maritime Safety Identity (MMSI) number before using the DSC feature. A MMSI number identifies each DSC radio, like a telephone number. The FCC requires a ship station license for all vessels equipped with a marine VHF radio.

Navigation Lights:

The U. S. Coast Guard requires recreational boats operating at night to display navigation lights between sunset and sunrise along with other periods of reduced visibility.

Navigation lights help avoid collisions by improving the night visibility of vessels. Red and green directional lights, white stern lights, white masthead lights and white all-around lights must be displayed in specified positions, depending on boat size, and mode of operation.

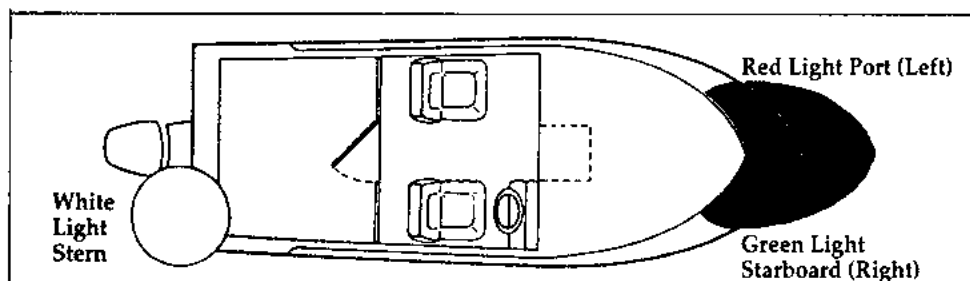
Marine Sanitation Devices:

Recreational vessels under 65' with installed toilet facilities must have an operable marine sanitation device (MSD) on board. Vessels 65' and under may use Type I, II, or III MSD's. All installed MSD's must be U.S. Coast Guard certified. The MSD's are labeled to show conformity to the regulations.

Navigation Rules:

The navigation rules establish actions to be taken by vessels to avoid collision. They are divided into Inland/International. Operators of vessels 39.4' or more shall have on board and maintain a copy of the Inland navigation rules.

Navigation Light Rules



Location of lights on vessel	Visible Range		Degrees of arc lights
	Less than 12 m.	12 m. but less than 20 m.	
Masthead	2	3	225°
All-round	2	2	360°
Side lights	1	2	112.5° each color
Stern light	2	2	135°

figure 1

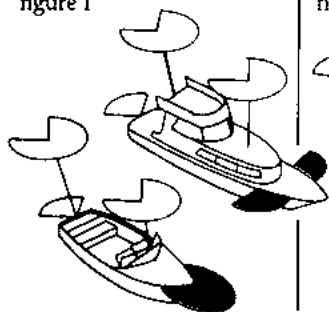


figure 2

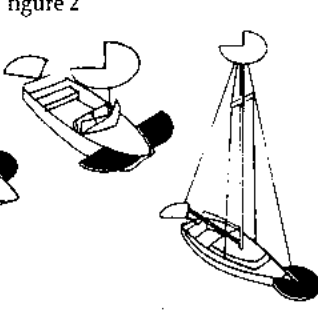
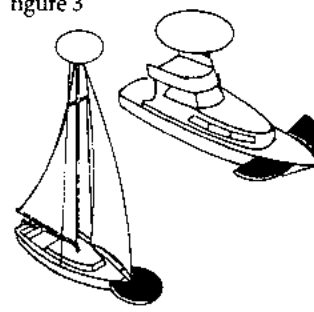


figure 3



Boats less than 12 meters in length

Motorboats or sailboats using power: The lighting arrangements to figure 1, 2 or 3 may be used.

Sailboat using sails alone: The lighting arrangements in figure 4, 5 or 6 may be used.

Boats 12 meters but less than 20 meters in length

Motorboats or sailboats using power: The lighting arrangements to figure 1 or 2 may be used.

Sailboat using sails alone: The lighting arrangements in figure 4, 5 or 6 may be used.

Location of lights

Lights should be located as shown in the drawings.

The masthead light (forward white light in figures 1, 2 and 7d) must be at least one meter higher than the colored lights on a boat less than 12 meters in length and at least 2.5 meters above the gunwale on a boat 12 meters but less than 20 meters in length.

Exceptions

Motorboat or sailboat using power, built before December 24, 1980: The lighting arrangement in figure 1, 2 or 3 may be used. However, the arrangement in figure 3 is not acceptable on a boat that is 12 meters or longer on international waters.

figure 4

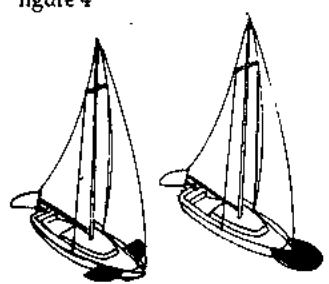


figure 5

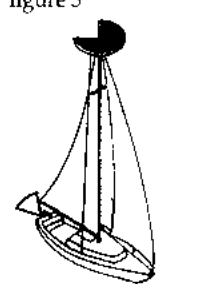


figure 6

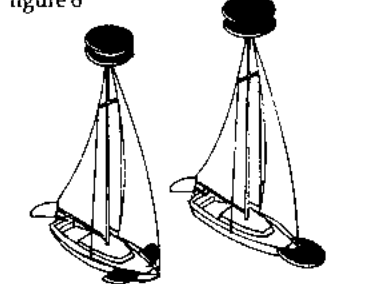
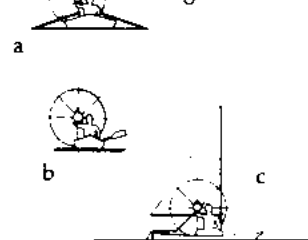


figure 7



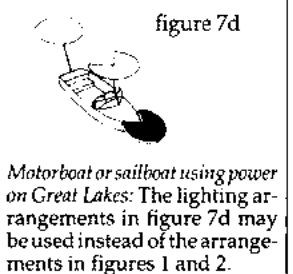
Sailboat using sail alone, less than 7 meters in length: If impractical to display lights in figure 4, 5 or 6, a single white light may be displayed in time to prevent a collision (figure 7c).

Row Boats or Paddle Boats

One all-round white light ready to display in time to prevent a collision (figure 7a or b).

Great Lakes

figure 7d



Motorboat or sailboat using power on Great Lakes: The lighting arrangements in figure 7d may be used instead of the arrangements in figures 1 and 2.

DISCHARGE OF OIL PROHIBITED

THE FEDERAL WATER POLLUTION CONTROL ACT PROHIBITS THE DISCHARGE OF OIL OR OILY WASTE INTO OR UPON THE NAVIGABLE WATERS OF THE UNITED STATES, OR THE WATERS OF THE CONTIGUOUS ZONE, OR WHICH MAY AFFECT NATURAL RESOURCES BELONGING TO, APPERTAINING TO, OR UNDER THE EXCLUSIVE MANAGEMENT AUTHORITY OF THE UNITED STATES, IF SUCH DISCHARGE CAUSES A FILM OR DISCOLORATION OF THE SURFACE OF THE WATER OR CAUSES A SLUDGE OR EMULSION BENEATH THE SURFACE OF THE WATER. VIOLATORS ARE SUBJECT TO SUBSTANTIAL CIVIL PENALTIES AND/OR CRIMINAL SANCTIONS INCLUDING FINES AND IMPRISONMENT.

Marpol Treaty:

The USCG now enforces the International Convention for the Prevention of Pollution from ships, referred to commonly as the MARPOL TREATY (marine pollution). This international treaty prohibits the overboard dumping of all oil, garbage, ship-generated plastic and chemicals. There is a placard on board your boat (typical example shown below) that explains the garbage and plastic dumping laws in detail.

Immediately notify the USCG if your vessel discharges oil or hazardous substances in the water. Call toll free 1-800-424-8802. Report the following information: location, source, size, color, substances and time observed.

No vessel may intentionally drain oil or oily waste from any source into the bilge of any vessel. A bucket or bailer is suitable as a portable means of discharging oily waste.

The placard noted above is normally located in the engine compartment or may be attached to the engine hatch.

Garbage Discharge

THE DISCHARGE OF PLASTIC OR GARBAGE WITH PLASTIC INTO ANY WATERS IS PROHIBITED. THE DISCHARGE OF ALL GARBAGE IS PROHIBITED IN THE NAVIGABLE WATERS OF THE UNITED STATES AND IN ALL OTHER WATERS, WITHIN THREE NAUTICAL MILES OF THE NEAREST LAND.

THE DISCHARGE OF DUNNAGE, LINING, AND PACKING MATERIALS THAT FLOAT IS PROHIBITED WITHIN 25 NAUTICAL MILES FROM THE NEAREST LAND.

OTHER UNGROUND GARBAGE MAY BE DISCHARGED BEYOND 12 NAUTICAL MILES FROM THE NEAREST LAND.

OTHER GARBAGE GROUND TO LESS THAN ONE INCH MAY BE DISCHARGED BEYOND THREE NAUTICAL MILES FROM THE NEAREST LAND.

A PERSON WHO VIOLATES THE ABOVE REQUIREMENTS IS LIABLE FOR A CIVIL PENALTY OF UP TO \$25,000, A FINE OF UP TO \$50,000, AND IMPRISONMENT FOR UP TO FIVE YEARS FOR EACH VIOLATION, REGIONAL, STATE, AND LOCAL RESTRICTIONS ON GARBAGE DISCHARGES MAY ALSO APPLY.

The act to prevent pollution from ships places limitations on the discharge of garbage from vessels. It is illegal to dump plastic trash anywhere in the ocean or navigable waters of the United States. Also, it is illegal to discharge garbage in the navigable waters of the United States, including the Great Lakes. The discharge of other types of garbage is allowed outside certain specified distances from shore as determined by the nature of that garbage.

United States vessels of 26 feet or longer must display in a prominent location, a durable placard at least 4" x 9" notifying crew and passengers of discharge restrictions.

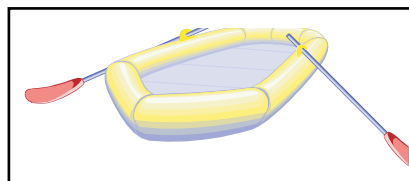
USA vessels of 26' or longer equipped with a galley and berthing must have a written Management Plan describing the protocol for collecting, processing, storing and discharging garbage, and designate the person charged with carrying out the plan.

The placard noted below is usually found near a galley, inside the engine hatch area or close to a receptacle.

USCG MIN. EQUIPMENT REQUIREMENTS

Use the chart below as a guideline for assuring your vessel is outfitted to meet USCG standards. Remember to check with local and state authorities for additional equipment requirements. Make sure your vessel certificate of numbers are on the boat, updated and displayed properly according to state requirements. Keep the paperwork on board in a watertight and safe environment. On documented vessels keep both the original and current certificate on board stored in a safe, dry, and accessible location. Also, on documented vessels make sure the vessel name/hailing port are marked on the hull exterior with letters not less than 4" in height. In addition, the Official Number must be permanently affixed on a clearly visible interior structure part of the boat-block type Arabic numbers not less than 3" in height.

Life Rafts



Inflatable life rafts are recommended for ocean going and vessels

operating in a large body of water like the Great Lakes. They provide a shelter for extended periods. If used, make sure it is large enough for all aboard and contains the proper emergency equipment pack. Also, periodically have the unit professionally serviced. Make sure the life raft is Coast Guard approved since it would require meeting a number of stringent material and performance standards.

USCG Minimum Equipment Requirements for Recreational Vessels

Boat Size in Feet	16'	26'	40'	65'	165'
Personal Flotation Devices ¹	One Type I, II, III, or V per person		One Type I, II, III, or V per person plus one Type IV throwable		
Fire Extinguishers ²	One B-I, any type		One B-II or Two B-I	One B-II and one B-I, or three B-I	One or more B-II (vessels 0-50 tons gross) Two or more B-II (vessels 50-100 tons gross)
No Fixed System					
With Fixed System	No Portables Required		One B-I	Two B-I or one Class B-II	
Visual Distress Signals	Night signals required when operating at night				
Sound Producing Devices	Horn or whistle recommended to signal intentions or signal position			One bell, and one whistle or horn required to signal intentions or position	
Backfire Flame Arrestor	One CG-approved device on each carburetor of all gasoline-powered engines built after April 1940, except outboard motors				
Ventilation	CG standard system required on gasoline powered vessels with enclosed engine compartments built after August 1980				
Navigation Lights	Sidelights, Stern Light and Masthead ^{6,7}				
Under Power ^{3,4}	Sidelights and Stern Light ^{6,8}				
Under Sail	Same as "Under Sail"				
Rowing					
At Anchor	All-round light, 2nm (at night) or black anchoring ball (during the day) when outside a designated anchorage				
Visibility Range	1nm Sidelights, 2nm all others		3nm Masthead, 2nm all others		5nm Masthead, 2nm all others
Pollution Regulations	"Honor system" (no plaques required)		5" x 8" Oil Discharge placard and 4" x 9" Waste Discharge placard		
Marine Sanitation Devices			Vessels over 40' with a galley must have a Waste Management Plan		
Navigation Rules	Familiarity with the Inland Navigation Rules required		The Inland Navigation Rules ("Rules of the Road") must be kept on board		

1. Pfd's must be CG approved, wearable by the intended user and readily accessible.

2. Fire extinguishers required on boats with enclosed engine compartments (not outboards), enclosed living spaces or permanent fuel tanks.

3. Sailboats operating under engine power are considered power driven and must follow the "Under Power" rules. During the day, motorsailing vessels are required to fly a motoring cone.

4. Power-driven vessels under 25' and under 7 knots can substitute a white lantern or torch in place of the required lights.

5. Non-pyrotechnic substitutes: 1 orange distress flag (day-use) and 1 electric SOS signal light (night-use).

6. All boats under 65' can substitute a single bi-color light for sidelights.

7. Boats under power under 40' can substitute a single all-round light for separate stern and masthead lights.

8. Boats under sail under 40' can substitute a tri-color light for separate sidelights and stern light.

Additions to these requirements are prescribed by some individual state laws. Check your state's Boating Safety Handbook for a complete list.


Exhaust & Carbon Monoxide

Carbon monoxide (CO) in exhaust can be hazardous. especially from gasoline engines, gasoline generators, grills, stoves, space heaters and on a much smaller degree diesel engines.

CO is a natural by-product of the gasoline engine using an artificial spark. Diesels on the other hand detonate fuel using pressure and temperature. Looking at the two engines another way, gasoline engines use much more oxygen up in the combustion process which contributes to a much higher CO build-up. Although diesels do produce a small amount of CO the combustion process operates with much greater amounts of oxygen which the end result is a much lower CO level.

Ensure that you read the information and follow all the recommendations regarding CO.

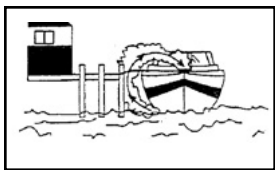
Familiarize your crew, passengers and yourself with the sources, symptoms and possible effects of carbon monoxide poisoning. Remember that boats in the same general vicinity can cause your vessel to accumulate dangerous CO levels in the cabin and or in the cockpit.

**WARNING**

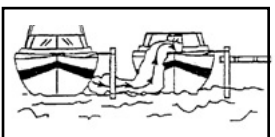
AVOID SERIOUS INJURY OR DEATH
FROM CO POISONING!
DO NOT OPERATE THE BOAT WITH PEOPLE
HOLDING ON TO THE SWIM PLATFORM
OR WITH PEOPLE IN THE WATER.

For safety sake avoid the following:

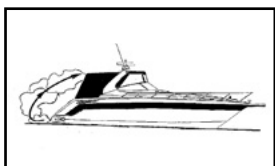
1. Do not park by other boats with their engine idling or generator cycling for an extended period of time.
2. Do not disable the carbon monoxide alarms that come with your Regal boat. Test the units in accordance with the alarm manufacturers instructions.
3. Do not operate an engine for extended periods of time while in a confined area or where exhaust outlets face a sea wall or bulkhead.
4. Do not operate the engine for an extended period of time with the canvas in the upright and installed position.
5. Do have the engine exhaust system inspected when the boat is in for service.
6. Persons sleeping can easily be overcome by carbon monoxide without realizing it. Do not sleep on board while an engine or generator is running close-by.
7. Do not operate your vessel for extended periods with the bow up in slow cruise conditions especially close behind a vessel being towed or one operating at slow speeds.
8. When underway open all hatches, windshield vents, and main cabin entry door to allow proper airflow from bow to stern.



Blockage of exhaust outlets can cause carbon monoxide to accumulate in the cabin and cockpit area even when the hatches, windows, portholes and doors are open. Sea walls and other confined spaces can cause CO levels to be dangerously elevated.



Exhaust from another vessel alongside your boat, while docked or anchored, can emit poisonous CO gas inside the cabin and cockpit areas.



The “station wagon effect” or back drafting can cause CO gas to accumulate inside the cabin, cockpit/hardtop or bridge areas when the boat is underway, using protective weather coverings (canvas), high bow angle, improper or heavy loading, slow speeds, or at rest. This can occur when traveling behind another boat.

How does CO affect us?

In high concentrations, CO can be fatal in minutes. However, the effects of lower concentrations over a extended period of time can be just as lethal.

Our blood uses hemoglobin to carry the oxygen we breathe to different body parts. Unfortunately, hemoglobin carries CO more readily than it does oxygen. The result is when we breathe in CO it replaces oxygen in our blood and we begin to suffocate. Also, when we are removed from the CO source it remains in our blood for hours causing long term effects. People have been known to become sick and even lose consciousness hours after exposure.

Carbon monoxide accumulation requires immediate

attention! Thoroughly ventilate cabin and cockpit areas. Determine the probable source of the carbon monoxide and correct the condition immediately. Anyone with symptoms of CO poisoning should be placed in a fresh air environment and medical attention found immediately. Regal has installed CO detectors on your boat. Have these detectors professionally calibrated at regular intervals according to the equipment manufacturer's recommendations.

A Few Notes About Diesel/CO Poisoning

The diesel engine under normal combustion produces much smaller amounts of CO. Therefore, it is far less likely to be fatal to a healthy person. Other factors including weather, temperature and engine condition can greatly affect the unsafe build-up of CO.

Be aware that engine and generator diesel exhaust can exist from someone being in a close mooring to your vessel and running the generator all night. Diesel exhaust in the combustion process produces various components and the captain must be aware that the build-up of these select components over a period of time can cause CO or seasickness like symptoms.

These include carbon dioxide, carbon monoxide (CO), nitrogen dioxide, nitric oxide, sulfur dioxide and others.

A healthy person breathing in sulfur dioxide over a period of time through a diesel engine or generator exhaust can develop nausea. This condition is not life threatening but the person may exhibit CO poisoning or seasickness symptoms. Just never rule out that it could be CO poisoning! Immediately find the source of the problem and move the individual to a fresh air environment!

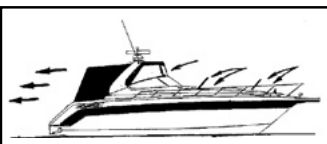
Symptoms of excessive exposure to carbon monoxide (CO) are:

- Dizziness
- Drowsiness
- Nausea
- Headache
- Ringing in the ears
- Throbbing temples
- Watering, itchy eyes
- Flushed appearance
- Inattentiveness
- Incoherence
- Fatigue or vomiting
- Convulsions



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 DOCK SIDE. 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.



DESIRED AIR FLOW THROUGH BOAT

To help prevent carbon monoxide (CO) accumulation, ventilate your cabin and cockpit while

underway. Open a forward hatch, porthole or window to allow air to travel through the boat's interior and cockpit. See the illustration for desired airflow.

NOTE: Never occupy moored boat with engines running and/or canvas completely covering vessel.



WARNING

INSPECT THE EXHAUST SYSTEM. IMMEDIATELY REPAIR OR REPLACE LEAKING, CRACKED AND CORRODED, OR MISSING EXHAUST COMPONENTS.

- Before each trip inspect engine and all systems.
- Make sure all exhaust hose clamps are in place.
- Look for exhaust leaking from the exhaust system components, indicated by rust and or black streaking, water leaks, or corroded or cracked fittings.
- Inspect all rubber exhaust hoses for burned or cracked areas. All rubber hoses should feel soft and and be free of kinks.
- Do not obstruct or modify the ventilation system.
- Keep an ear tuned for changes in exhaust sound that may be an exhaust component malfunction.

Do Not Operate the Vessel If **Any** of the above conditions exist. Contact a marine professional!

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 & Alcohol



Operating a vessel while intoxicated became a specific federal offense effective in 1988. The ruling set federal standards for determining

when an individual is intoxicated. If the blood alcohol content (BAC) is .10% (.08 in some states) or higher for operators of recreational vessels being used only for pleasure are subject to a civil penalty up to \$1,000 or criminal penalty up to \$5,000, one year imprisonment or both. In some states the fines and imprisonment may increase significantly.

The effects of alcohol and drugs account for the highest single cause of marine accidents and deaths. Most deaths in boating accidents occur when someone falls into the water. Balance is one of the first things you lose when drinking alcohol or under the influence of drugs. The problem arises out of not knowing your balance is restricted.

Overall vision is reduced by alcohol especially at night, along with double or blurred vision. Peripheral vision is lessened which restricts seeing vessels or objects on the side. Also, color awareness decreases especially with red and green which happen to be the colors of boat navigation lights, buoys, and channel markers.

Alcohol will greatly increase your heat loss so it increases the effects of hypothermia. Finally, your ability to make correct judgements in emergency situations is greatly reduced. Alcohol takes away the brains ability to process information quickly and delays a persons reaction time.

Don't drink and drive!

Alcohol Myths & Facts:

Myth: Beer is less intoxicating than other alcoholic beverages.

Fact: One 12 oz. can of beer has about the same amount of alcohol as a 5oz. glass of wine or a shot of liquor.

Myth: Black coffee, fresh air, and a shower will sober the effects of alcohol.

Fact: After consuming alcohol time is the only thing that will sober you up. Our bodies average burning 1 oz. of alcohol every hour. If a person is drunk, it will take a person seven or more hours to sober up.

Myth: Telling if a person is too drunk to operate a vessel is easy.

Fact: Many experienced drinkers have learned to compensate for the visual effects of alcohol and can disguise their drunk condition.

Myth: You can judge if you are fit to operate a boat.

Fact: Judgement is one of the first elements you lose when drinking.

Boating Accidents

The following is a list of common causes of boating accidents. Be aware of them and take the necessary steps to ensure that yourself and crew are educated and prepared to act in an emergency.

1. Mixing boating and alcohol. Remember, the skipper is responsible for his crew, passengers and vessel.
2. Trying to reach the bow by the deck walk-around at unsafe speeds. Use the center walk-through.
3. Someone sitting on the bow, deck, or swim platform while underway.
4. Choosing a boating outing day with inclement weather, especially in high winds and thunderstorms in the forecast or staying out when bad weather is approaching.
5. Disembarking without checking all the fluids or systems, and especially fuel system components.
6. Not monitoring the boating traffic or possible obstructions around you.
7. Emergency communications equipment, signaling devices, and navigation lights not working.
8. Improper boat handling especially high speed turns in rough water. Using trim improperly.
9. Being too far from shore with inadequate fuel supply or navigational aids.

10. Passengers, especially children that are not wearing the proper life saving devices.

11. Skipper or passengers not seated in the boat.

Reporting Boating Accidents:

According to the Federal Boat Safety Act of 1971 involving collision, accident or other casualty, the operator must make a formal report within 48 hours to the nearest state boating authority when the incident involves:

1. Death
2. Injury requiring treatment other than first aid
3. The disappearance of someone from a boat under death or injury circumstances.

A formal report must be made within 10 days for accidents involving more than \$2000 damage or complete loss of vessel.

For information regarding accident reporting, please call the Boating Safety Hot-line at: 800-368-5647.

If there is no state provision for reporting boating accidents a report must be made to the Coast Guard officer in charge, Marine Inspection Unit nearest to the accident site or USCG station.

Federal Regulations Regarding Vessel Security

Federal maritime regulations contain specific information when operating near naval vessels, oil tankers and cruise ships.

1. You may not approach within 100 yards of any U.S. naval vessel, oil tanker, or cruise ship. When this is impossible to avoid, you must contact either the vessel or the Coast Guard escort vessel on channel 16 of the VHF radio.
2. Also, you must operate at minimum speed within 500 yards of these vessels.

Rendering Assistance

The operator of a vessel is obligated by law to provide assistance that can be provided safely to any individuals in a dangerous situation on the waterway. The operator is subject to fine and or imprisonment for failure to do so.




WARNING

Do not approach within 100 yards of any U.S. naval vessel. If you need to pass within 100 yards of a U.S. naval vessel in order to ensure a safe passage in accordance with the Navigation Rules, you must contact the U.S. naval vessel or the Coast Guard escort vessel on VHF-FM channel 16.



You must operate at minimum speed within 500 yards of any U.S. naval vessel and proceed as directed by the Commanding Officer or the official patrol.

Violations of the Naval Vessel Protection Zone are a felony offense, punishable by up to 6 years in prison and/or up to \$250,000 in fines

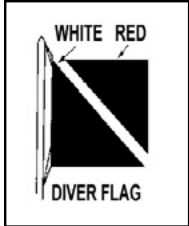


DANGER

AVOID BODILY INJURY OR DEATH FROM FALLING OVERBOARD! ALL OCCUPANTS SHALL STAY SEATED IN THE COCKPIT WHILE THE BOAT IS RUNNING.

Water Sports

Besides learning the safety precautions for safe boating, as well as understanding and knowing required rules and regulations you are obligated to be particularly careful around other water sportsman, such as scuba divers, water skiers, wake boarders, and fisherman.



When ever you see a “Diver Down” flag maintain a distance of at least 100 feet on inland waters. In bays and open waters stay 300 feet away. The flag indicates a diver in the water. If a diver is operating from your boat, be certain to use this flag and post a lookout on board to observe the diver’s air bubbles.

Swim Platform

On all types of swim platforms you should make periodic inspections of the swim ladder and hardware that support the platform to ensure that all connections and fittings are tight and in good condition. Always insert ladder and secure in the locked position before making headway!

Use heed when operating the boat in reverse to insure that water does not accumulate excessively on the platform or transom, especially in rough seas or strong currents. If installed, do not exceed the recommended maximum capacity label!

Typical label shown (varies by platform type/model.



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.

Read and understand the warning label above regarding “teak surfing.”

Fishing

Most boaters fish from time to time. With the propulsion systems of today it is possible to fish in out-of-the-way places. When cruising, stay clear of fisherman. They may have lines or nets out which might be cut or get caught in your propeller if you come too close. Slow down when approaching fishing boats. Do not return to cruising speed until the boats have been passed. If a fishing boat should be anchored, a large wake could flip or swamp the boat, upset fishing gear, pull the anchor loose from the bottom or worse yet cause someone to fall overboard.

When fishing from your boat, never anchor in a shipping channel or tie up to any navigational aid. These must be kept clear of at all times. Be sure to carry a local chart of the area to back up your plotter and be on the lookout for shallow water and hidden obstructions. Many times local conditions change and there is a time lag on the plotter chip until the next revision. Pick up a tidal chart if appropriate so you do not end up grounded.

Weather / Water Conditions

Before a boating outing check the weather conditions. As we all know the weather can change rapidly in many parts of the country. It does so sometimes without being predicted. NOAA weather radio reports are continuously available on designated frequencies installed on VHF radios and various hand held devices.

Also, many local radio stations carry weather reports along with on-line information.

Cloud Formations:

Clouds indicate the type of current weather and upcoming changes in the weather. Knowing the type of cloud formation can assist you in understanding current weather. Flat clouds (stratus) normally indicate stable air. Cumulus clouds indicate unstable air.

Many times a “cotton ball” or cumulus cloud builds vertical height in the afternoon and the result is a thunderstorm with increased winds and waves; sometimes these storms are quite violent.

Also, water spouts with high vortex winds can develop over water. You can find additional weather information (meteorology) at your local library or on the internet.

Waves & Fog

As the wind blows across water waves are created. The stronger the wind and increased distance across the water enlarges the wave action. Other factors that can cause problem situations for vessels are fog, currents, and tidal changes.

Fog can develop inland on clear, calm mornings. Coastal areas see large “blankets” of fog roll in and stay for extended time periods sometimes causing hazardous navigation conditions. If you are caught in the fog, do not panic. Think of the best plan of action and proceed carefully. If you are limited in navigation equipment at the first sign of fog proceed to the nearest shoreline and wait until the fog lifts.

Boats equipped with navigation equipment, local waterway experience and charts should proceed to a safe harbor. Use extreme caution, signal as needed, and reduce to a speed where you can stop within half of your forward vision range.

If foul weather catches you at sea do the following:

1. Slow down. Proceed with caution and put on your life vests.
2. Try to reach the nearest safe shoreline.
3. Navigate your vessel slowly into the waves at a 45 degree angle.
4. Passengers should sit low in the center of the vessel.
5. Monitor your bilge pump. Make sure sump stays free of water.
6. Secure loose gear. Make ready emergency equipment.
7. Anchor over the bow but never over the stern.

Chapter 3

Rules Of The Road

Navigation Rules Defined

The Navigation Rules set forth actions to be followed by boats to avoid collision. They are referred to as the “Rules of the Road”. There are two main parts referred to as the inland and international rules. The inland rules apply to vessels operating inside the boundaries of the United States. The international rules (referred to as 72 COLREGS) apply to vessels operating on the high seas and all connected waters outside the established demarcation boundaries. Most navigational charts show the demarcation lines by red dotted lines and are published in the navigation rules. Remember to consult state and local agencies since areas such as “no wake zones,” swimming beaches, “diver down flag” and inland landlocked lakes fall under their responsibilities. This section is only an introduction to the “rules of the road”. We strongly recommend additional training before getting behind the “wheel”.

Order Inland & International Navigation Rules from:

Superintendent of Documents
U. S. Government Printing Office
Washington, DC 20402
Tel: (202-512-1800) Fax:(202-512-2250)



Navigation Rules

Right Of Way:

1. Cross waves at right angles.
2. When caught in heavy water or squalls, head either directly into the waves or at a slight angle. Reduce speed, but maintain enough power to maneuver your boat safely.
3. Keep your speed under control. Respect the rights of other boaters engaged in all water sports. Give them plenty of operating room.
4. Whenever meeting a boat head on, keep to the right where possible.
5. When two boats cross, the boat to the right (starboard) has the right of way.
6. When overtaking or passing, the boat being passed has the right of way.
7. In general, boats with less maneuverability have right-of-way over more agile craft. The skipper must keep his craft clear of the following vessels:
8. A vessel not under command or aground; due to their circumstances, these vessels have no maneuverability.

9. A vessel restricted in its maneuverability; these vessels usually are performing work which limits their maneuverability. Examples are boats surveying, dredging, laying pipe or cable, or servicing navigational markers.
10. A vessel engaged in fishing; these include boats fishing with lines, trawls or nets, but not trolling lines.
11. Sailboats; they have the right-of-way over powerboats. However, if a sailboat is using a prop to move forward, it is considered a powerboat even if the sails are up.
12. Remember the unwritten "rule of tonnage". Basically a smaller tonnage vessel should take every effort to avoid close quarters with a larger tonnage vessel. One way to accomplish this is to have a designated human lookout to "eyeball" the horizon for any developing collision course.
13. Use defensive driving skills on the waterway just as you do on the roadway. The other vessel may not know the rules of the road. Be alert and ready to take immediate action.
14. If a collision course is unavoidable neither boat has the right of way. Both boats must react to avoid an accident according to the rules of the road.

Lookouts:

International and Inland navigation rules spell out the specifics of establishing a lookout. A lookout is legally defined by the court system as a person who has specifically charged duties on board such as observing sounds, echoes, lights and any inhibitors to navigation with complete thoroughness as permitted by the circumstances.

The term "specifically charged" means that the lookout has no other duties at that time that could prevent him from keeping a proper watch.

Of course the skipper must delegate the lookout duties to a seasoned crew member who can react to events quickly and communicate effectively with the captain with little notice.

As captain of your vessel you are responsible for the vessel and the crew. Choose an experienced individual as lookout and review the navigation rules with this person so he can make the right call quickly as situations develop.

WHISTLE SIGNALS

ONE LONG BLAST: Warning signal

(Coming out of slip)

ONE SHORT BLAST: Pass on my port side

TWO SHORT BLASTS: Pass on my starboard side

THREE SHORT BLASTS: Engine(s) in reverse

FOUR OR MORE BLASTS: Danger signal

BRIDGE SIGNALS

SOUND

VESSEL: Open

BRIDGE: OK

No

VESSEL: Replies:

RADIO: VHF CH. 13

VISUAL

VESSEL: Open

BRIDGE: OK

No

DAY (Flag) NIGHT (Lights)

↑ ↑ ↑

□ ○ ●

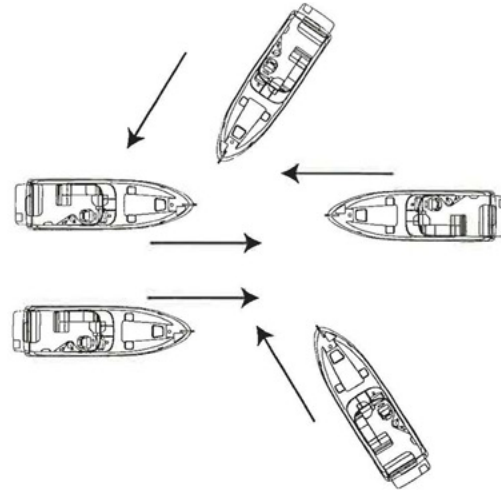
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Same or Same

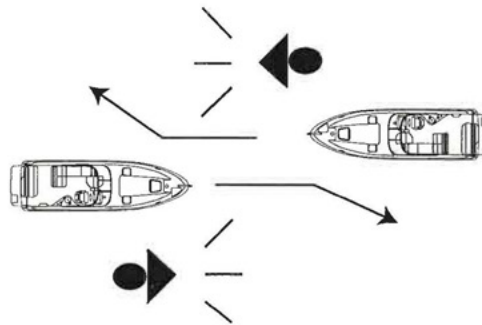
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Navigation Rules

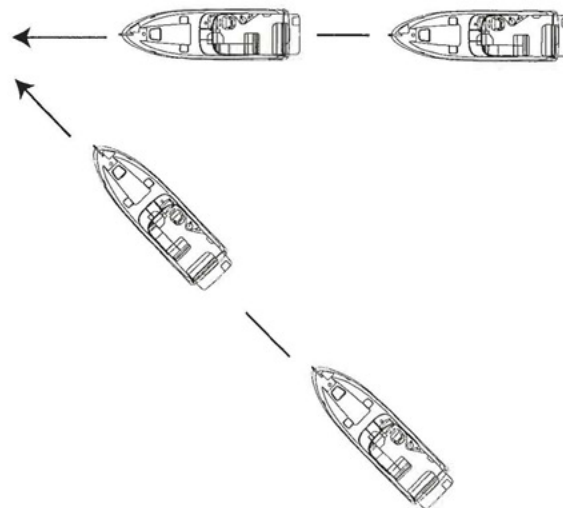
The Navigation Rules set forth 3 types of crossing situations- crossing, meeting, and overtaking. In each case, both boats are governed by special procedures.



In a head-on meeting, both vessels must sound a single blast to give way toward starboard and pass to port.

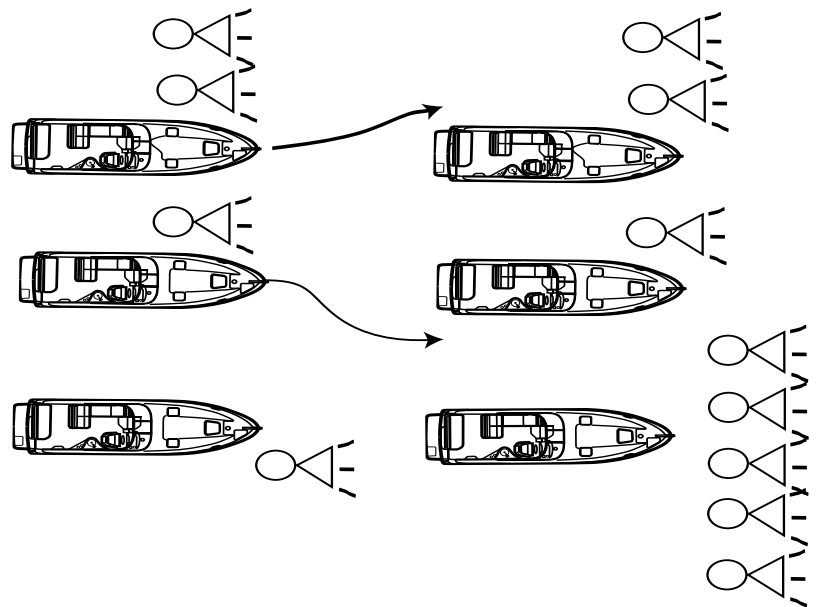
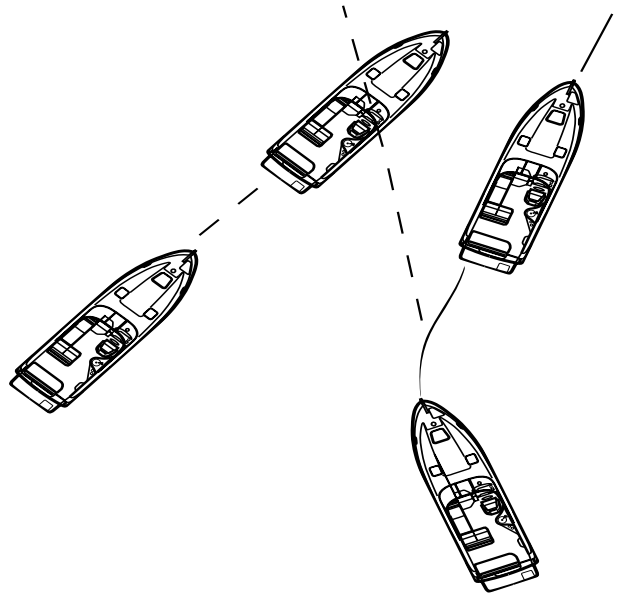


These rules appear when there is a risk of collision. In a crossing situation be aware of the other craft's position. For safety, there should be a noticeable change in the angle, bow or stern; a gradual change in position indicates possible danger.



Navigation Rules

An overtaking boat is burdened, and is not the privileged craft, even though it approaches the danger zone of the overtaken boat.



The overtaking boat first signals with a single blast if that boat desires to pass on the starboard side of the boat ahead, or a double blast if passing to port. The overtaken craft responds with the same signal if safe, or with the danger signal (5 short blasts or more) if unsafe. The boat overtaking must not pass unless the appropriate signals are sounded.

Navigation Aids

Navigation aids are placed along coasts and navigable waters as a guide for mariners in determining their position in reference to land and hidden danger. Each aid provides specific information. They form a continuous system of charted markers for monitoring on the plotter or providing accurate piloting on paper as a backup. Your on board plotter provides up to date navigation aids. Besides coastal maps a complete domestic interior waterway grid is featured on the plotter.

If desired, there are hand-held GPS devices that are available as back-up devices. In addition, nautical charts are provided by the National Ocean Service (NOS) and are distributed nationwide through marinas and outlet stores. These charts show the geography of the coast, water depth, landmarks, navigation aids (buoys and markers), marine hazards, and port facilities. Use only up-to-date charts for navigation. We recommend when purchasing a chart to look for the weather resistant ones. Buoys provide a road map to keep the skipper on course and to avoid hazards. Buoys are identified by light, shape, color and in severe weather conditions by sound.

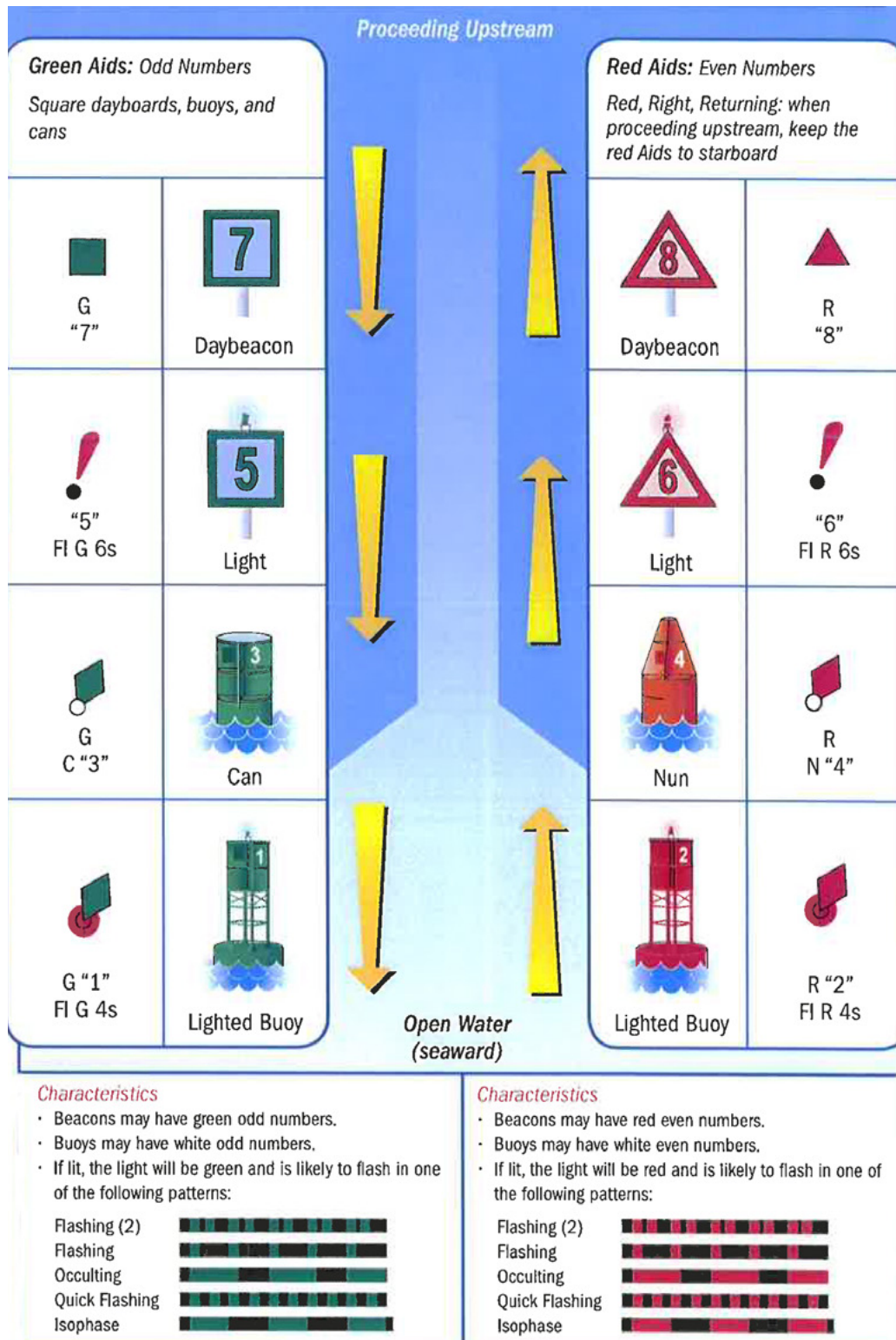
Buoys or beacons called lateral markers indicate the port and starboard sides of the waterway to be followed. U. S markers follow the buoy system known as Red Right Returning. When returning from sea or traveling upstream, the green markers are to port (on your left) and the red markers are to the starboard side (on your right). When traveling downstream or out to sea the marker color would be reversed.

Before operating your vessel, learn to identify the various navigational aids such as lateral aids, mid-channel markers, information and regulatory markers.



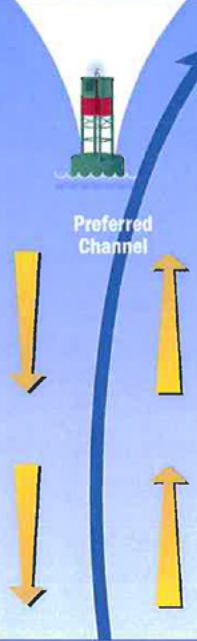












NOTICE

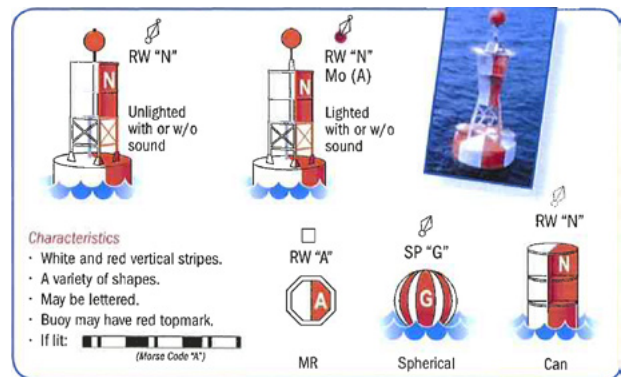
SKIPPERS MUST NOT RELY ON BUOYS
ALONE TO MARK THEIR POSITION.
SEVERE WEATHER CONDITIONS
AND WAVE ACTION CAN ALTER
A BUOYS POSITION.
NEVER TIE UP TO A BUOY.
IT IS ILLEGAL AND DANGEROUS.

Lateral Aids















Channel Markers

 GR "U"	 Daybeacon		 Daybeacon	 RG "G"
 GR C "S"	 Can Buoy		 Nun Buoy	 RG N "C"
 GR "A" Fl (2+1) G 6s	 Lighted Buoy		 Lighted Buoy	 RG "B" Fl (2+1) R 6s
Characteristics <ul style="list-style-type: none"> Green on top. Have a letter designation. Buoys will feature a white letter. If lit:  COMPOSITE GROUP FLASHING (2+1) 		Characteristics <ul style="list-style-type: none"> Red on top. Have a letter designation. Buoys will feature a white letter. If lit:  COMPOSITE GROUP FLASHING (2+1) 		



Regulatory Markers

Symbol	Meaning	Examples
	Danger A diamond shape alerts boaters to hazards	 
	Restricted Operations Marks with a circle indicate areas with regulated operations	 
	Exclusion A diamond shape with a cross means boats are prohibited from the area	 
	Information Marks with a square provide helpful information such as directions, distances, and locations	 

Night Running

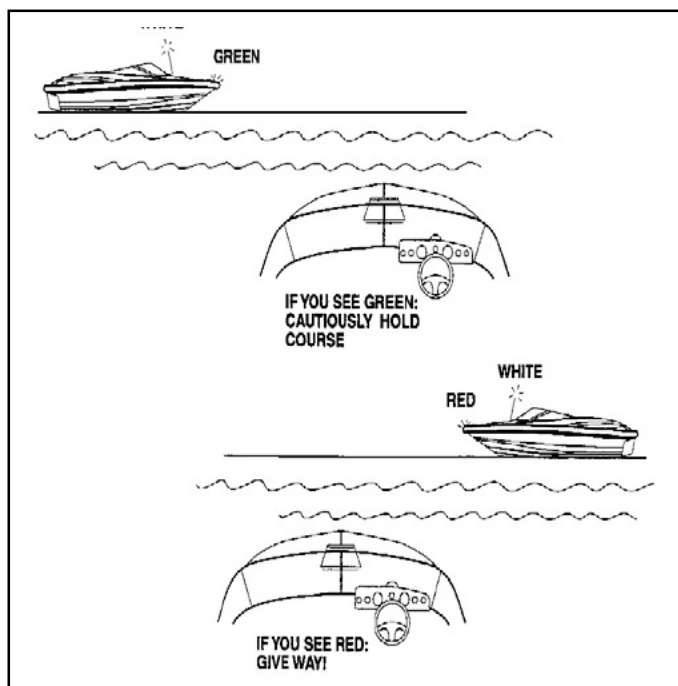
Boats operating between sunset and sunrise (hours vary by state), or in conditions of reduced visibility, must use navigation lights. Night time operation, especially during bad weather and fog, can be dangerous. All Rules of the Road apply at night, but it is best to slow down and stay clear of all boats regardless of who has the right-of-way.

To see more easily at night, avoid bright lights when possible. Also, it is helpful to have a passenger (appoint as lookout) keep watch for other boats, water hazards and navigational aids.

To determine the size, speed and direction of other vessels at night, you should use the running lights. A green light indicates starboard side, and a red light indicates port side. Generally, if you see a green light, you have the right-of-way. If you see a red light, give way to the other vessel.

Bridge Clearance

Be aware that your vessel requires a specified bridge clearance height. This height is a measured



estimate from the waterline to the top of the highest equipment height. The estimated height can change because of variances in the loaded condition of the vessel and equipment variances. Consult the bridge clearance specifications located in Chapter 12 (Technical Information section). Some bridges are tendered. Know and use the proper bridge signals when approaching these bridges (see bridge signals in this chapter). You can also monitor and communicate on channel 13 of a VHF radio for bridge information in most domestic locals. Other bridges are marked with a clearance measurement and you are on your own. It is recommended that you have a look out posted for additional visual assistance when entering a bridge zone.

After determining your vessel will clear the bridge proceed with caution at a safe idle speed. Keep your eye on vessel traffic at all times in order to react quickly. Keep both hands on the helm since you may need to change course because of current and wind conditions. Resume a safe speed once clear of the bridge structure and acknowledgment of clear visibility. Just use common sense around any type of bridge structure!

Bridge Lighting:

Bridge lighting is maintained by the Department of Homeland Security. On the following pages are 2 typical examples of night-time bridge lighting. As the skipper approaches bascule and fixed bridges light position (arc of visibility) and color will indicate the safe channel through the bridge. Notice green denotes the "safe" entry location on single-span bridges and green or white on multiple-span bridges designates the main channel. In addition, green denotes the "up" position for single and double lift bridges.

