POLAR kraft®

BUILT FOR FISH HEADS

Owner's Manual

Welcome Aboard!

You are joining thousands of other families who are enjoying the pleasure of boating with a Polar Kraft boat. Polar Kraft boats are designed and built by men and women skilled at their craft. Brought together by a common goal, these committed individuals are dedicated to making your fishing boat the best value on the market today. Polar Kraft gives you the opportunity to fish, ski, or just comfortably cruise around in style.

We have carefully assembled the information in this manual to assist you in the proper operation of your new boat. **Please take the time to read this manual before operating your boat!** Supplier manuals for trolling motors and other accessories have been included in your owner's manual packet. Be sure to read these manuals and be familiar with their content. If you have any questions please contact your Polar Kraft dealer or the Polar Kraft Customer Service Department at **574-457-2082.**

Polar Kraft Boats, the fishing boat division of Godfrey Marine, has been proudly producing family boats for over 50 years. We at Polar Kraft; encourage all boat owners to practice safe boating procedures by following rules and regulations of your waterways. We recommend no person operate any marine product before taking a USCG-approved course in safe boat handling procedures or its equivalent and without having fully reviewed all product manuals and procedures. In addition, Polar Kraft owners and operators should familiarize themselves with state and local boating regulations for the safe and legal operation of their watercraft in accordance with applicable state and local regulations. Refer to Chapter Two of this manual for specific safety guidelines.

Quality family time is priceless. We encourage you to create unforgettable family memories aboard a Polar Kraft. We wish you and your family many days of boating enjoyment.

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DEALER RESPONSIBILITIES

Although your boat has undergone a series of rigid inspections throughout the manufacturing process, the final factory check is not the last one before you take delivery. Your dealer should perform additional pre-delivery checks and service your new boat in preparation for delivery. Dealer responsibilities include providing:

- An adequate orientation in the general operation of your boat
- An explanation of safety consideration regarding the use of systems and components
- A complete Owner's Manual Packet containing literature and information regarding your boat and its separate warranted products, warranty and registration cards.
- A review of all warranties and registration requirements

GENERAL INFORMATION

Immediately after purchasing the boat, record the following information for handy reference.
This information may be very important in case emergency service is required.

DEALER INFORMATION

Name: _____

Salesperson: _____

Service Manager: _____

Address: _____

City _____ State _____ Zip _____

Phone: _____

INSURANCE INFORMATION

Agent: _____

Company: _____

Address: _____

City _____ State _____ Zip _____

Phone: _____

Policy # _____

MANUFACTURER INFORMATION

Customer Service Department
Polar Kraft Boats
P.O. Box 337
300 E. Chicago Avenue
Syracuse, IN 46567
Ph: (574) 457-2082
Fx: (574) 457-4278

ADDITIONAL NOTES:

_____

_____

_____

_____

_____

_____

_____

_____

IMPORTANT NUMBERS:

Purchase Date # _____

Model # _____

Hull Identification# _____

U.S.C.G. Boat Reg. # _____

Engine # _____

Trailer # _____

Ignition Key # _____

Door Key # _____

Engine Model _____

Prop Size: _____

☛ ***NOTICE:*** ***Also record this information in a safe place away from your boat.***

INTRODUCTION

1.

Whether you are a first-time or experienced boater, we ask you to please take time to read this manual and become familiar with its contents. This will help you learn about the features and controls for your boat. In this manual you will find that pictures and words work together to explain things quickly. Your dealer is always available to answer any questions you may have about your boat, engine, boat equipment or procedures.

Safety note: Polar Kraft recommends all persons take a United States Coast Guard approved course in safe boat handling procedures or its equivalent along with fully reviewing, in detail, all boat product operating manuals and procedures.

OWNER LIABILITY

You, as the owner of a boat, have many and varied responsibilities to your passengers and to other boaters. You are required to be knowledgeable on, and to comply with, all local, state and federal boating laws. We will cover many of these requirements in later sections.

REGISTRATION

Most states require that a powered boat which operates within their boundaries be registered. In addition, the U.S. Coast Guard requires all boats using U.S. waters be registered in the state where the boat is docked. States usually have regulations on the size and location of identification numbers on the boat. You should contact your local and state boating law administration before operating your boat to avoid being in violation of any applicable boating laws.

INSURANCE

Before operating your boat you should contact your insurance agent to obtain the proper coverage. Most states have minimum coverage responsibilities. It is prudent, due to the investment required for a boat, to have coverage for fire, theft, property damage, and liability.

EDUCATION AND TRAINING

No manual can give you all the information you may need to operate a boat effectively and safely. We suggest you contact your state boating commission for any materials they may offer. You can also obtain several publications from the U.S. Coast Guard by contacting them. Be aware most states have special requirements for people under the age of 18 operating the boat. The more familiar you are with the safe handling and operation of your boat, the more enjoyment you will have.

MAINTENANCE

Maintaining your boat in top condition makes good sense. Following recommended procedures not only will protect your investment but is a requirement for continued validation of the warranty. We will cover procedures and requirements in a later section. Your dealer will help you develop a program for the requirements and procedures needed as well as products specifically designed for marine use.

PASSENGER SAFETY

Before embarking on any outing all passengers should be shown where all safety equipment is located and its proper operation.

☛ ***NOTICE:*** ***It is always a good idea to have at least one other person on board who is familiar with the operation of the boat. Preparation & training helps in emergency situations.***

BOATING ETIQUETTE

Knowing the rules of your waterway is an important part of operating your boat in a courteous manner. You should always be alert for swimmers, slower boats, smaller boats and divers. Give water-skiers and fishermen all of the room possible. Boaters should always be aware of their wake since any damage is their responsibility. Your state boating commission or the Coast Guard is a good source for information on boating etiquette and rules of the waterways.

STORAGE

An important part of boat maintenance is the storing of the boat in the off season. Again, your boat dealer is the best source of information on the proper methods. The protection of the engine, hull and the interior of your boat are a must to prevent damages and added expenses.

IDENTIFICATION NUMBERS

You should record your serial registration and model number immediately with your insurance agent. The number of the engine, hull and trailer should also be recorded and kept in a safe place away from the boat. In case of theft or damage report these numbers to the police and your insurance agent.

HULL IDENTIFICATION NUMBER (HIN)

The hull identification number must be clearly visible on the starboard side of the motor pod. Federal law forbids the removal, alteration, or disfigurement of this number.

DANGER

When boating/fishing offshore, always be sure to check weather forecast. The most reliable information may be found on any VHF radio.

SAFETY

2.

Safety on the water begins with a thorough understanding of the laws and regulations of boating. By following the suggestions and guidelines in this manual, you should be prepared to face not all, but some of the most common problems safely. Laws vary from federal and different state jurisdictions. Familiarize yourself with the laws of your area. Be aware that waters bordering different jurisdictions may have multiple requirements.

SYMBOLS

In this section we will be reporting safety information as it applies to boating. To emphasize specific problem areas the following symbol will be used in the manual.

⚠ DANGER ⚠

Will appear in cases that might cause death, injury or considerable property damage if the danger is disregarded.

⚠ WARNING ⚠

Will appear in cases that could potentially cause death, injury or considerable property damage if the caution is disregarded.

⚠ CAUTION

Will appear above cases of unsafe routines or hazards that possibly would cause lesser injury or property damage if disregarded.

Also, this symbol:

☛ ***NOTICE:*** will show items that are important but are not endangering.

RULES ON THE WATER

There are well-defined operating procedures for boating. You must familiarize yourself with these laws and procedures before operating your boat. Your state's boating Regulatory Agency and the Coast Guard are good sources for the information needed for your boating safety and for your legal compliance with applicable state and federal laws. Some basics are as follows:

1. Learn to recognize buoys and markers.
2. Always yield to sailboats and slower boats.
3. Keep to the right and give way to boats on your right passing in front.
4. When entering a harbor always keep the markers and red buoys on your right.

The Coast Guard has prepared many pamphlets for your use. For more information contact a local U.S. Coast Guard station, write to U.S. Coast Guard Headquarters, 1300 NW Washington, D.C. 20226 or call the U.S. Coast Guard Boating Safety Hotline at 1-800-368-5647. Your local authorities can give you information on boat handling courses in your area.

MINORS

Under aged minors must be taught the proper safety measures before operating a boat. They must be closely watched and guided in the safe handling of a boat. Most states require licensing and have other legal restrictions on minors operating a boat. Be sure you are aware of your local and state requirements where the boat is being used before allowing a minor to operate your boat.

REQUIRED COAST GUARD ITEMS

To comply, the following items are required on your boat.

1. Proper lighting for night time operation.
2. A Type B fire extinguisher.
3. A warning horn.

⚠ WARNING ⚠

Be aware you are responsible for providing a personal flotation device (PFD) for each passenger or water-skier. You should also have a throwable flotation device type IV (PFD). These items should be checked before every departure. Coast Guard patrolled waters require a more extensive list based on boat size. Check requirements for your boat!

PROPER LIGHTING

Every Polar Kraft boat is equipped with navigation lights, red and green bow lights, and a white stern light for after sunset operation. Refer to section 5 page 4 for operating procedures for these lights.

FIRE EXTINGUISHER

Coast Guard approved extinguishers are identified by the following marking on the label:
"Marine Type USCG Approved"

WARNING HORN

There are various types of "Warning Horn" devices. Ask your marine dealer to help you select the best one for you.

AUXILIARY EQUIPMENT

The following list covers other useful items.

1. Paddle
2. First Aid Kit
3. Flashlight
4. Extra Prop
5. Anchor and Line
6. Tool Box
7. Distress Signal for day or night

(May be local/state laws on proper use)

PFD (PERSONAL FLOTATION DEVICE)

This device is required for all passengers. Everyone aboard should be instructed in their use before departing. Special care should be given to children and others unfamiliar with the adjustment and use of a PFD.

There are several types of PFDs to wear and two types for throwing into the water in an emergency. PFDs must be of proper size for person using, i.e., child under 50#, 90#, adult, etc.

☛ ***NOTICE:* Some states may prohibit the use of certain types of PFDs by boat occupants. Know the requirement for the state where you are boating.**

TYPE I LIFE PRESERVER

Has 20 lbs of buoyancy.
Good for non-swimmers (adults).

TYPE II LIFE PRESERVER

Has 15.5 lbs. of buoyancy. Is more comfortable to wear than a Type I. Especially applicable to smaller people or children.

TYPE III LIFE PRESERVER

Has more than 15.5 lbs. of buoyancy. Can be used in most cases where arm movement is required.

TYPE IV

Throwable. Has 16.5 lbs. of buoyancy. Must always be available for emergencies.

⚠ WARNING ⚠

PASSENGER SAFETY

Making sure your riders are aware of all safety laws is basic in boating. All passengers must have a legally approved PFD available for immediate use. Someone other than the owner must be familiar with operating the boat in case of an emergency. When the boat is under way, all passengers should be seated in designated seating positions.

WATER-SKIING

⚠ WARNING ⚠

1. **A Coast Guard approved PFD must be worn by skiers at all times.**
2. **An observer must watch the skier at all times. The driver cannot be the observer.**
3. **Keep away from other boats and fisherman.**
4. **Continue to observe a downed skier until the boat returns and the skier is verified as OK.**
5. **Stop the motor before closing on a skier.**
6. **Beware of shallow water and obstructions in the water.**
7. **Do not ski after dark.**
8. **Do not ski near swimmers or in crowded boat traffic.**
9. **Some states require a mirror on the boat.**
10. **Some states require boat operator to carry a designated colored flag when a water skier is down in the water. Know the legal requirement prior to operating your boat to pull water skiers.**

Skiing safety requires the observance of certain basic rules.

1. Start the boat slowly until the slack is out of the tow rope.
2. Be sure there is no traffic ahead and then apply enough throttle to get the skier up.
3. When the skier is up and the way is clear, follow his signals to ready a proper speed skier is comfortable with.
4. When a skier goes down watch for the signal that he is OK.
5. Always approach the skier on the starboard (right) side and stop the motor when near the skier.

Refer to section 9 page 3 for skiing hand signals.

☛ ***NOTICE:* Some states have specific rules for skiing. Please check and obey these local regulations while engaging in this activity.**

For further information on skiing safety:

American Water Skiing Association
P. O. Box 191
Winter Haven, FL 33880
(863) 324-4341

SWIMMING

Swimming can always be hazardous unless safety rules are observed. When swimming from a fishing boat certain measures should be taken to insure safety.

1. Anchor the boat and shut off the motor.
2. Swim on the shore side of the boat away from traffic.
3. Be sure someone is in the boat at all times observing swimmers.
4. Never swim alone.
5. Do not dive from the boat.

⚠ DANGER ⚠

Never dive from any part of a boat. Diving from the boat may result in severe personal injury or death.

6. When driving the boat always be alert for swimmers and swimming areas.

⚠ WARNING ⚠

7. **Be alert for the divers down flag and keep the boat well away from diving areas and divers.**

DRUGS AND ALCOHOL

More than one-half of the reported boating accidents involve operation in conjunction with the use of alcohol or drugs. The use of alcohol or drugs affects everyone in at least four ways that affect safe boat operation:

1. Judgment
2. Coordination
3. Vision
4. Reaction Time

⚠ DANGER ⚠

Never operate a boat while under the influence of drugs or alcohol.

ACCIDENTS

Even though all precautions are taken, sometimes an accident may occur. In the event of an accident you are legally required to file an accident report with the proper authorities and, of course, with your insurance agent.

☛ ***NOTICE:* In all cases involving injury, death or property damage the owner of the boat is responsible for filing the report.**

⚠ WARNING ⚠

- **Don't smoke while refueling.**
- **Shut off engine before fueling.**

FIRE ON YOUR BOAT

The best way to handle a fire is to prevent it.

- Check your fuel system often.
- Sniff around for gasoline fumes. If you smell gasoline, find the source and correct the problem.

If a fire occurs, be prepared to take these steps.

1. Shut off the engine.
2. Move passengers away from the flames.
3. Be sure all passengers are wearing a PFD.
4. Operate the fire extinguisher aiming at the base of the flames, not the top of the flames.
5. If the flames cannot be extinguished, quickly abandon the boat.

⚠ WARNING ⚠

Gasoline vapors can explode, resulting in injury or death.

Before starting any engine check bilge compartment for gasoline or vapors

INCLEMENT WEATHER

When hazardous conditions exist, postpone your outing to a later time. Before embarking on any boat outing check the latest weather reports for the local water conditions. When out on the water, periodic checks of weather reports is in order. Be prepared to take safety measures if any of the following conditions arise.

1. Wind increases dramatically.
2. Waves become higher.
3. Black clouds or lightning appear.
4. Fog develops.

If any of these situations arise, react at once.

1. Do Not Panic.
2. Put on PFD's.
3. Head away from the storm towards the nearest point of safety.
4. Balance boat by having all passengers move to the middle of boat.
5. Tie down or stow away any items that are not secured.

HAZARDOUS CONDITIONS

All waters have different characteristics that could present dangers to you and your boat. Under water hazards such as tree stumps, sand bars or shallow waters are to be avoided. If you are unfamiliar with the waters, question other boaters or obtain charts of the waters.

⚠ WARNING ⚠

If you should damage your boat due to any of the conditions mentioned, your boat may become unsafe, and immediate actions for inspection and repair of your boat should be performed at a qualified boat service center.

⚠ WARNING ⚠

Safe fishing boat open water use requires owner's and operator's compliance with known weather forecast conditions around and over the area of intended open water boating. Compliance with all Coast Guard advisories of boating conditions for the area of known and expected boating travel shall be adhered to by all boat owners and operators.

TOWING

⚠ CAUTION

Your boat was not designed for towing. It could be damaged by improper towing use.

Although towing should be avoided if possible, in certain situations a tow might be necessary. However, first lend all assistance needed to the passengers of the boat in trouble. A call for help to tow the distressed boat would be the best precautionary course.

If towing is necessary, consider the following:

1. Never try to tow a larger, grounded or capsized boat. Lend assistance to occupants and then contact proper authorities.
2. Use a quality line capable of handling the load. At least a 1/2 inch double braided nylon line is recommended.
3. Check line to be used making sure it is in good condition.
4. Attach the tow line to both stern eyes on your boat and bow eye of the boat being towed.

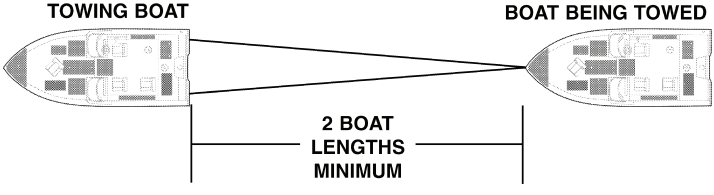
⚠ WARNING ⚠

Never tie tow lines to cleats, rails or attempt to hold a line while towing.

5. Allow a minimum of two boat lengths between tow boat and boat being towed.

⚠ CAUTION

Proceed slowly, towing at a moderate speed. Adjust for adverse wave and wind conditions. Keep both boats on the crest or trough of the waves at the same time



NOTES

TRAILERING

3.

Boat trailer laws vary from state to state on such matters as licensing, registration, trailer brakes, lighting and gross vehicle weight. Visit your local and state department of motor vehicles for information on the laws that apply to your situation.

☛ ***NOTICE:*** ***Please refer to boat trailer owner's manual for specific operation and safety procedures.***

SALTWATER LAUNCHING

If your boat is to be used on saltwater your trailer should be galvanized or aluminum to avoid the rusting and damage caused by the corrosive effect of saltwater. After each use, your boat and trailer should be hosed down with clear fresh cold water. Rinsing with fresh water will retard the corrosive properties of the saltwater.

CAPACITY DATA

Boat trailers carry a certification label spelling out their weight-carrying capacity. Under no circumstances should these capacities be exceeded.

⚠ DANGER ⚠

Exceeding the trailer capacity can cause damage to the trailer, personal or property damage or a serious accident.

This capacity is referred to as the Trailer Gross Vehicle Weight Rating (G.V.W.R.). This rating includes all of the following items: the total boat weight, including engine, fuel, water and all items on the boat.

When trailering, do not load other items on the boat trailers that may add to overloading. It is a good idea to weigh your entire rig to see exactly how your situation complies with the G.V.W.R. rating of your trailer.

TRAILERING CHECK LIST

⚠ WARNING ⚠

Before starting on an outing with a trailer with surge braking check the brake fluid level.

If the fluid level is low on a continuing basis you probably have a leak in the brake system. Do not attempt to use the trailer under these conditions. Repair brakes before proceeding.

⚠ CAUTION

Tire pressure must be checked on the trailer before every use. Improper tire pressure can cause accidents.

The load carrying capacity of the trailer is in part determined by tire pressure. The trailer tires have the pressure information shown on the sidewalls.

Most trailers have a bow safety cable that must be attached when the boat is on the trailer.

Before each use be sure to check the trailer lights for proper operation. The turn signal lights, stop lights and brake lights must all be working correctly.

⚠ CAUTION

Check grease level in wheel bearings often. Improperly lubricated bearings might seize and could cause an accident.

Wheel bearings should be greased as needed to provide proper lubrication. Improper lubrication could cause bearings to seize and cause an accident. When checking wheel bearings enroute, a degree of heat can be expected. However, if the bearings are hot, it is an indication the bearing is not lubricated properly. Special care must be taken after a trailer has been in storage as lubricating grease can become solidified and ineffective.

⚠ CAUTION

Never trailer your boat with the bimini or canopy in the upright or radar arch position as severe damage may result to your bimini and/or boat.

Before trailering your boat, check that all items on boat are in their proper storage compartments. Secure covers before trailering. Nothing should be loose that could shift and damage the boat. The bimini top or canopy should be in the down position and properly secured.

☛ ***NOTICE:* Be aware that your trailer carries a special tire size, lug nut wrench, and jack.**

Do not assume you can use the tow vehicle's lug nut wrench and jack on your trailer. Your trailer dealer can supply these items. In addition it is wise to have at least one spare tire for the trailer. When checking lug nuts a cross pattern tightening procedure should be used. Tightness should be in the range of 90 lbs. of torque.

⚠ CAUTION

Before departing and enroute, lug nuts must be checked for tightness. If lug nuts work loose an accident can occur.

The boat motor should be secured before towing to prevent road shock from damaging the engine and/or the transom.

Before trailering a boat, the engine must be raised to the trailering position. The use of a "transom saver" is recommended. See your dealer for the proper transom saver for use with your boat.

TRAILER HOOKUP

The vehicle you choose to tow your boat and trailer is very important. Most new cars and trucks can be ordered with trailer towing packages. It pays to equip your vehicle with the proper items to handle your trailer. You should have an adequately rated tow hitch, correct size tow ball (marked on coupler), and the proper trailer light connections.

Cars and trucks today may have red stop lights and amber turn signals. You may purchase a wiring adapter for your tow vehicle to work in conjunction with the turn and stop lights on your trailer.

⚠ CAUTION

Always refer to the vehicle's towing capacity rating.

⚠ CAUTION

Safety chains provide added insurance that an unhitched trailer will not become completely separated from the towing vehicle while it is being towed.

☛ ***NOTICE:* Refer to your boat trailer owner's manual for proper hook-up procedures.**

TONGUE WEIGHT

You should always match the boat with the trailer. For proper towing the tongue weight should be 5% to 10% of the G.V.W. This as you recall is the total weight of the boat, motor, trailer, and all items on the boat including fuel. Do not increase the tongue weight by adding items to the boat or trailer.

Your Polar Kraft dealer can assist you in selecting the proper trailer and equipment for towing your boat. There are also professional haulers who will transport your boat for a fee. Your dealer can probably recommend a qualified professional to handle your towing.

TRAILER TOWING TACTICS

If you are new to trailer towing there is nothing that will do you more good than extensive practice. Find a shopping mall parking lot before opening time and practice the several maneuvers we will be discussing. What is difficult initially will be easier as you develop your skills.

STEERING IN CURVES AND CORNERS

On curves steer well to your side of the center line as the trailer does not track in the path of the tow vehicle's wheels. When turning corners steer wide so the trailer clears the curb.

PASSING

Be mindful that the added weight of your boat and trailer reduces the acceleration of your tow vehicle. Be sure and allow plenty of room to complete your pass. After passing a vehicle allow plenty of room to clear passed vehicle before turning back into the driving lane. Sharp turns can cause trailers to weave and become unstable.

BEING PASSED

Large trucks and buses can cause wind turbulence that can force the trailer to the right. The trailer will stabilize itself after the vehicle passes. Do not brake to adjust. Common courtesy calls for you to pull over and let any traffic that might stack up behind you to pass from time to time.

STOPPING

Be mindful of the extra weight your boat and trailer put on your tow vehicle and the increased distance needed to stop. Even with surge brakes on the trailer this distance is increased.

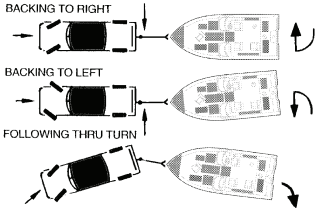
⚠ WARNING ⚠

Allow proper distance between vehicles to safely stop in case of an emergency.

BACKING UP

The proper mirrors on the tow vehicle are a must for the backup maneuver. Some states require dual mirrors when towing a trailer. Make your moves slowly, checking mirrors for clearance and obstructions. Remember the trailer will turn the opposite direction of the tow vehicle steering wheel. Turning the steering wheel in the opposite direction you want the trailer to go is the basic move to remember.

When the trailer begins moving in the proper direction, turn the steering wheel to follow it. With the proper use of mirrors and companion in back to direct you, you will soon become proficient at the backing maneuver.



ADDITIONAL INFORMATION:

In this section some basic trailer maintenance, hook-up and towing procedures have been outlined. Please refer to your boat trailer owner's manual and other materials provided by trailer dealer for more specific information. The information in your trailer manual supersedes any information included in this manual.

⚠ CAUTION

Never trailer your boat with a cover installed unless you are using a cover specifically made to be used while trailering your boat.

⚠ CAUTION

Tire pressure must be checked on the trailer before every use. Improper tire pressure can cause accidents.

OPERATIONAL PROCEDURES

4.

This section is designed to give the most basic information on boat operation. We strongly urge all operators to take certified instructions from any local boating authorities. The ideas and suggestions here are not all-encompassing but merely the basic facts related to the operation of the boat.

LAUNCHING YOUR BOAT

Launch ramps are usually busy places. You should make all preparations for launching in the staging area before approaching the ramp. It is a good idea to watch others launch before you make your move. This way you can observe any peculiarities of wind and water current conditions on the ramp itself.

If you have boat gear in your tow vehicle transfer it to the boat. Disconnect the trailer light harness. Back the trailer down the ramp until the trailer bunks are about 3/4 submerged in the water. Tie a line to the bow and another to the stern to maintain control of the boat after launching. It's a good idea to use boat fenders to minimize damage from docks and other obstructions.

☛ ***NOTICE:* In preparation for launching be sure the motor will start before leaving the trailer.**

Lower the engine into water and start according to manufacturer's instructions. Remove safety cables and winch line and drive off the trailer. If the boat has difficulty getting off trailer it may be necessary to back into deeper water.

After the launch, tie the boat up, securing the bow and stern, and remove the trailer from the boat ramp so others are able to launch their boats.

RELOADING YOUR BOAT

Back the trailer down the ramp until the trailer bunks are about 3/4 submerged in the water.

Approach the trailer with your boat at minimum speed. Tilt engine as much as possible to avoid hitting bottom. Drive the boat between the guide bunks up to the winch stand using slow speed with short bursts of power.

☛ ***NOTICE:* Be sure to wet the trailer bunks for smoother loading.**

Shut the engine down at once and tilt up to avoid scraping the ramp. Connect the winch strap to the boat and crank the winch handle until the boat is completely on the trailer.

Pull the trailer up and off the ramp to allow others to load. Turn off all boat accessories and drain the live well (if desired). Attach the safety chains. Connect the trailer light harness and check all lights for proper operation. Lower and secure the bimini. Secure the engine.

⚠ WARNING ⚠

The height of your boat can be a safety factor when considering your route of travel.

Measure the height of your boat on the trailer and add 8 inches as a safety factor. Failure to know this dimension could cause an accident.

When planning your itinerary check with local authorities about possible low clearances you may encounter. Always be aware of clearances when entering filling stations, motels, or other places where overheads may be present.

⚠ WARNING ⚠

Wet trailer brakes may drastically reduce your ability to stop.

Reduced braking capabilities may occur soon after loading due to water getting into the brakes. Applying the brakes several times at a low speed should speed the drying process.

After each boat outing your boat should be thoroughly cleaned, especially if the boat was operated in saltwater. However any water contains impurities that can be harmful to your boat surfaces. Completely wash your boat, motor, and trailer with clean fresh cold water. Be sure to wash trailer bunks that are carpeted.

☛ ***NOTICE: Refer to boat trailer owner's manual for proper operation and safety procedures.***

FUELING YOUR BOAT

⚠ DANGER ⚠

Gasoline is a fire hazard.

⚠ DANGER ⚠

Gasoline is extremely volatile. NEVER have the engine running when refueling. DO NOT smoke or have an open flame near the fuel tank, vent or filler. Be especially cautious, while fueling during hot weather, because heat expands gasoline causing pressure to build in portable fuel tanks. Never fill portable tanks to capacity because expansion can cause fuel leakage creating a fire hazard.

FILLING TANKS

If your boat has a portable (removable) fuel tank the filler cap is on the tank. The fuel fitting for a permanently installed fuel tank is located on the port side at the transom on most models.

Tie the boat to the dock at the side the fuel fill is located. Turn off the engine and any other accessories. Remove the filler cap and put nozzle into tank, keeping nozzle in touch with fitting to avoid static sparking. Be sure you insert the nozzle into the fuel receptacle not a rod holder, oil fill, or water fill.

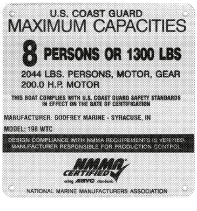
Add fuel.

Replace cap and wipe clean all surfaces.

Check all oil and gas levels to insure proper amounts.

CAPACITY

Never overload your boat. Your Polar Kraft boat has a plate located near the console that shows its maximum weight capacity, maximum persons capacity, and horsepower capacity. The weight rating of your boat includes engine, passengers and all equipment.



⚠ WARNING ⚠

The engine horsepower should never exceed the posted rating.

⚠ DANGER ⚠

Exceeding the posted weight and horsepower capacity could lead to serious conditions resulting in an accident and/or serious injury.

☛ ***NOTICE: Exceeding the posted weight and horsepower capacity will void your boat warranty.***

BOARDING

Load one person at a time. Never jump into the boat. Do not try carrying large or odd sized items into the boat. Pass them to someone already boarded. Reverse the above method when leaving the boat.

> ⚠ **CAUTION**
>
> **Loading and unloading of passengers from a dock or from the water should only be done after the engine has been turned off.**

BOARDING LADDER

The boarding ladder is usually stored.

A boarding ladder is a feature that greatly enhances the water sports experience. There are, however, some serious safety concerns regarding the use of the ladder. Warning labels are placed at the driver's position and on the transom. It is very important to read and be familiar with the information contained in these labels.

> ⚠ **WARNING** ⚠
>
> **All passengers should be in designated seating areas at all times while boat is in motion.**

BOAT WEIGHT DISTRIBUTION

Balanced loading of persons in a boat can greatly affect your boating experience. Be sure all passengers are seated properly inside rail, gates or gunwale. The loading of persons all to one side can cause your boat to list (lean to) one side or the other. In some adverse conditions it could also cause for unsafe boating practices. As captain, please remember to disperse your load evenly. Also, passengers should remain seated in the proper seats whenever the boat is running at speeds greater than trolling motor speed.

STORAGE

Your boat has been designed with functional storage compartments. All loose items should be stowed in proper compartments before departing to avoid loss overboard or problems with boat operation.

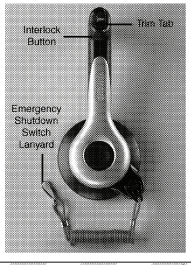
BASIC PROCEDURES

Operating your boat in a safe manner is of first importance. We shall cover basic operations in this section. For more in-depth coverage refer to the owner's information packet containing data on the controls, engine, and steering systems.

SHIFT AND THROTTLE CONTROL

> ⚠ **CAUTION**
>
> **Do not shift from forward to reverse or reverse to forward quickly. This can cause serious damage to controls and engine.**

Keep in idle or neutral until the boat has lost most of its momentum before engaging shifter.
Polar Kraft boats are equipped with either a single lever or dual lever shifter and throttle control. Both methods control the neutral, forward and reverse direction of the motor and function as the accelerator to determine the boat speed.
Single level controls have throttle and shifting capacity in a single lever unit. Neutral is in the center. Moving the lever forward increases speed, moving the control to the rear puts the boat in reverse. Neutral has an interlock button that must be depressed and held to shift from neutral. For warm-up you can disengage the shift mechanism to place engine in high idle.



> ⚠ **WARNING** ⚠
>
> **When operating a boat, the emergency shutdown switch lanyard must be attached to operator while the engine is in operation.**

STEERING

Steering your boat is similar to steering your car. If you turn the wheel to the left, the bow will also turn left. But turning left on a boat swings the stern of the boat in the opposite direction of the bow. Remember this when traveling in close quarters or docking.

GETTING STARTED

Proper preparation is a key to boating enjoyment. Time spent before leaving the dock on making sure all is in order is well spent. Is the battery fully charged? Are all fluids at proper levels? Do you have all safety supplies and equipment in working order? Check throttle, shift, and steering cables for smooth operation before starting. Have replaced if needed. Check weather reports to ensure a pleasurable outing and safe return.

⚠ WARNING ⚠

Check cables at least every 3 months for any signs of deterioration.

You should know the rules of boating and how to react to any situation that may arise. You should familiarize yourself with pertinent U.S. Coast Guard or state boating agency regulations and any local information that may be helpful. There are definite requirements on the correct way to operate a boat in all situations and you should be knowledgeable in their use.

For example, after sunset, boats are required to have navigation lights to indicate directions of travel. A red light is on the port side, a green light is on the starboard and a white light at the stern. When a red light is visible that boat is privileged and has the right of way. If a red and green light are visible, the other boat is approaching you and both boats must move. If a white light is visible the other boat is moving away from you or is at anchor and if you are overtaking, the boat ahead is privileged. A pontoon boat is usually considered a privileged vessel in as much as it is not a “high speed vessel.”

PRIVILEGED BOATS

Polar Kraft boats must yield to large commercial boats in narrow channels. Boats rowed or paddled have the right of way over motor boats. Sailboats have the right of way unless they are using engines. When sailboats have sails down and are under engine power, they are considered motor boats.

NAVIGATION AIDS

Navigation information should be maintained for your particular waterway. Aids are available from your state or local boating authorities. Another source is the U.S. Coast Guard.
There are 2 major navigation systems in the United States:

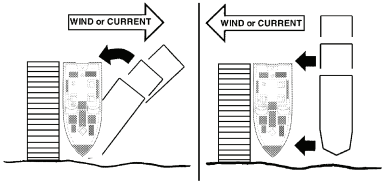
1. Lateral System – Maintained by U.S. Coast Guard. In this system the channels are marked on each side. You can tell which side of the channel a buoy is on by its color, number and shape. Under this system remember the phrase “red right returning.” This indicates that red buoys always mark the right side of the channel when entering a port or heading up stream.
2. Uniform State Waterways Marking System. Each individual state maintains this system.

MANEUVERING

When taking to the water for the first time there are some basic guidelines you must observe. Start slowly so as to familiarize yourself with your boat. Practice in calm waters if possible. Boat handling is effected by wind, water current and load. The conditions vary from day to day so always check these conditions before every outing.

When you start a turn, remember the initiation of the turn pushes the stern of the boat away from the direction of the turn. The bow follows a smaller turning circle than the stern. This is especially important in close quarter moves such as docking. Have a crew on hand to help with lines, fenders, and boat hooks. A boat is not an automobile. Boats steer from the stern and have no brakes. To stop a boat you must slow down and shut throttle down. After waiting momentarily in neutral, put the engine in reverse.

The effects of wind and current must also be observed. Unequal propeller thrust is a factor shared by all single propeller driven boats. A counter-clockwise rotation propeller tends to cause the boat to drift to the starboard when going forward, and to the port when going in reverse with the rudder in straight ahead position. This effect is hardly noticed at full speed but becomes apparent at slow speeds.



DOCKING

Practice is the best method to develop the skills needed to properly dock a boat. Use a stationary raft off shore or a buoy as your target and practice your docking maneuver.

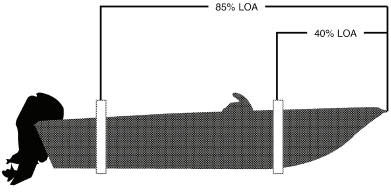
> ⚠ **WARNING** ⚠
>
> **Never use your hands, legs or arms to keep the boat off the dock. The boat could shove you into the dock causing serious personal injury.**

USE THESE HINTS TO DOCK YOUR BOAT.

1. Slow the boat and come to a complete stop just off the dock.
2. Have all lines and fenders ready.
3. Check wind and current. If possible approach the dock with the boat headed into wind. If the wind or current is pushing the boat to the dock approach parallel and drift slowly into the dock. If required to reach dock from down wind or down current, approach slowly at a shallow angle. Be prepared to reverse to stop and keep position. Then tie the stern line.
4. If there is little or no current or wind approach the dock at a 15° angle.
5. If you have a companion on the dock throw them a bow line to tie up. If not approach dock and secure bow line from the boat. Then using the engine swing the stern into dock and secure both bow and stern securely. Always protect your boat from the dock by using fenders.

SHORE STATION OWNERS

Shore station owners should place their hoisting strap approximately 40% and 85% of the overall length of their boat (LOA). This will give you equal weight distribution on your shore station.



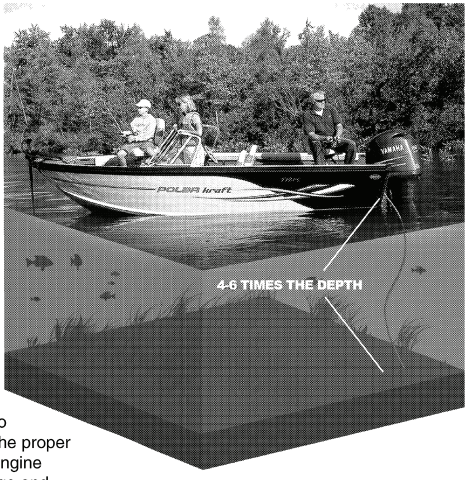
LIFTING YOUR BOAT

Unless your boat is trailerable, have your dealer or qualified marine personnel lift your boat out of the water for you. Each boat has framing components designed to support the boat when it is being lifted out of the water. Severe bending, cracking or hull damage can occur if the lifting slings exert pressure on the gunwales. Flat, wide belt slings should be used. The spreader bar at each sling should be used as long as the distance across the widest point of the boat that the sling surrounds. DO NOT USE DECK TIE OFF CLEATS TO LIFT THE BOAT.

DEPARTING

1. If the current or wind is pushing away from the dock release all lines and allow boat to drift away from dock. When clear, shift engine to forward and depart.

2. If the current or wind is toward the dock you first release stern line but keep the bow line intact. Start engine to move stern away from dock. Slowly shift from idle to slow forward. As the stern turns away from the dock turn engine away from dock. Release bow line and back away from dock.



PROPELLERS

Since a propeller converts your engine's power into the thrust needed to move your boat, care and selection of the proper propeller is very important. Check the engine operator's manual for the operating range and horsepower rating of your engine to decide which prop would best serve your needs.

ANCHORING YOUR BOAT

Anchoring requires basics. Proper anchor selection for size & weight of boat is necessary. Consult your dealer for further information.

1. Head boat into the current or wind.

2. Tie the anchor line to the anchor, and to a forward cleat.

3. Stop the boat and lower the anchor.

4. Do not anchor from stern and bow at same time.

5. When anchor hits bottom, back the boat up slowly; be sure to keep tension on line.

6. The anchor line should be 4 to 6 times the depth of the water.

⚠ DANGER ⚠

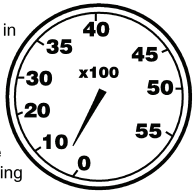
Anchoring from stern and bow at same time may cause boat to capsize.

COMPONENTS/SYSTEMS/EQUIPMENT

5.

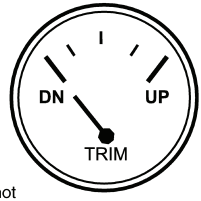
This section contains a brief explanation of various components, systems, controls, instruments and equipment on Polar Kraft fishing boats. Some of these items may be optional on your boat. The location may also vary from model to model.

TACHOMETER



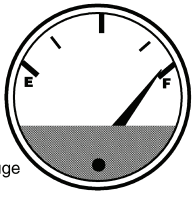
Registers engine speed in revolutions per minute. Check the engine manual for the proper R.P.M. operating range for your particular engine. Always keep the engine within the operating range.

TRIM GAUGE



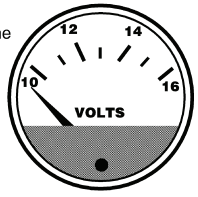
This gauge indicates engine tilt and displays the relative position of the bow, up or down. Trim angle is the distance between the lower portion of the engine and the boat bottom. If your boat is not trimmed correctly it will not perform at maximum efficiency. Experience will help you gain a better understanding of proper trim.

FUEL GAUGE



On boats with a permanent gas tank this gauge will show the fuel level in the tank. The ignition switch must be in the run position for this gauge to register.

VOLTMETER



Shows the condition of the battery in volts. D.C. optimum operating range is 12+ volts.

HOUR METER

Use this gauge to schedule normal engine service such as oil changes. It indicates the number of hours the engine has operated. It begins operating when ignition switch is activated and continues to run until engine is shut down.

ELECTRICAL SYSTEMS

Your boat's electrical system is a 12 volt negative ground D.C. system. This system provides electrical power to all systems on the boat.

PLUG & PLAY

CONNECTORS

Your boat may contain different styles of electrical connectors—Quick disconnects and/or Deutsch. These connections are made to transfer electricity between the switch and feature. The quick disconnects are for the area above deck level. Deutsch connectors are for the portions of the boat that could have substantial climate or salt water spray directly on the connector. The Deutsch connection is a maintenance-free tight seal

between the male and female ends, which produce a dust and moisture free connection. Consult your dealer for more information.

☛ ***NOTICE:*** ***Refer to the wiring diagram in the owner packet for your particular model.***

⚠ WARNING ⚠

ELECTRICAL SHOCK HAZARD

Water and electricity do not mix.

Do not swim, stand or place any part of your body in water that has the possibility of electric current. If you suspect current is being passed through water, shut off power supply and/or stay away and consult an expert.

Some models have two 12 volt batteries. One battery is used for engine starting and systems power and the other is used for accessories power when the engine is shut down. The starting battery is charged by the alternator when the engine is running. The battery provides power to the electrical system through the circuit fuses.

A trolling motor battery can be installed to provide power for an optional trolling motor. However, the trolling motor battery and the accessories battery should not be connected to the starting battery. These batteries need to be recharged using a separate battery charger.

PLUG AND PLAY

Your boat may have a combination of the below items, read and understand the items before troubleshooting.

⚠ CAUTION

Do not use a fuse larger than the recommended size. Always replace fuses with the same type and rating of the original fuse.

Frequent breaker failure indicates serious electrical problems and it should be acted upon immediately.

⚠ WARNING ⚠

Using incorrect fuses or failure to correct electrical problems could result in personal injury and damage to the electrical system.

Glass Fuses

If your feature does not respond to the switch, first inspect the fuse. If there is a need to replace the fuse, always replace with the same amperage fuse as the one which you have removed. Contact your dealer if additional assistance is needed.

Push-In Breaker Style

Push-In Breaker Style fuses are virtually maintenance free. If a breaker fuse has popped (circuit is disconnected) this means that the feature may have an overload. Resetting the breaker should resolve the problem. If the problem persists (indication of an overload or loose connection) consult your dealer for help.

SWITCHES AND CONTROLS

All boat switches are either two or three position rocker type.

ACCESSORY SWITCH

This is a two position switch that controls any optional equipment added to the boat. Fuses should be integrated with any equipment added.

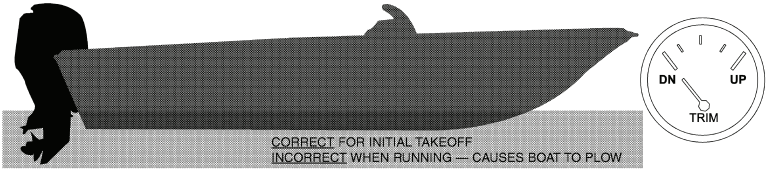
☛ ***NOTICE:*** ***The boat's electrical wiring harness contains an audible warning system to alert you to possible engine problems. This system will also give a short tone when the engine is started to verify that it is operational.***

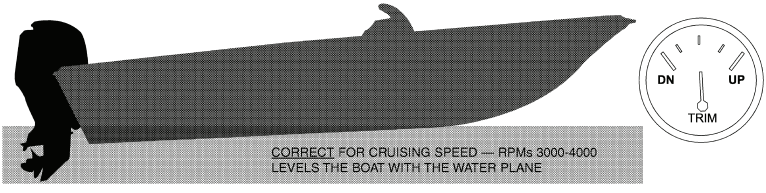
Further information about the warning horn is available in the engine operator's manual.

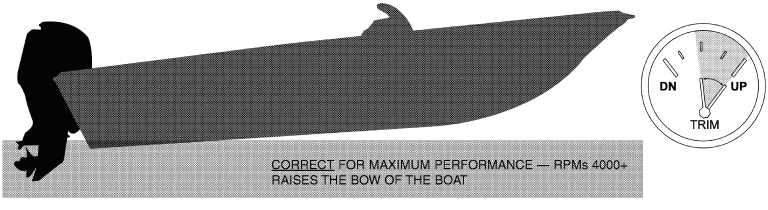
HORN BUTTON

Horn may be sounded by depressing the horn button and holding.

TRIM GAUGE







The trim gauge is an important part of your boating experience (please read).

When you initially start, make sure your trim gauge is in the full down position. As your boat takes off, you will notice the bow will begin to rise sharply, and as you increase speed the bow will start to come down. As the speed of the boat increases the boat will begin to plane. Start raising your trim switch until the gauge is straight up and down. You are now in a cruising trim angle (the boat is level and on top of the water). To reach the maximum speed of the boat, continue to trim up between 3/4 full trim but do not exceed full trim. If you hear the prop beginning to draw air down (cavitation) lower your trim switch down until the cavitation stops. Depending on how the boat is loaded, cruising and maximum performance trim can vary.

Special Note: When coming into a hard turn, lower your trim if you hear your prop start to cavitate. When a prop cavitates, the RPM will increase dramatically.

MECHANICAL STEERING

This system uses a push-pull cable linked between the steering mount and the engine. Turning the steering wheel manipulates cables that turn the engine which causes the boat to turn.

Always check that the steering is smooth. Check cables and connectors every 3 months.

HYDRAULIC STEERING

NOTE: If your boat is equipped with hydraulic steering, refer to the owner's manual found in your owner's packet for detailed information regarding use, care and maintenance.

FUEL SYSTEMS

⚠ WARNING ⚠

Check all fuel systems parts at the beginning of each season and often during the seasons.

It is important that the integrity of the fuel system be maintained. Check all lines and connections for any leaks or blockage. The Maintenance/Care section has further information on fuel system care.

LIGHTS

All Polar Kraft fishing boats are equipped with proper lights to comply with current boat regulations. These include green and red bow lights and a white all around light for night time operation. The stern light should be used in night anchoring by putting the navigation light switch in the ANC position.

LIGHTS (NAVIGATION AND ANCHOR) SWITCH

This is a three position switch that activates the running lights and the anchor lights.

COURTESY LIGHTS

Some models have courtesy lights that are activated by an on/off switch.

LIVEWELL FUNCTIONS

FLOW-RITE SYSTEM 3 — 3-POSITION AUTOMATIC

AUTO – OFF-PLANE

Once the first fish is caught,simply place the rotary actuator in the "AUTO" position, turn on the aerator pump and forget it. With the boat off-plane, fresh water will be constantly blended with recirculated livewell water. This ensures a properly filled and freshened livewell at all times and that any ammonia laden used water is expelled through the overflow.

AUTO – ON-PLANE

When the boat is placed on-plane, the control valve will automatically close the transom port to prevent water loss and the aerator pump is automatically diverted to closed recirculation duty. When the next fishing spot is reached and the boat is brought off-plane, the control valve automatically opens the transom port to again allow fresh oxygenated water to be added to the livewell. Therefore, any water that was lost through the overflow while running from spot to spot is automatically made up without any operator assistance.

RECIRCULATE – ON/OFF-PLANE

The "RECIRC" position is for those rare occasions when outside water may not be desirable. This may include refueling stops at dockside, and when using a livewell additive shortly before a tournament weigh-in. By placing the rotary actuator in the "RECIRC" position, outside water is prevented from entering while the control valve continues to allow the pump to recirculate and aerate the livewell. When outside water conditions improve, return to the "AUTO" position. This position is also used when trailering fish.

EMPTY – ON/OFF-PLANE

The "EMPTY" position is, of course, used for draining the livewell. It is, however, much more than just an open drain position. When placed in the"EMPTY" position, the control valve allows water to exit the transom drain, but not enter.This check feature is most appreciated by the tournament angler, who in the wee hours of the morning, does not have to remember to close a livewell drain prior to launching as the control is already in the "EMPTY" position. Water will automatically be prevented from entering the livewell as the boat is backed into the water. No more blast-offs with hundreds of pounds of unwanted water in the livewell.

☛ ***NOTICE:*** ***Livewell systems pull power from the engine starting battery. Using the livewell pump only when the engine is running will conserve battery power.***

BILGE PUMP

Check your bilge pump often to make sure it is operating efficiently. The bilge pump is located at the rear of your boat and can be accessed through the plates in the splashwell or engine compartment. Remove debris and rinse bilge with water with the pump running to make sure pump is operating correctly.

FISHING SEATS

⚠ DANGER ⚠

Passengers occupying this seat while operating at greater than trolling speed, could be subject to falls or falls overboard resulting in injury or drowning.

Some model boats can be equipped with pedestal fishing seats. These seats are mounted on swivel posts. To mount, slide the pedestal post into the base then slide the seat into the post. These seats can be stored when not in use. These seats cannot be used when boat is underway

⚠ DANGER ⚠

Make sure pedestal and seat are properly installed. Improper installation can result in personal injury.

BIMINI OR CANOPY

The bimini's main purpose is protection from the sun. It will not protect against wind or rain. The top should be lowered if you are operating at higher speeds especially on windy days. This prevents the top from being damaged.

Steps in lowering the bimini top.

1. Unhook the bimini straps from the railing eyelets.
2. Lower the frame slowly.
3. Secure the bimini straps by wrapping them around the frame and fastening the hooks to the eyelets.
4. Replace protective boot being sure that the stern light goes through the opening in the top.

⚠ CAUTION

The bimini should always be taken down if being trailered. Failure to do so could cause damage.

BATTERY INSTALLATION

1. Never install a battery where escaping hydrogen gas is not allowed to ventilate.
2. Batteries must be secured against shifting in any direction according to Coast Guard regulations.
3. The ungrounded battery terminal must be covered with a boot or other non-conductive shield to protect against accidental short circuiting.
4. Fasteners for the attachment of battery boxes or trays shall be isolated from areas intended to collect spilled electrolyte.
5. Batteries must be removed for storage.

☛ ***NOTICE:* These requirements #1 through #5 are part of Federal Regulations #183 subpart I.**

⚠ DANGER ⚠

When charging batteries hydrogen gas is produced which is extremely flammable. Keep battery compartment open during charging. Never smoke or allow flames or sparks near batteries. Failure to adhere to this warning may result in an explosion and cause serious injury or death.

CARBON MONOXIDE POISONING INFORMATION from the United States Coast Guard

Carbon monoxide is a potentially deadly gas produced any time a carbon-based fuel,such as gasoline, propane, charcoal or oil, burns. Cold or poorly tuned engines produce more carbon monoxide than warm, properly tuned engines. Carbon monoxide is colorless, odorless and tasteless and mixes evenly with the air. It enters your blood stream through the lungs and displaces the oxygen your body needs. Early symptoms of carbon monoxide poisoning—irritated eyes, headache, nausea, weakness and dizziness—are often confused with seasickness. Prolonged exposure can lead to death. Carbon monoxide can collect within a boat in a variety of ways. Exhaust leaks, the leading cause of death by carbon monoxide, can allow carbon monoxide to migrate throughout the boat and into enclosed areas. Even properly vented exhaust can re-enter a boat if it's moored too close to a dock or another boat ,or if the exhaust is pushed back by prevailing winds. Exhaust can also re-enter boats when cruising under certain conditions — the "station wagon effect" — especially with canvas enclosures in place. Regular maintenance and proper boat operation are the best defenses against injury from carbon monoxide. Schedule regular engine and exhaust system maintenance inspections by experienced and trained technicians. Be aware that dangerous concentrations of carbon monoxide can accumulate when a boat, generator or other fueled device is operated while the boat is at a dock or seawall or alongside another boat. Do not run the boat or equipment for an extended time under these conditions or without continuous monitoring. Keep forward-facing hatches open, even in inclement weather, to allow fresh air circulation in accommodation spaces.When possible, run the boat so that the prevailing winds will help dissipate the exhaust. Do not confuse carbon monoxide poisoning with seasickness or intoxication. If someone on board complains of irritated eyes, headache, nausea, weakness or dizziness, immediately move the person to fresh air, investigate the cause and take corrective action. Seek medical attention, if necessary. Install a carbon monoxide detector in each accommodation space on your boat. Check the detectors periodically to be sure they are functioning properly.

CARBON MONOXIDE CHECKLIST

EACH TRIP...

✓ Make sure all exhaust clamps are in place and secure.

✓ Look for exhaust leaking from the exhaust system components, indicated by rust and/or black streaking, water leaks, or corroded or cracked fittings.

✓ Inspect rubber exhaust hoses for burned or cracked sections. All rubber hoses should be pliable and free of kinks.

✓ Confirm that water flows from the exhaust outlet when the engines and generator are started.

✓ Listen for any change in exhaust sound that could indicate an exhaust component failure.

✓ Test the operation of each carbon monoxide detector by pressing the test button. Do not operate the vessel if any of these problems exist.

AT LEAST ANNUALLY...

(performed by a qualified marine technician)

✓ Replace exhaust hoses if any evidence of cracking, charring or deterioration is found.

✓ Replace each water pump impeller and inspect the condition of the water pump housing. Replace if worn. (Refer to the engine and generator manuals for further information.)

✓ Inspect each of the metallic exhaust components for cracking, rusting, leaking or looseness. Pay particular attention to the cylinder head, exhaust manifold, water injection elbow, and the threaded adapter nipple between the manifold and the elbow.

✓ Clean, inspect and confirm the proper operation of the generator cooling water anti-siphon valve (if equipped).

GENERAL MAINTENANCE & CARE

6.

Your new boat is manufactured of quality materials and components. With proper care and maintenance, your boat should provide you with many years of enjoyment. We suggest the following procedures for maintaining your boat. Consult your Polar Kraft dealer for maintenance products and services.

FUEL SYSTEM

Periodically, and at least annually, inspect the fuel hoses, hose connections and fittings for wear or leaks. Stains around joints could indicate a leak. Check connections and fittings for tightness. Be careful not to over-tighten. Clean or replace filters and screens. Replace any hoses that show evidence of cracking.

LIVEWELL SYSTEM

Use only freshwater when cleaning the livewell.

☛ ***NOTICE:*** ***Any residual amounts of soap, detergents, or bilge cleaners, could kill your catch.***

ELECTRICAL SYSTEM

Make sure the batteries are secure in the battery tray. Check the battery connections making sure they are clean and tight. If not used frequently, trickle charge the battery to keep it ready for use. Follow the instructions included with the battery charger.

⚠ WARNING ⚠

When charging batteries hydrogen gas is produced which is extremely flammable. Keep battery compartment open during charging. Never smoke or allow flames or sparks near batteries. Failure to adhere to this warning may result in an explosion and cause serious injury or death.

Battery terminals must be kept free of corrosion. Clean the terminals regularly with a baking soda and water solution and a plastic bristle brush. Never use a wire bristle brush. Coat the cable end with petroleum jelly.

⚠ CAUTION

Do not allow the baking soda and water solution to enter the battery vents. The solution will damage the battery.

Check the electrolyte level on non-maintenance free batteries at least once a month and fill with distilled water. Do not overfill the batteries. Overfilling may cause terminal corrosion and short battery life.

Check all the boat's wiring to make sure it is properly supported and the insulation is intact. Consult the engine operator's manual for care and maintenance of the engine's electrical system.

⚠ WARNING ⚠

Wiring that is damaged or not properly coated may cause a short circuit if not corrected.

☛ ***NOTICE:*** ***Sacrificial zinc anodes protect hardware that is exposed to the water. Galvanic corrosion attacks the anodic (least active) metals or metal alloys first. The zinc will decompose before the other metal on your boat. The zinc anode is usually attached to the engine. For more information, see the engine operator's manual or consult your dealer.***

If stray current corrosion is a problem, it is again best to remove the boat from the water when not in use. Check all connections between ground and the metal conductor(s) for clean and tight connections. Check shore power for leakage. Your Polar Kraft dealer is equipped for identifying the possible cause of corrosion and providing the best possible solution.

⚠ CAUTION

Remove your boat from the water on a regular basis, and inspect all metal parts for evidence of corrosion.

VINYL CLEANING & MAINTENANCE

We use marine grade vinyl upholstery which is made to withstand the effects of sun, heat, acid, and soiling under normal conditions. While it is made to withstand the elements it is important to care for it by using proper cleaning methods. The assembly of a vinyl cleaning kit is recommended.

Cleaning Kit includes:

1. Ivory Dishwashing Liquid and Water
2. Clean, White Towels
3. Medium-Soft Brush
4. Fantastik Spray Cleaner
5. Denatured Alcohol
6. 3M Citrus Cleaner
7. Ammonia and Hydrogen Peroxide

1. **Basic Stains/Grease/Pencil/Dirt:**
   Ivory Soap and water or Fantastik Spray Cleaner applied with a medium-soft brush
2. **Tough Stains/Adhesive/Teak Oil/Rust:**
   3M Citrus Cleaner; rinse with soap and water
3. **Ink:**
   Denatured Alcohol
4. **Mildew Stains:**
   To kill bacteria creating the mildew, vigorously brush the stained area with a 4-to-1 mixture of water and ammonia; rinse with water.
5. **Tough Mildew Stains:**
   Apply a mixture of one (1) teaspoon ammonia, one-fourth (1/4) cup of hydrogen peroxide, and three-fourths (3/4) cup of distilled water; rinse with water.

☛ ***NOTICE:* Clean Stains Immediately!**

⚠ CAUTION

Do Not Use 409 Cleaner or Armor-All! These products may damage your vinyl upholstery.

☛ ***NOTICE:* * Suntan lotion, shoe polish, wet leaves, and some other products contain dyes that stain permanently.**

A. Medium-soft brush, warm soapy water/Rinse/Dry
B. Fantastik Spray Cleaner/Rinse/Dry
C. One (1) tablespoon ammonia to one (1) quart water/Water Rinse/Dry
D. Wipe or scrape off excess (Chill gum with ice)
E. Follow instructions of staining agent manufacturer

☛ ***NOTICE:* All cleaning methods must be followed by a thorough rinse with water.**

Steps	1	2	3	Steps	1	2	3
Betadine	B	A		Tar / Asphalt	D	A	B
Chewing Gum	D	A	B	Lipstick		A	B
Eyeshadow	B			Latex Paint	A	B	E
Motor Oil	B			Crayon		D	B
Spray Paint	B	E		Ketchup		A	B
Mildew or Wet Leaves*	C	A	B	Grease	D	B	E
Shoe Polish*	D	B	E	Ballpoint Ink*	A	B	E
Yellow Mustard	A	B	C	Household Soil	A	B	
Oil Base Paint (Fresh)	D	B	E	Permanent Marker*	B	C	E
Oil Base Paint (Dried)	D	A	B	Coffee, Tea, Chocolate	B		
Suntan Lotion*	A	B	E	Artificial Bait Dyes*	B	C	E

Certain household cleaners, powdered abrasives, steel wool and industrial cleaners can cause damage and discoloration and are not recommended. Dry cleaning fluids and lacquer solvents should not be used as they will remove the printed pattern and gloss. Waxes should be used with caution. Many contain dyes or solvents that can permanently damage the protective coating.

CARE AND CLEANING OF ABS PANELS

The following cleaning agents have been tested and found to be compatible with Polar Kraft ABS panels. The manufacturer's recommendation and instructions for this product should be followed.

- 50% ISOPROPYL ALCOHOL; 50% WATER
- DISH SOAP THAT DOES NOT INCLUDE A PETROLEUM PRODUCT OR AMMONIA

Washing to minimize scratching and preserve appearance:

- Wash with a non-abrasive detergent
- Use lukewarm water
- Use a clean sponge or soft cloth
- Rinse well with clean water
- Thoroughly dry with a clean, soft cloth

⚠ CAUTION

If the carpet or upholstery is damaged by mildew, special cleaners are available that may help. Be sure to test the cleaner in a hidden area first.

Consider using a mooring cover to protect the interior of the boat from the effects of sun and weather.

WINDSHIELD

The windshield is made of tough acrylic plastic. Even though it is made to withstand minor impact, it is susceptible to scratches. Never clean it with a dry cloth or use strong cleaners or abrasives. Use only a mild soap and water solution with damp towels. Never use a cleaner with ammonia, like Windex.

STORAGE

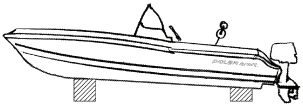
Proper care in preparing your boat for storage will help protect your investment and make getting ready again for next season easier.

Proper care includes preparation of the engine, boat and components for storage. For information regarding proper storage procedure for the engine, see the engine operator's manual.
When preparing your boat for storage follow these guidelines:

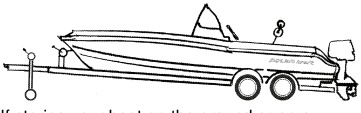
- Fill the permanent fuel tanks to minimize condensation. Use a gasoline stabilizer, following the instructions on the container. Run some stabilized gas through the engine before storing the boat.
- To prepare engine for storage refer to engine manual for procedures.
- Thoroughly clean the boat. Clean the deck and storage areas when the boat is removed from the water.
- Clean and dry carpet and upholstery.
- Remove any water from the livewell and other compartments.
- Remove the batteries from the boat. Clean, charge and store the batteries where they will not freeze.
- Lubricate steering mechanism, throttle control, and shift control.
- If possible store the boat in an enclosed building. If this can be done, it is okay to leave the convertible top installed and in the down position with protective boot installed. If the boat cannot be stored in an enclosed building, remove the convertible top and store it in a clean, dry location; then store the boat under a cover. The cover should keep the weather off the boat but still provide adequate ventilation to avoid mildew damage. If the boat is stored outside, additional supports under the cover may be necessary to prevent pockets that will collect snow or rain.

- Loosen all tie-downs to reduce stress on the boat.
- If stored on the trailer, block the trailer wheels off the ground to avoid tire deterioration.

BOAT STORAGE



Foam blocks or concrete blocks may be used, but make sure they are well padded to protect the fiberglass from chipping or cracking.



If storing your boat on the ground or on a trailer, be sure the nose of your boat is above the stern. Also, make sure your garbor drain plug (located on the bottom stern of the transom) has been removed.

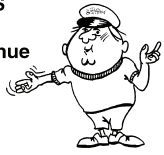
☛ ***NOTICE:*** ***Always store with the bow elevated higher than the transom.***

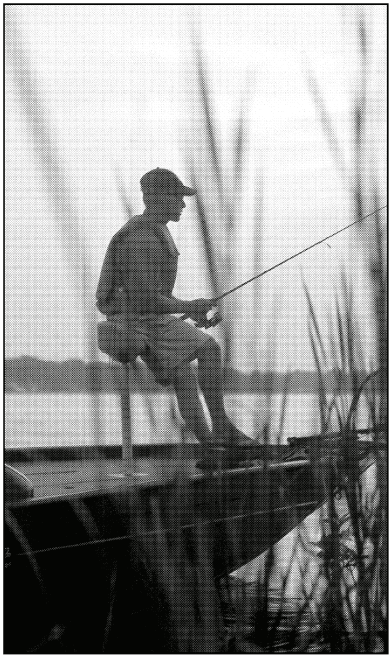
Follow these guidelines when reactivating the boat:

- Perform annual maintenance if it was not done before storage.
- Prepare engine for new season. See engine owner's manual.
- Install charged batteries.
- Check all fuel line hose clamps for tightness.
- Thoroughly flush fresh water system.
- Tighten all tie-downs.
- Check tire pressure and torque lug nuts on trailer. See trailer manual for proper lug torque and tire pressure.

If you have questions on boat maintenance or storage contact your Polar Kraft dealer or our Customer Service Department.

Customer Service Department
POLAR KRAFT BOATS
P.O. Box 337
300 East Chicago Avenue
Syracuse, IN 46567
Ph: 574-457-2082
Fx: 574-457-4278





STAINLESS STEEL CARE

Stainless steel is a common chromium/nickel alloy used for various applications on some Polar Kraft fishing boats. A protective chromium oxide film forms on its surface which gives stainless its superior corrosion-resistant property. When properly maintained, stainless steel provides excellent luster, strength and durability. And, in most applications, stainless will not rust or stain ever after years of service.

☛ ***NOTICE:*** ***Stainless steel is NOT always stain or rust proof. When it is used in contact with chloride salts, sulfides, or other rusting metals, stainless will discolor, rust or even corrode.***

Care and Maintenance of Stainless Steel:

- Clean stainless steel frequently with soap and water. Any cleaner safe for glass is usually safe for stainless.
- Use a good cleaner, like a good car wax, for added beauty and protection.
- Remove rust spots as soon as possible with brass, silver or chrome cleaner.

⚠ CAUTION

Irreversible pitting will develop under rust that remains on stainless for any period of time.

Never use coarse abrasive cleaners, sandpaper or steel wool on stainless. These products will destroy the finish and may actually cause rusting.

Never clean stainless steel with mineral acids or bleaches.

Never leave stainless in contact with iron, steel, or other metals which cause contamination leading to rust or corrosion.

Check with your Polar Kraft dealer, he can help you select the proper cleaners and wax for stainless steel care and maintenance.

ALUMINUM COMPONENTS

Aluminum Components such as Bimini Tops require regular cleaning with soap and water. Applying a coat of Mop & Glow to aluminum can give you added protection.

SERVICE CHECKS

System/ Component	Service Required	Reference Page
Each Use		
BILGE PUMP	Clean and check pump for debris.	**5-4**
ELECTRICAL CONNECTIONS	Clean battery terminals.	**6-1 & 6-2**
	Check loose connections.	
	Check Fuses.	**5-1 & 5-2**
Periodically and At Least Annually		
FUEL HOSE CONNECTIONS	Check for leaks at least annually.	**6-1**
BATTERY	Check electrolyte level.	**6-1 & 6-2**
WIRING	Check for deterioration and loose connections.	**6-1 & 6-2**
ZINC ANODE	Inspect for deterioration.	**6-2**
BIMINI STRAPS	Inspect for wear.	**5-5**
BIMINI TOP	Clean.	**5-5**
CANOPY TOP	Clean.	**5-5**

Periodically

TRAILER WIRING SYSTEM	Check electrical connections.	**3-1& 3-2**
LIGHTS	Clean lenses and check for operation.	**5-4**

As Required

BATTERY	Re-charge.	**6-1**
VINYL UPHOLSTERY	Clean and dry.	**6-2 & 6-3**
WINDSHIELD	Remove dirt and water deposits.	**6-3**
LIVEWELL	Clean.	**6-1**
STEREO	Clean tape heads when sound quality deteriorates.	**Refer to stereo system manual**

TROUBLESHOOTING

7.

PROBLEM	CAUSE	SOLUTION
ENGINE WILL NOT CRANK	Throttle/shift control in gear.	Shift to neutral.
	Weak or worn out battery.	Charge or replace battery.
	Loose or corroded battery wiring connections.	Clean and tighten battery wiring connections.
	Engine problem.	Refer to engine manual or consult dealer.
	Improper position of engine ignition interruption switch.	Install in proper position.
ENGINE CRANKS BUT WILL NOT START	No fuel in tank.	Fill fuel tank.
	Fuel line improperly connected.	Connect fuel line properly.
	Fuel system not primed.	Squeeze primer bulb.
	Fuel line kinked.	Remove kinks from line.
	Fuel filter clogged.	Clean or replace fuel filter.
	Contaminated fuel.	Replace fuel and filter.
	Engine Problem.	Refer to engine manual or consult dealer.
	Kill Switch Disconnected	Re-connect

PROBLEM	POSSIBLE CAUSE	SOLUTION
ENGINE HARD TO START.	Flooded engine.	Disconnect fuel line at engine and crank until fuel is cleared from line.
	Improper fuel/oil mixture.	Fill tank with proper fuel mixture.
	Engine problem.	Refer to engine manual or consult dealer.
ENGINE VIBRATES EXCESSIVELY AT IDLE OR LOW SPEED.	Bent or broken propeller.	Replace propeller.
	Weeds on propeller.	Remove weeds.
POOR ENGINE PERFORMANCE.	Contaminated fuel.	Replace fuel and fuel filter.
	Overheating.	Remove debris from water intake.
	Engine problem.	Refer to engine manual or consult dealer.
POOR BOAT PERFORMANCE.	Boat overloaded.	Reduce boat load.
	Boat trim.	Distribute boat load evenly. Adjust trim.
	Incorrect fuel.	Fill tank with correct fuel.
	Propeller damaged.	Check and replace if necessary.
	Improper propeller selection.	Select proper propeller pitch and diameter.
	Marine growth on hull bottom.	Clean hull.

PROBLEM	POSSIBLE CAUSE	SOLUTION
POOR GAS MILEAGE.	Engine problem.	Refer to engine manual or consult dealer.
THROTTLE/SHIFTING PROBLEMS.	Corroded cables. Sticking shifting mechanism. Kink in cable.	Clean and lubricate cables. Clean and lubricate shifting mechanism. Replace cable (consult your dealer).
INSTRUMENTS NOT WORKING.	Battery dead. Wiring failure. Breaker tripped	Charge battery. Consult dealer. Check for cause - Reset breaker
TACHOMETER READING INCORRECTLY.	Incorrect pole setting.	Move pole selector to proper setting (consult dealer).
AERATOR PUMP RUNS BUT WILL NOT PUMP WATER.	Pump clogged. Pump needs to be primed.	Clean debris from pump. Clean screen and flush with garden hose. Back up boat with pump on.
AERATOR PUMP WILL NOT RUN.	Breaker tripped Pump inoperable.	Check for cause- Reset breaker Replace pump. Consult dealer.

PROBLEM	POSSIBLE CAUSE	SOLUTION
NAVIGATION LIGHTS NOT WORKING	Light switch not in proper position (NAV/ANC).	Turn switch to proper position.
	Breaker tripped	Check for cause - Reset breaker
	Blown bulb.	Replace bulb.
ANCHOR LIGHTS NOT WORKING	Light switch not in proper position (NAV/ANC).	Turn switch to proper position.
	Breaker tripped	Check for cause - Reset breaker
	Blown bulb.	Replace bulb.

SERVICE/WARRANTIES/ CERTIFICATIONS

8.

Polar Kraft, has been building fishing boats for over 50 years and offers the most extensive warranties and service in the industry. All Polar Kraft products are NMMA Certified. Copies of the complete warranty statements on all Polar Kraft fishing boats and components are available from your Polar Kraft dealer or Polar Kraft Customer Service, P.O. Box 337, 300 E. Chicago Avenue, Syracuse, IN 46567, Ph: (574) 457-2082, Fx: (574) 457-4278

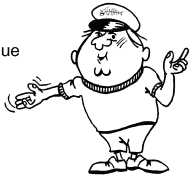
DEALER SERVICE

Polar Kraft dealers have been carefully selected to provide you with expert service and quality parts when needed. They are routinely updated with current information and procedures to provide you with the best quality service available. They will also be glad to provide you with replacement parts and advice for "do-it-yourself" maintenance projects. All Polar Kraft dealers are able to supply a complete line of accessories from stock or custom order to enhance your boating pleasure.

WARRANTY SERVICE

The Polar Kraft name has been synonymous with superior quality for over 50 years building highly reliable boats, however a problem may develop on occasion. If the boat is still under warranty, you may bring it to any dealer in our national network. If you have questions concerning warranty coverage, ask your Polar Kraft dealer or contact:

Customer Service Department
POLAR KRAFT
P.O. Box 337
300 E. Chicago Avenue
Syracuse, IN 46567
Ph: (574) 457-2082
Fx: (574) 457-4278



WARRANTY REGISTRATION

At the time of purchase you must fill out (required by DOT/USCG law) all parts of the warranty registration card. Your dealer will be glad to assist and advise you on the proper procedures.

☛ ***NOTICE:* The warranty must be mailed to the address on the card within 14 days of the purchase.**

This information is not only used to validate the warranty but will allow us to keep you informed of product updates, service information and new accessories that may become available to you and it could aid law enforcement and insurance companies in recovery of stolen boats. It is advisable for original purchasers to inform our customer service department of address changes for the same reasons.

WARRANTY CLAIMS

Under the terms of the warranty the owner is responsible for registering the warranty; operating, maintaining and storing the boat in accordance with the owner's manual.

To make a warranty claim you must contact your Polar Kraft Dealer within 10 days of discovery of the defect for it to be covered. Proof of purchase may be required to substantiate a warranty claim.

Owner Registration:

Return of owner registration is required to activate warranty coverage. If the warranty card is not returned to the manufacturer within 45 days of retail sale, warranty coverage will begin on the date of delivery to the selling dealer rather than the preferred date of delivery to the retail customer.

NMMA CERTIFICATION

The National Marine Manufacturers Association is a trade association serving all elements of the recreational boating industry.

Its members include manufacturers of all types of boating equipment – outboard and inboard boats, sailboats, marine engines, outboard motors, boat trailers, boating accessories and supplies.

The National Marine Manufacturers Association has developed certification programs to help manufacturers comply with established American Boat and Yacht Council Safety standards and safety regulations, and to help to inform the public of such compliance when purchasing equipment. All Polar Kraft Products are NMMA certified.

☛ ***NOTICE: The standards used in warranties and NMMA Certification Programs are subject to change in accord with supplier and Federal Standards. Annual updates are available from the Polar Kraft Customer Service Department.***

NMMA Certification assures you that Polar Kraft products meet or exceed federal and American Boat and Yacht Council Safety Standards.

9. GLOSSARY OF TERMS, SYMBOLS, AND SIGNS

This section contains illustrations and definitions of some of the most commonly used boating terms, symbols and signs.

ABOARD – On or in the boat.

AFLOAT – On the water.

AFT – Toward the rear or stern of the boat.

AGROUND – Touching the water body bottom.

AMIDSHIP – Center or middle of the boat.

ANCHOR – (1) A device shaped to grip the bottom of the water body to hold the boat. (2) The act of setting the anchor.

ASTERN – Toward the stern.

BAIL – To remove water from the bottom of the boat with a pump, bucket, sponge, etc.

BEAM – A measurement across the boat.

BEARING – Relative position or direction of an object from the boat.

BILGE – The lowest interior section of the boat hull.

BOARDING – To enter the boat.

BOUNDARY WATERS – A body of water between two areas of jurisdiction; i.e., a river between two states.

BOW – The front of the boat.

BULKHEAD – Vertical partition (wall) in a boat.

BUNKS – (1) Carpeted trailer hull supports or rubber vinyl rollers. (2) a sleeping berth.

BURDENED BOAT – Term for the boat that must “give-way” to boats with the right-of-way.

CAPACITY PLATE – A plate that provides maximum weight capacity and engine horsepower rating information. It is located in full view of the helm.

CAPSIZE – To turn over.

CAST-OFF – To unfasten mooring lines in preparation for departure.

CENTER LINE – A lengthwise imaginary line which runs fore and aft with the boat’s keel.

CLEAT – A deck fitting with ears to which lines are fastened.

CRANKING BATTERY – The main battery used for engine starting and electrical circuits.

CURRENT – (1) Water moving in a horizontal direction. (2) Electric power.

DECK – The open surface on the boat where the passengers walk.

DEEP CYCLE BATTERIES – Special long-running batteries which can be repeatedly discharged and recharged without significant loss of power.

DOLLY WHEEL – A rolling jack assembly at the front of the trailer used for positioning the coupler during trailer hookup.

DRAFT – The depth of the boat below the water line, measured vertically to the lowest part of the hull or engine skegg.

FATHOM – Unit or measure for water depth. One fathom equals six feet.

FENDERS – Objects placed alongside the boat for cushioning.

FREEBOARD – The vertical distance from the water surface to the major point of water ingress into the boat.

FORE or FORWARD – Toward the front or bow of the boat. Opposite of aft..

GIVE-WAY BOAT — (1) Term for the boat that must take whatever action necessary to keep well clear of the boat with the right-of-way in meeting or crossing situations. (2) The burdened boat.

HEAD – A marine toilet.

HELM – The boat's steering wheel area.

HULL – The body of the boat.

HYPOTHERMIA – A physical condition where the body loses heat faster than it can produce it.

IN-LINE FUSE – A type of protective fuse located in the power wire of a direct current (DC) circuit usually near the battery.

KEEL – The main structural member running the entire length fore and aft on the bottom of the boat.

LIST – Leaning or tilt of a boat toward the side.

MAKING WAY – Making progress through the water.

MARINE CHART – Seagoing maps showing depths, buoys, navigating aids, etc.

MOORING – An anchor, chain, or similar device that holds a boat in one location.

NAVIGATION AID – Recognizable objects on land or sea such as buoys, towers or lights which are used to fix position to identify safe and unsafe waters. Also includes sun, stars, sonar, etc.

NO-WAKE SPEED – The speed at which a boat travels to produce an imperceptible wake usually less than 5 m.p.h..

PFD – Personal flotation device.

PLANING HULL – A hull designed to run on top of the water instead of displacing the water like a sail boat.

PORT – (1) The left side of a boat when facing forward. (2) A destination or harbor.

PRIVILEGED BOAT – Term used for the boat with the right-of-way.

RIGHT-OF-WAY – Term for the boat that has priority in meeting or crossing situations. The stand on or privileged boat.

RULES OF THE ROAD – Regulations for preventing collisions on the water.

STAND ON BOAT – Term used for the boat with the right-of-way.

STARBOARD – The right side of the boat when facing forward.

STERN – The back of the boat.

STOW – To pack the cargo.

SURGE BRAKES – A type of trailer braking system designed to automatically actuate when the tow vehicle's brakes are applied.

TRANSDUCER – The unit that sends/receives signals for the depth sounder, remote fuel gauges, water temperature gauges, etc.

TRANSOM – The transverse beam across the stern.

TRIM – Fore to aft and side to side balance of the boat when loaded.

UNDERWAY – Boat in motion; i.e., not moored or anchored.

WAKE – The moving waves that a boat leaves behind when moving through the water.

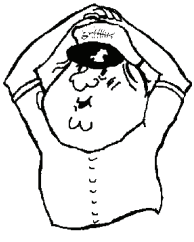
WATERWAY – A navigable body of water.

VISUAL DISTRESS SIGNAL – A device used to signal the need for assistance such as flags, lights and flares.

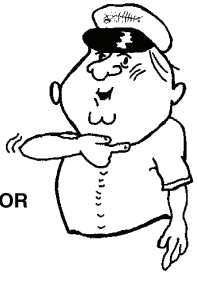
WATER SKIING SIGNALS

SKIER IN WATER

CIRCLE



SKIER O.K.



CUT MOTOR

BACK TO DOCK

SPEED FASTER

SPEED SLOWER

SPEED O.K.

LEFT TURN

RIGHT TURN

STOP

LATERAL MARKING SYSTEMS

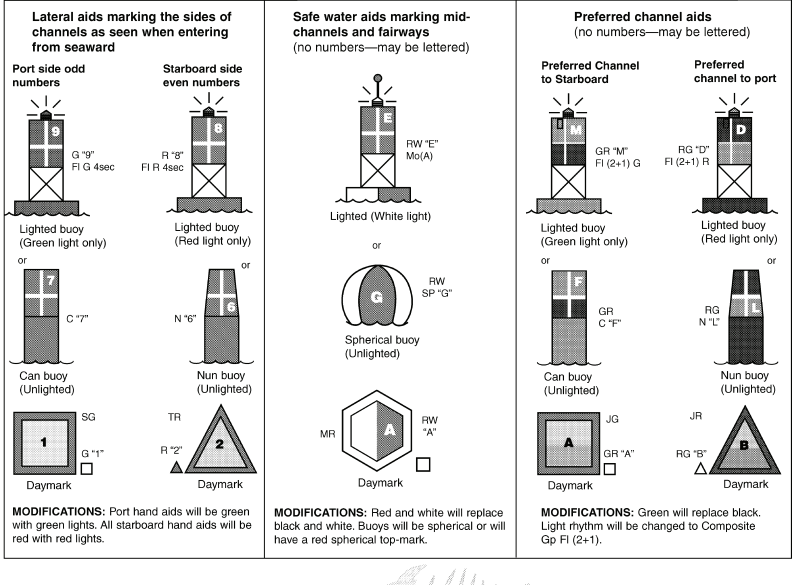
U.S. coastal waters are marked with a lateral system of buoyage. Lateral means that the sides of the channel are marked. If entering from seaward, the red nun buoy is on the right and the black or green can buoy on the left. When following a federal lateral marking system, boaters can tell which side of the channel a buoy is on by its color, shape, and number.

Some buoys are lighted at night. Since all lighted buoys have the same general shape, be sure you can identify their color or tell if their number is odd or even before passing them in the daytime.

On April 15, 1982, the U.S. Coast Guard signed an international agreement to coordinate buoyage marking systems around the world. Over the next six years, boaters will begin to see certain changes in the marking of waterways.

The principal changes are these: the color green replaces black for port side buoys; mid-channel buoys will have red and white vertical strips; lighted mid-channel buoys will be topped by a red ball; special buoys or markers will be yellow; all lateral aids will have red or green lights; use of white lights will be reserved for mid-channel buoys; unlighted mid-channel buoys will be spherical in shape; and the light rhythm for junction buoys will be a composite group flashing (2 + 1). Check with your local Coast Guard for more information.

Federal Waterways Marking System



UNIFORM STATE WATERWAY MARKING SYSTEM

STATE WATERS AND DESIGNATED STATE WATERS FOR PRIVATE AIDS TO NAVIGATION

REGULATORY MARKERS

BOAT EXCLUSION AREA

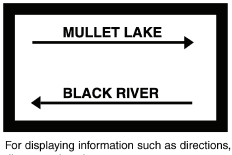
Explanation may be placed outside the crossed diamond shape, such as dam, rapids, swim area, etc.

DANGER

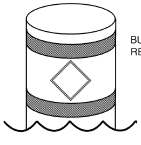
The nature of danger may be indicated inside the diamond shape, such as rock, wreck, shoal, dam, etc.

CONTROLLED AREA

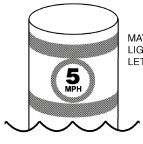
Type of control is indicated in the circle, such as slow, no wake, anchoring, etc.



For displaying information such as directions, distances, locations, etc.

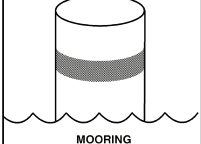


BUOY USED TO DISPLAY REGULATORY MARKERS



MAY SHOW WHITE LIGHT MAY BE LETTERED

AIDS TO NAVIGATION

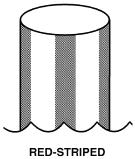


MOORING BUOY

WHITE WITH BLUE BAND

MAY SHOW WHITE REFLECTOR OR LIGHT

MAY SHOW WHITE REFLECTOR OR LIGHT



RED-STRIPED WHITE BUOY

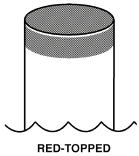
MAY BE LETTERED

DO NOT PASS BETWEEN BUOY AND NEAREST SHORE

BLACK-TOPPED WHITE BUOY

MAY BE NUMBERED

PASS TO NORTH OR EAST OF BUOY



RED-TOPPED WHITE BUOY

PASS TO SOUTH OR WEST OF BUOY

CARDINAL SYSTEM

MAY SHOW GREEN REFLECTOR OR LIGHT

BUOY MAY BE GREEN

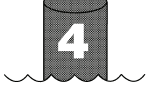
SOLID RED AND SOLID BLACK BUOYS

USUALLY FOUND IN PAIRS
PASS BETWEEN THESE BUOYS

PORT SIDE — LOOKING UPSTREAM — STARBOARD SIDE

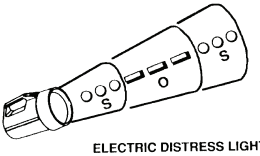
LATERAL SYSTEM

MAY SHOW RED REFLECTOR OR LIGHT



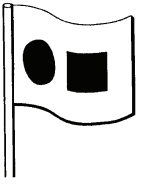
DISTRESS SIGNALS

DISTRESS SIGNALS



ELECTRIC DISTRESS LIGHT

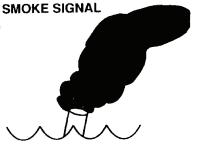
ORANGE SMOKE SIGNAL

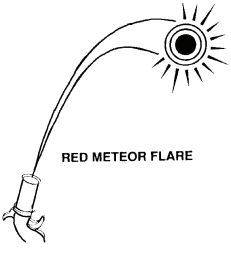


ORANGE FLAG

RED PARACHUTE FLARE

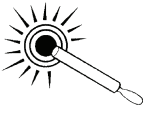
ORANGE SMOKE SIGNAL
(Floating)





RED METEOR FLARE

RED DISTRESS FLARE



WARNING LABELS

These are typical Warning Labels found on your Polar Kraft fishing boat. For replacement of a label, please contact our Parts Department at Polar Kraft Boats, P.O. Box 337, 300 E. Chicago Avenue, Syracuse, IN 46567, Ph: (574) 457-2082, Fx: (574) 457-4278

WARNING

CARBON MONOXIDE
Avoid serious injury or death from carbon monoxide poisoning. Do not occupy swim platform or ladder while engine is running.

Canopy enclosures must be well ventilated.

GD-055

WARNING

Avoid serious Injury.
Do not occupy platform above trolling speed. Make sure latches are closed securely.

WARNING

PASSENGERS SHOULD NOT RIDE IN BOW AND STERN FISHING SEATS WHEN BOAT IS UNDERWAY!

- Too much weight in the bow could cause the boat to nosedive!
- Passengers in stern are in danger of falling overboard!

WARNING

EMERGENCY SHUTDOWN SWITCH LANYARD MUST BE ATTACHED TO OPERATOR WHILE THE ENGINE IN IN OPERATION.

WARNING!

Remove accumulations of ice, snow or debris from shrinkwrap as it occurs, or damage may result.

GD-021

WARNING

NO JUMPING NO DIVING

LADDER SAFETY

AVOID PERSONAL INJURY

- DO NOT USE WHEN MOTOR IS RUNNING
- FACE LADDER WHEN ENTERING BOAT OR WATER
- DO NOT GRIP LADDER NEAR HINGE AREAS
- DO NOT GRIP LADDER WHERE IT CONTACTS BOAT

GD-021

⚠ WARNING

PROPELLER INJURY
Avoid serious injury turn engine OFF while swimming and or using boarding ladders

GD-051

CAUTION!

OUTBOARD SUPPORT BRACKET MUST BE USED WHEN TRAILERING BOAT.

⚠ WARNING

AVOID SERIOUS INJURY OR DEATH FROM FIRE OR EXPLOSION RESULTING FROM LEAKING FUEL. INSPECT SYSTEM FOR LEAKS AT LEAST ONCE A YEAR.

NW201-03

WARNING

No Ventilation is Provided. Fuel Vapors are a Fire and Explosion Hazard. To Avoid Injury or Death, Do NOT Store Fuel or Flammable Liquids Here.

NW203-00

WARNING

DO NOT STORE FUEL OR FLAMMABLE LIQUIDS HERE. VENTILATION HAS NOT BEEN PROVIDED FOR EXPLOSIVE VAPORS.

⚠ WARNING

Exhaust fumes from engine contain carbon monoxide. Boats with canvas deployed are more likely to collect exhaust fumes.
To avoid brain damage or death from carbon monoxide, keep cockpit and cabin areas well ventilated.
Signs of exposure include nausea, dizziness, and drowsiness.

⚠ WARNING

Carbon monoxide is produced by all gasoline engines and generator sets. To avoid brain damage or death from carbon monoxide, keep cockpit and cabin areas well ventilated, and avoid blockage of exhaust outlets.

Do not occupy swim platforms when engine(s) or generator(s) is running. Do not occupy aft lounging areas when engine(s) or generator(s) is running.

Signs of exposure include nausea, dizziness, and drowsiness.

BOATER'S CHECK LIST

For maximum enjoyment and safety, check each of these items
Before you start your engine:

- ✔ ***DRAIN PLUG*** *(Securely in Place?)*
- ✔ ***LIFE-SAVING DEVICES*** *(One for every person on board?)*
- ✔ ***STEERING SYSTEM*** *(Working smoothly and properly?)*
- ✔ ***FUEL SYSTEM*** *(Adequate fuel? Leaks? Fumes?)*
- ✔ ***BATTERY*** *(Fully Charged? Cable terminals clean and tight?)*
- ✔ ***ENGINE*** *(In neutral?)*
- ✔ ***CAPACITY PLATE*** *(Are you overloaded or overpowered?)*
- ✔ ***WEATHER CONDITIONS*** *(Safe to go out?)*
- ✔ ***ELECTRICAL EQUIPMENT*** *(Lights, horn, pump, etc.?)*
- ✔ ***EMERGENCY GEAR*** *(Fire extinguisher, bailer, paddle, anchor line, signaling device, tool kit, etc?)*

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NB101-00

NOTES

NAUTIC
GLOBAL GROUP

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ELKHART, IN 46516 USA
888-463-3739, FAX: 574-522-5120
E-MAIL: INFO@GODFREYMARINE.COM