

Sailfish 276 DC Owner's Manual



SAILFISH 276 DC | TABLE OF CONTENTS



- | | |
|--|--|
| 2. Boat Specifications | 33. VSR Battery System |
| 4. Boat Trailer Measurement | 34. Bilge Access and Explanation |
| 5. Boat Layout | 35. Bilge Pumps |
| 6. Seating Locations | 36. Raw Water Washdown System |
| 7. Boat Safety & Warning Labels | 37. Freshwater Washdown and Shower System |
| 9. Boat Safety & Warning Label Locations | 38. Livewell Operation |
| 11. Boarding Ladder & Unassisted Boarding Situations | 39. Fishbox Pump |
| 12. Battery Selector Panel and Wiring | 40. Hard Top |
| 14. Breaker Panel Schematic | 42. Optional Ski Tow Bar |
| 16. Switch Panel Schematic | 43. Bennett Trim Tab Maintenance |
| 18. Distribution Harness Schematic | 44. Windshield Washing & Care |
| 19. Deck Harness Schematic | 45. Lewmar Pro-Fish 700 Windlass |
| 21. Hard Top Harness Schematic | 46. Lewmar Pro-Fish 700 Windlass Troubleshooting Chart |
| 22. Hard Top Switch Panel Schematic | 46. Marine Head With Waste Tank (Type III MSD Waste Management System) |
| 24. Fuel System Layout | 56. Vinyl Care and Cleaning |
| 25. Plumbing Diagram | 57. Aluminum Cosmetic Corrosion (Pitting) |
| 26. Helm Area | 58. Caring for Aluminum |
| 27. UFLEX Steering System | 59. Caring for Stainless Steel |
| 29. Yamaha Helm Master EX System | 60. Gel Coat |
| 30. Ignition Switches & Engine Shut-Off Cord/Lanyard | 62. Sailfish Boats Limited Warranty |
| 31. Plug and Play Wiring Fuel-Water Separator | |
| 32. Console / Head Area | |

276 DUAL CONSOLE



Incredible versatility and comfort are hallmarks of the 276 Dual Console. A 6th-generation VDS hull ensures a soft, dry ride, while the spacious, ergonomic deck design and an array of premium features make it equally well-suited for offshore fishing and fun-filled days with family.

SPECIFICATIONS

LOA Hull Only
27' 0" | 8.23 M

Length Rigged
29' 4" | 8.94 M

Beam
9' 1" | 2.77 M

Fuel Capacity
177 GAL | 670 L

Approx. Rigged Weight
7,050 LBS | 3,198 KG

Cockpit Depth Rear
30" | 76.2 CM

Cockpit Depth Bow
38" | 96.52 CM

Bridge Clearance w/ Hard Top
8' 6" | 2.59 M

Draft (Hull Only)
18" | 45.72 CM

Dead Rise (Multiangle)
22°-24°

Max
Horsepower
400 HP | 298.3 kW

Fresh
Water
14 GAL | 53 L

Battery
Capacity
3

Rod Holders
(Standard)
19

Person
Capacity
**Yacht
Certified**

STANDARD COLOR



White

OPTIONAL COLORS



Cortez
Blue



Ice
Blue



Whisper
Grey



Province
Blue



Surf
Green



2022 276 DC SPECIFICATIONS

STANDARD FEATURES

Boat

- Backing Plates for Radar and VHF Mounts in Hard Top
- Boarding Ladder (4-Step w/ Grab Handle)
- Built-In Rigging Tubes (from Bilge to Helm w/ Pull Tapes)
- Carbon Fiber & Kevlar® Reinforced Deck & Hull
- Closed Cell Foam Flotation
- Cockpit Bolster Pads
- Corian Countertops (Head & Galley)
- Exclusive Dot Matrix Non-Skid Flooring
- Exclusive VDS Hull Design (Variable Deadrise Stepped Hull)
- Fiberglass Hard Top w/ Integrated Docking/ Spreader Lights & PFD Storage
- Fuel Filter / Water Separator
- Oversized Bilge Access
- Powder Coated Walk-Thru Windshield w/ Tempered Glass
- Recessed SST Cup Holders (16)
- SailTech Composite Full Length Transom
- SailTech Foam-Filled Fiberglass Stringer System
- Thru Hull Windlass System (w/ Stainless Steel Anchor, 200' of Line and 15' of Chain)
- Transom Mounted Tool & Raw Water Washdown Hose Holder
- Trim Tabs (Heavy-Duty, High-Performance w/ Indicators & Auto-Retract Feature)
- Walk-Thru Transom Door w/ Wave Guard Step
- Windshield Wiper (Captain's Side w/ Freshwater Spray Tank)

Bow

- Bow Block-Off Door
- Bow Bottom and Backrest Cushions
- Built-In Bow Cooler
- Chaise Lounge Style Seating (w/ Fold-Down Armrests)
- Dual USB Charging Ports (2 - Port/Starboard)

Electrical

- 6 Channel Amp
- Accessory Switch Panel w/ Circuit Breakers
- Compass
- Electric Horn
- Full Digital Instrumentation
- Fully NMEA 2K Compliant
- Fusion/Wet Sounds Stereo System
- LED Anchor Light
- LED Interior Cockpit & Bilge Lighting
- LED Navigational Flip-Up Bow Light
- VSR Battery Charging System
- Wet Sounds LED Lighted Speakers

Fishing

- Circulating Baitwell w/ LED Lighting (30-gal. Transom)
- In-Floor Fish Boxes (2 - w/ Advanced Vacuum Pump)
- Insulated Bow Fish Boxes

Hardware

- Fender Cleats (4)
- Flush Mount Hinges, Latches & Deck Plates
- Heavy-Duty SST Bow & Stern Eyes
- Heavy-Duty SST Rub Rail
- Marine Grade SST Hardware
- Sailfish Engraved Transom Plates
- SST & Bronze Thru Hull Fittings
- SST Flush Mount Pull-Up Cleats (6)
- SST Propellers
- SST Rod Holders (12)
- Transom Rod Holders (6)

Head

- Electric Marine Head (w/ 8-gal. Holding Tank & Deck Pump-Out Fitting)
- Finished Fiberglass Head
- Head Compartment Lighting
- Lockable Head Door
- Mirror
- SeaDek® Flooring
- Sink w/ Faucet
- SST Port Light
- Towel Rack, TP Holder and Storage

Helm

- 12-Volt DC Accessory Plug
- Digital Electric Steering (Yamaha, w/ Tilt SST Steering Wheel w/ Power Knob)
- Hydraulic Steering (Mercury, w/ Tilt SST Steering Wheel w/ Power Knob)
- Large Dash Area

Plumbing

- Automatic Bilge Pumps (2000 GPH Aft and 750 GPH Forward)
- Freshwater Shower (Transom)
- Freshwater Tank (14-gal.)
- High-Speed Livewell Pickup
- Raw Water Washdown
- Self-Bailing Cockpit
- Sink w/ Faucet (w/ Standard Aft Facing Seat - Starboard)

Seating

- Aft Folding Seat (38")
- Deluxe Power Captains Chair with Flip-Up Bolster and Swivel Base
- Port Lounge Seat w/ Storage, Built-In Cooler and Adjustable Backrest
- Rear Facing Starboard Seat w/ Storage

Storage

- Battery Storage (Bilge Compartment)
- Fiberglass Console Storage
- In-Floor Ski Locker (Mid-Ship)
- In-Floor Storage (Bow)
- Passenger Deck Top Glove Box
- Starboard Console Storage w/ Bow Access
- Two Tray Tackle/Utility Storage in Rear-Facing Starboard Seat

OPTIONS

Boat Options

- 12-Volt Refrigerator (for Galley Pack)
- Bow Shower
- Cockpit & Bow Covers
- Hard Top Rocket Launchers (N/A w/ SureShade MTF™)
- In-Floor Rod Storage (3)
- Overboard Discharge Upgrade
- Port Side Dive Door & Ladder (Eliminates Port Aft In-Floor Fish Box)
- Power Assist Steering (Mercury)
- Remote Spot Light for Hard Top
- Removable Bow Table (w/ Additional Base)
- Table Base (Additional)
- SureShade MTF™ (Manual)
- Two-Tone Hard Top
- Underwater LED Lights (3)
- Yamaha Joystick

Electrical Options

- Built-In 3 Bank Battery Charger w/ LED Readout
- Fusion Transom Remote Control
- Garmin VHF Radio & Antenna
- Garmin B60 Airmar Thru Hull Transducer w/o CHIRP
- Garmin B75M Airmar Thru Hull Transducer w/ CHIRP
- Garmin GMR™ 18 xHD Radome
- Garmin GPSMap 1243xsv w/o Transducer
- Garmin GPSMap Twin - (1) 8610xsv w/o Transducer, (1) 8610
- Garmin Radar Cable & Power Cable

Seating Options

- Bow Filler Cushion
- Port Side Aft Fold Out Seat - 42" (N/A w/ Port Side Dive Door Option)

Optional Packages

Entertainment Package

- Ski Tow Bar, Removable Bow Table, Additional Aft Table Bracket, Fusion Transom Remote Control & Underwater LED Lights (3)

Gallery/Bar Package

- Sink, Storage Drawers, Wine Rack Cooler, Counter Top Storage & Two Tray Utility/Tackle Storage

Engine Options

Yamaha

- Twin Yamaha F150XCA
- Twin Yamaha F200XCA

Mercury

- Twin Mercury 150XL
- Twin Mercury 200XL DTS
- Twin Mercury White Motor Upgrade (200 HP Only)



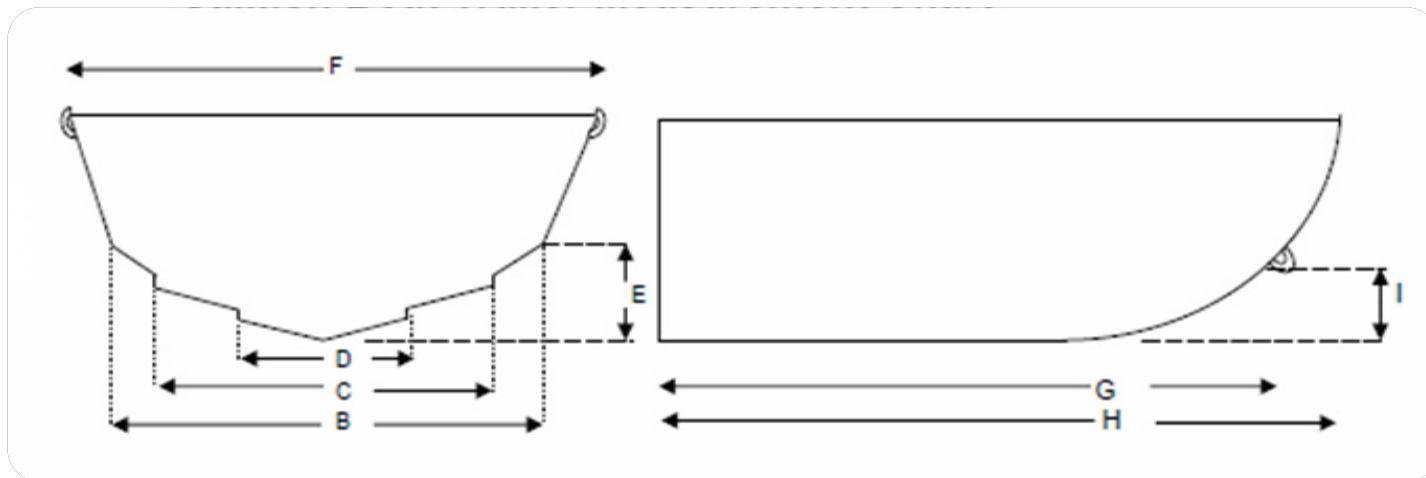
www.sailfishboats.com

01/03/2022

Specifications, features, equipment, options, colors, materials and trim are based on information available at time of printing and are subject to change without notice. Some accessories shown in photographs, or described, may not be standard equipment or even available as an option(s). Confirm availability of all accessories and equipment with an authorized Sailfish Boats dealer prior to purchase. © 2021 Sailfish Boats.



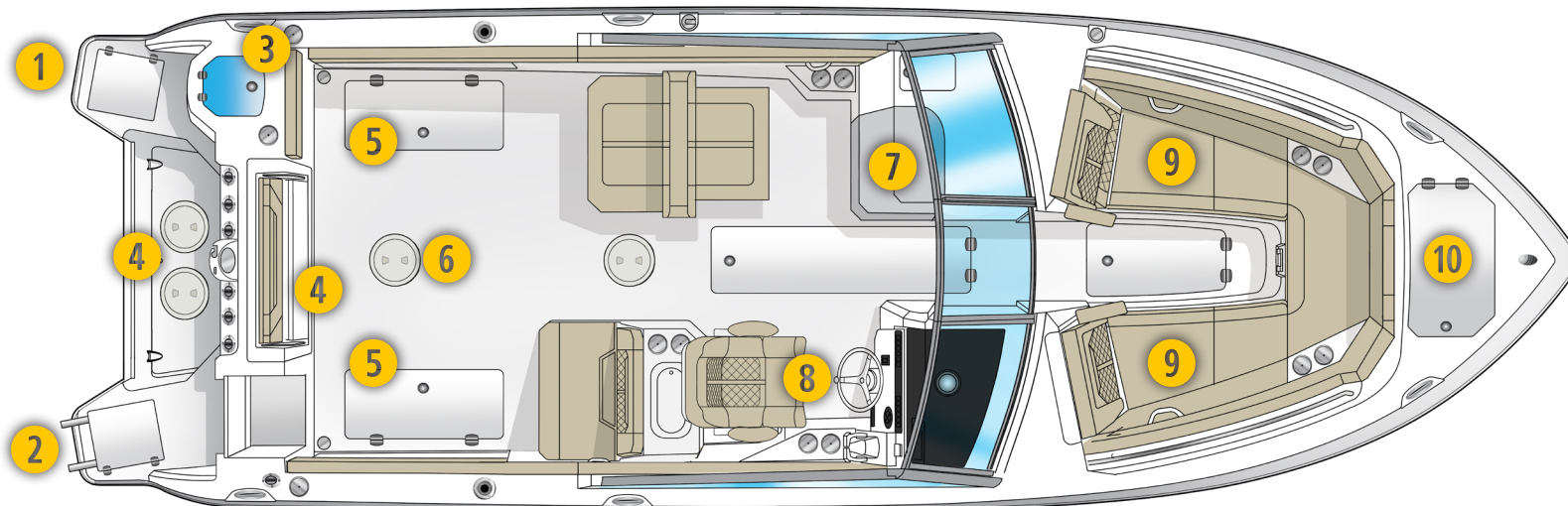
SAILFISH 276 DC | TRAILER MEASUREMENT CHART



4

Boat Models	B	C	D	E	F	G	H	I
208CC	78 in.	53 in.	28 in.	11 in.	82 in.	218 in.	235 in.	27 in.
1900BB	88 in.	66 in.	37 in.	10.5 in.	99.5 in.	198 in.	217 in.	24 in.
2100BB	88 in.	66 in.	37 in.	10.5 in.	99.5 in.	220 in.	240 in.	24 in.
220CC & 220WAC	87 in.	59 in.	31 in.	14.5 in.	102.5 in.	216.5 in.	243 in.	32 in.
236CC & 241CC & 245DC	91 in.	57.5 in.	30 in.	14 in.	103 in.	250 in.	273 in.	36 in.
240CC & 240WAC & 242CC	92 in.	59 in.	31 in.	15 in.	107 in.	241 in.	272 in.	30 in.
270CC & 270WAC	94 in.	59 in.	31 in.	15 in.	107 in.	268 in.	302 in.	30 in.
272CC & 276DC	93 in.	61 in.	32 in.	15 in.	109 in.	287 in.	321.5 in.	38 in.
275DC	94 in.	59 in.	31 in.	15 in.	107 in.	268 in.	302 in.	30 in.
290CC	94.5 in.	61 in.	32 in.	15.5 in.	107 in.	301 in.	336 in.	30 in.
320CC & 320EXP & 325DC	105 in.	65 in.	33 in.	16.5 in.	115 in.	315 in.	349 in.	38 in.
360CC	119 in.	72 in.	36 in.	20.1 in.	135 in.	383.34 in.	417.5 in.	48.19 in.

SAILFISH 276 DC | BOAT LAYOUT

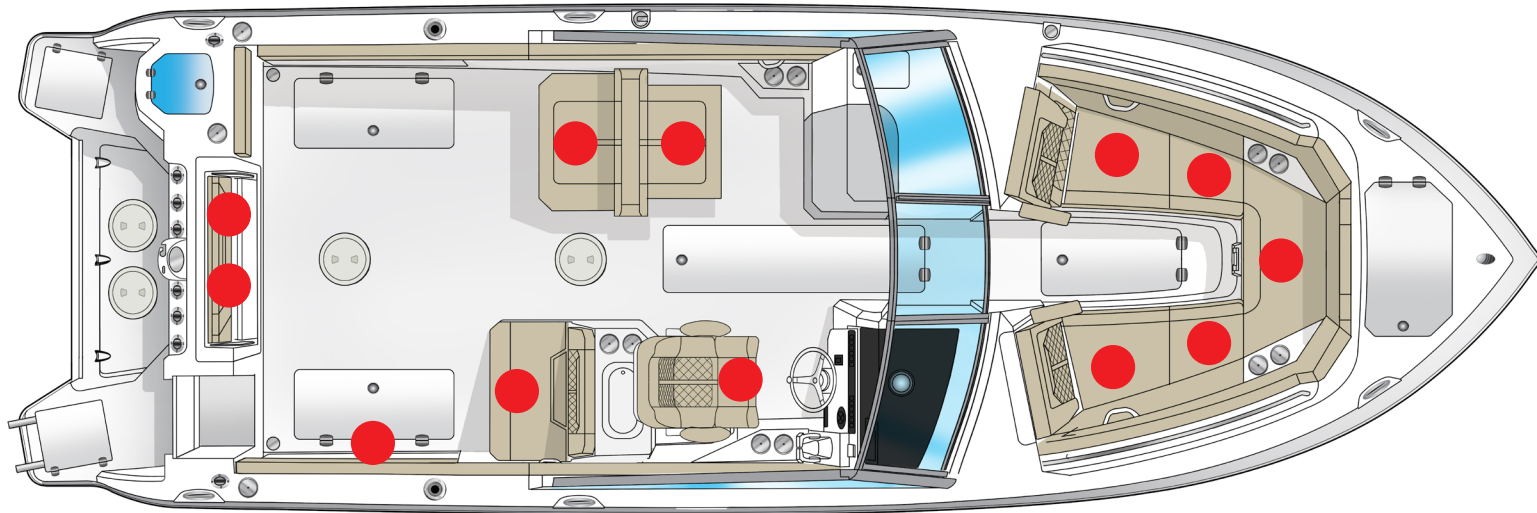


5

KEY	DESCRIPTION
1	Sand Bar Cooler
2	Boarding Ladder / Fresh Water Fill
3	30 Gallon Livewell
4	Bilge Access
5	Insulated Fish Box (w/ Overboard Pump-Out System)

KEY	DESCRIPTION
6	Fuel Sender and Pick-Up Access
7	Enclosed Head System
8	Helm Area
9	Insulated Fish Boxes / Storage (Boxes drain overboard)
10	Thru-Hull Windlass System

SAILFISH 276 DC | SEATING LOCATIONS



SAILFISH 276 DC | BOAT SAFETY & WARNING LABELS

Warning Labels

The safety for you and everyone on board, as a boat owner, you need to become familiar with and the locations of the Caution, Warning and Danger Labels found on your boat.

Below are images of the labels to help you maintain and operate your boat safely.

(California Only)

WARNING

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

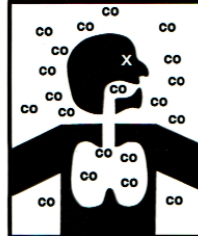
WARNING

**ROTATING PROPELLER MAY CAUSE
SERIOUS INJURY OR DEATH.
SHUT OFF ENGINE WHEN
NEAR PERSONS IN THE WATER.**



NW-207-14

WARNING



Carbon monoxide (CO) can cause brain damage or death.

Engine and generator exhaust contains odorless and colorless carbon monoxide gas.

Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness.

Get fresh air if anyone shows signs of carbon monoxide poisoning.

See Owner's Manual for information regarding carbon monoxide poisoning.

NW-204-14

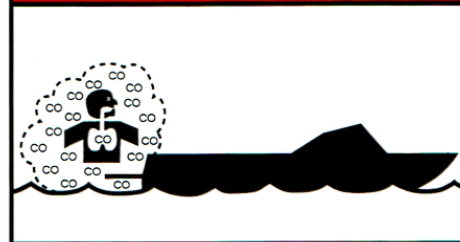
WARNING

**ROTATING PROPELLER MAY CAUSE
SERIOUS INJURY OR DEATH.
DO NOT APPROACH OR USE
LADDER WHEN ENGINE IS RUNNING.**



NW-208-14

DANGER



Carbon monoxide (CO) can cause brain damage or death.

Engine and generator exhaust contains odorless and colorless carbon monoxide gas.

Carbon monoxide will be around the back of the boat when engines or generators are running.

Move to fresh air, if you feel nausea, headache, dizziness, or drowsiness.

NW-206-14

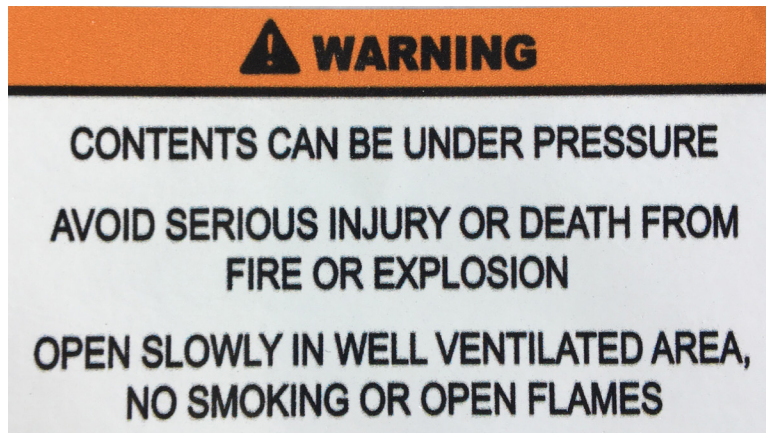


SAILFISH 276 DC | BOAT SAFETY & WARNING LABELS

Warning Labels Continued

The safety for you and everyone on board, as a boat owner, you need to become familiar with and the locations of the Caution, Warning and Danger Labels found on your boat.

Below are images of the labels to help you maintain and operate your boat safely.



SAILFISH 276 DC | BOAT SAFETY & WARNING LABEL LOCATIONS

⚠ DANGER



Carbon monoxide (CO) can cause brain damage or death.
 Engine and generator exhaust contains odorless and colorless carbon monoxide gas.
 Carbon monoxide will be around the back of the boat when engines or generators are running.
 Move to fresh air, if you feel nausea, headache, dizziness, or drowsiness.

NW-205-14

⚠ WARNING

ROTATING PROPELLER MAY CAUSE SERIOUS INJURY OR DEATH. DO NOT APPROACH OR USE LADDER WHEN ENGINE IS RUNNING.

NW-208-14

⚠ WARNING

CONTENTS CAN BE UNDER PRESSURE
 AVOID SERIOUS INJURY OR DEATH FROM FIRE OR EXPLOSION
 OPEN SLOWLY IN WELL VENTILATED AREA, NO SMOKING OR OPEN FLAMES

⚠ WARNING



Carbon monoxide (CO) can cause brain damage or death.
 Engine and generator exhaust contains odorless and colorless carbon monoxide gas.
 Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness.
 Get fresh air if anyone shows signs of carbon monoxide poisoning.
 See Owner's Manual for information regarding carbon monoxide poisoning.

NW-204-14

NMMA CERTIFIED
 YACHT CERTIFICATION
 DESIGN COMPLIANCE WITH NMMA REQUIREMENTS IN EFFECT ON THE DATE OF CERTIFICATION IS VERIFIED.
 MANUFACTURER RESPONSIBLE FOR QUALITY CONTROL
 NATIONAL MARINE MANUFACTURERS ASSOCIATION
 THIS BOAT COMPLIES WITH U.S. COAST GUARD SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION
 MEETS U.S. EVAP STANDARDS USING CERTIFIED COMPONENTS
 SEMINOLE MARINE, CAIRO, GA

MEETS U.S. EPA EVAP STANDARDS USING CERTIFIED COMPONENTS
 SEMINOLE MARINE GROUP INC., CAIRO, GA

⚠ WARNING

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

NW-201-14

⚠ WARNING

ROTATING PROPELLER MAY CAUSE SERIOUS INJURY OR DEATH. SHUT OFF ENGINE WHEN NEAR PERSONS IN THE WATER.

NW-207-14



SAILFISH 276 DC | BOAT SAFETY & WARNING LABEL REPLACEMENTS



If any of your Boating Safety or Warning Labels become damaged, please call Sailfish Boats' parts department for replacement stickers at 229-377-2125.



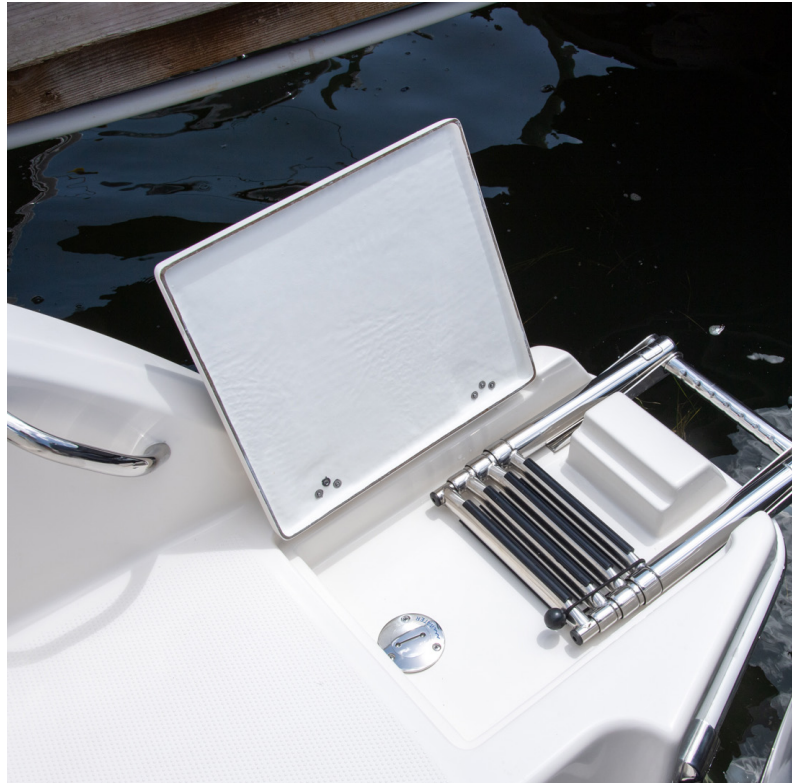
THE SAILFISH PROMISE

Sailfish is committed to building **practical, purposeful, powerful boats** that deliver a premium boating experience without a premium price tag. Our customers and dealers know that our **build quality and safety are unsurpassed**, and our feature sets reflect intentional choices born of deep expertise. With our strong fishing heritage, we are **passionate about empowering anglers** for success while recognizing that those anglers deserve the **comfort, convenience and versatility to maximize their family's enjoyment** of the water.

SAILFISH 276 DC | BOARDING LADDER & UNASSISTED BOARDING SITUATIONS

Unassisted Boarding Instruction

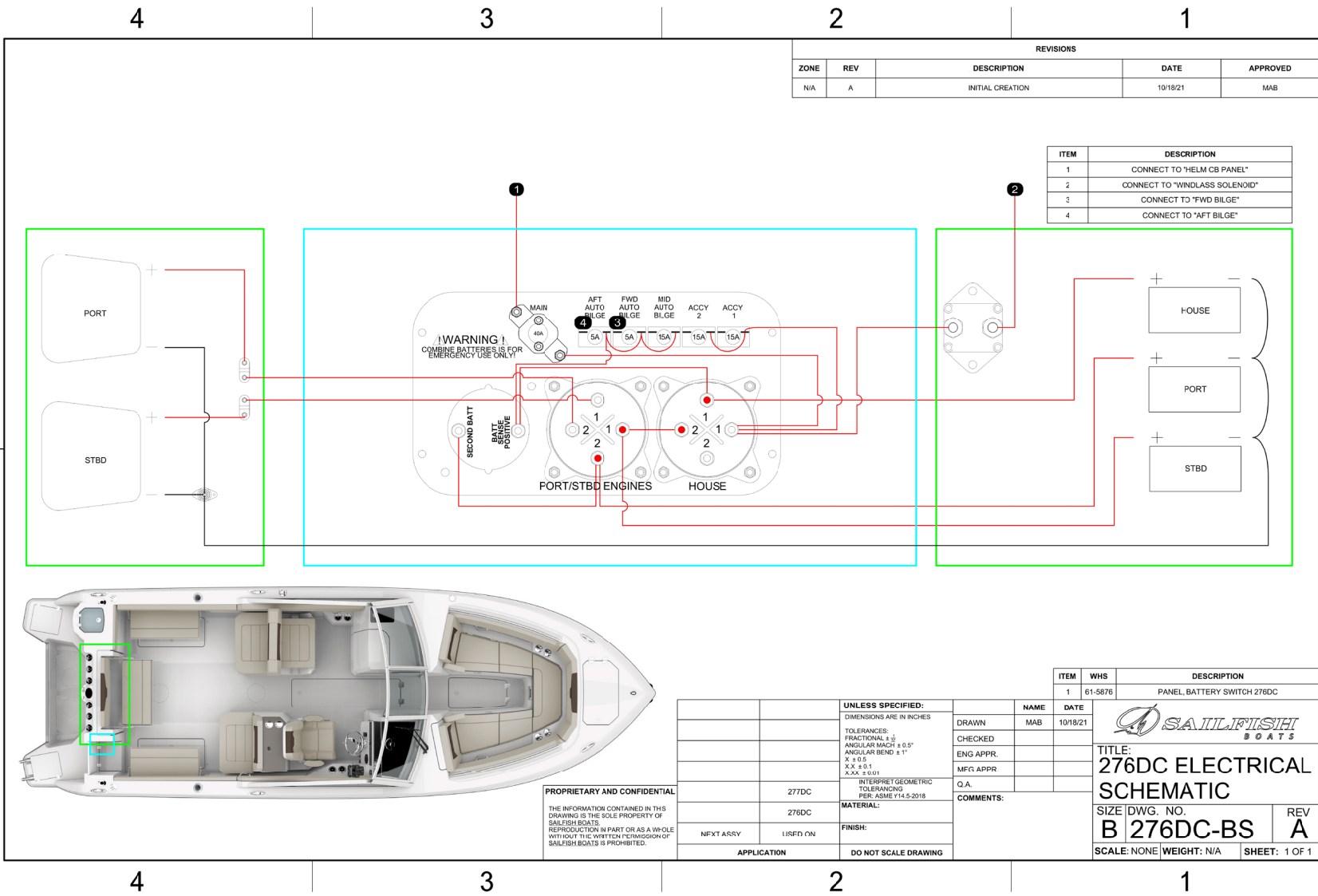
When using the ladder in an unassisted boarding situation, reach over the transom and open the covering board lid that is covering the ladder, pull ladder towards you, by picking up the ladder by the steps, release the strap, deploy the four step ladder by rotating it to the down position. Use your hand or foot to fully extend the ladder in the down position. Use the grab handle and ladder to board your boat. When fully onboard, be sure to place the ladder back in the storage position by reversing the deployment process.



SAILFISH 276 DC | BATTERY SELECTOR PANEL (FRONT)

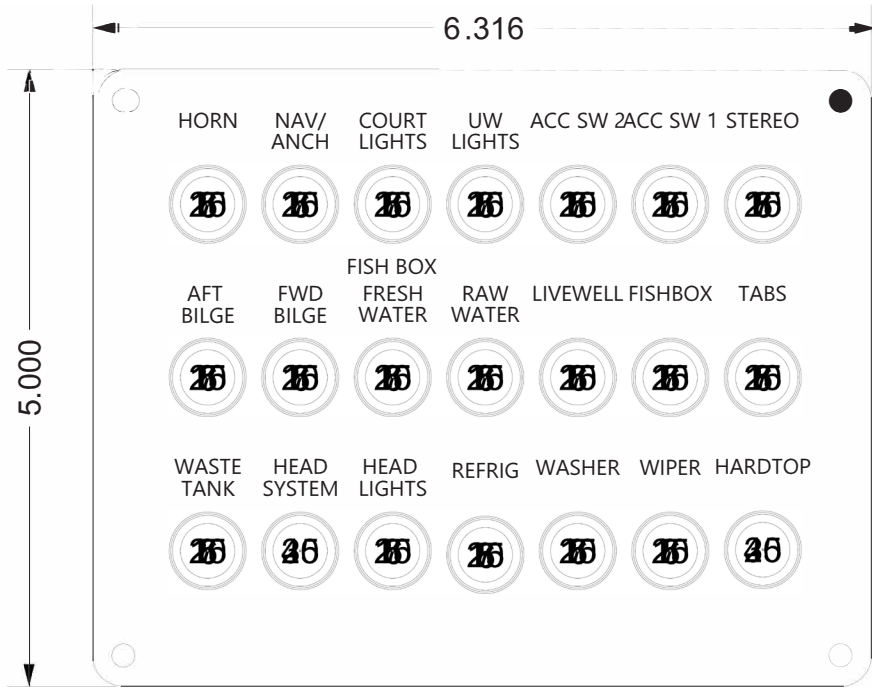


SAILFISH 276 DC | BATTERY SELECTOR PANEL WIRING (BACK)



Download High Resolution Diagram

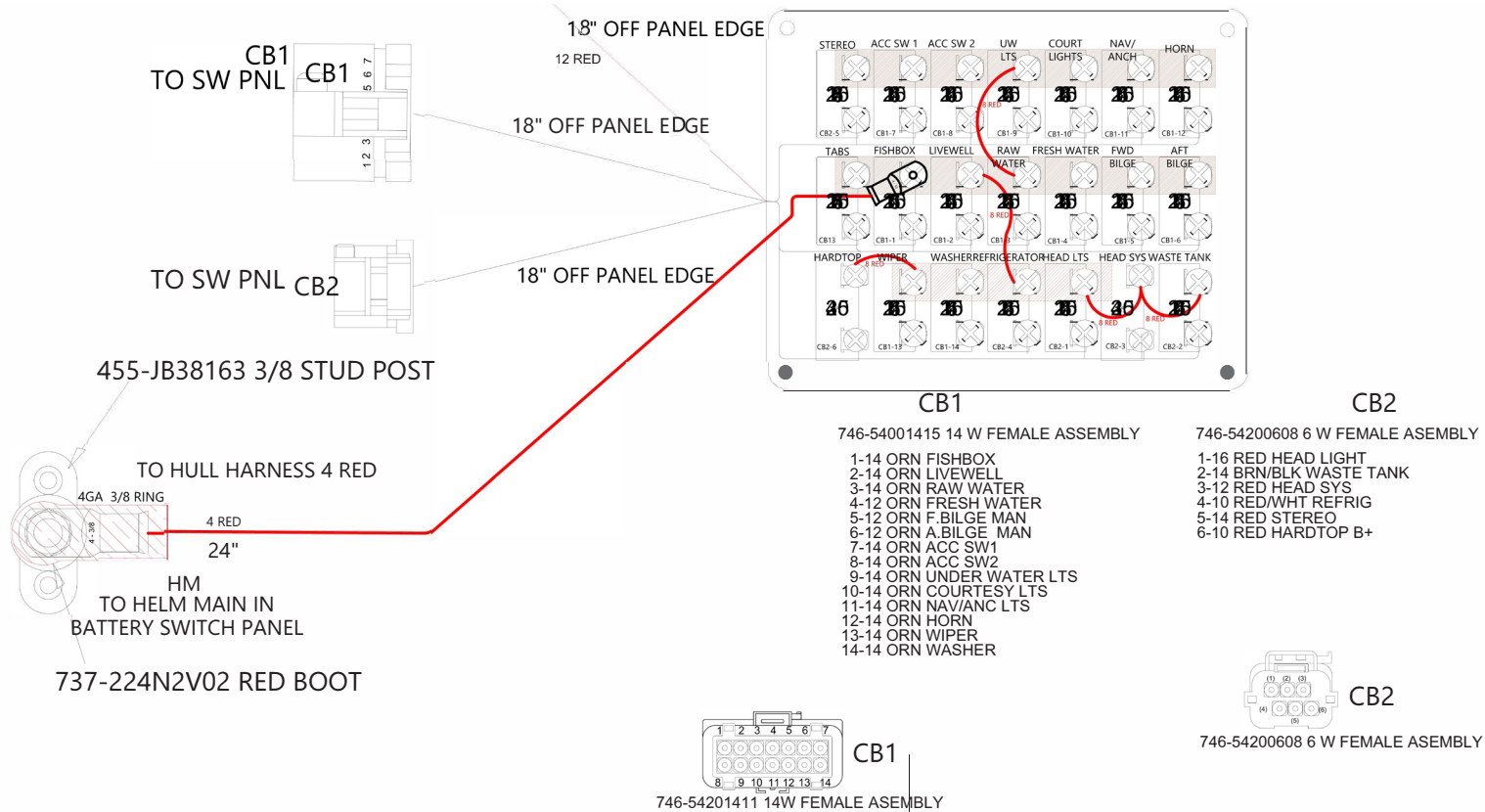
SAILFISH 276 DC | BREAKER PANEL SCHEMATIC



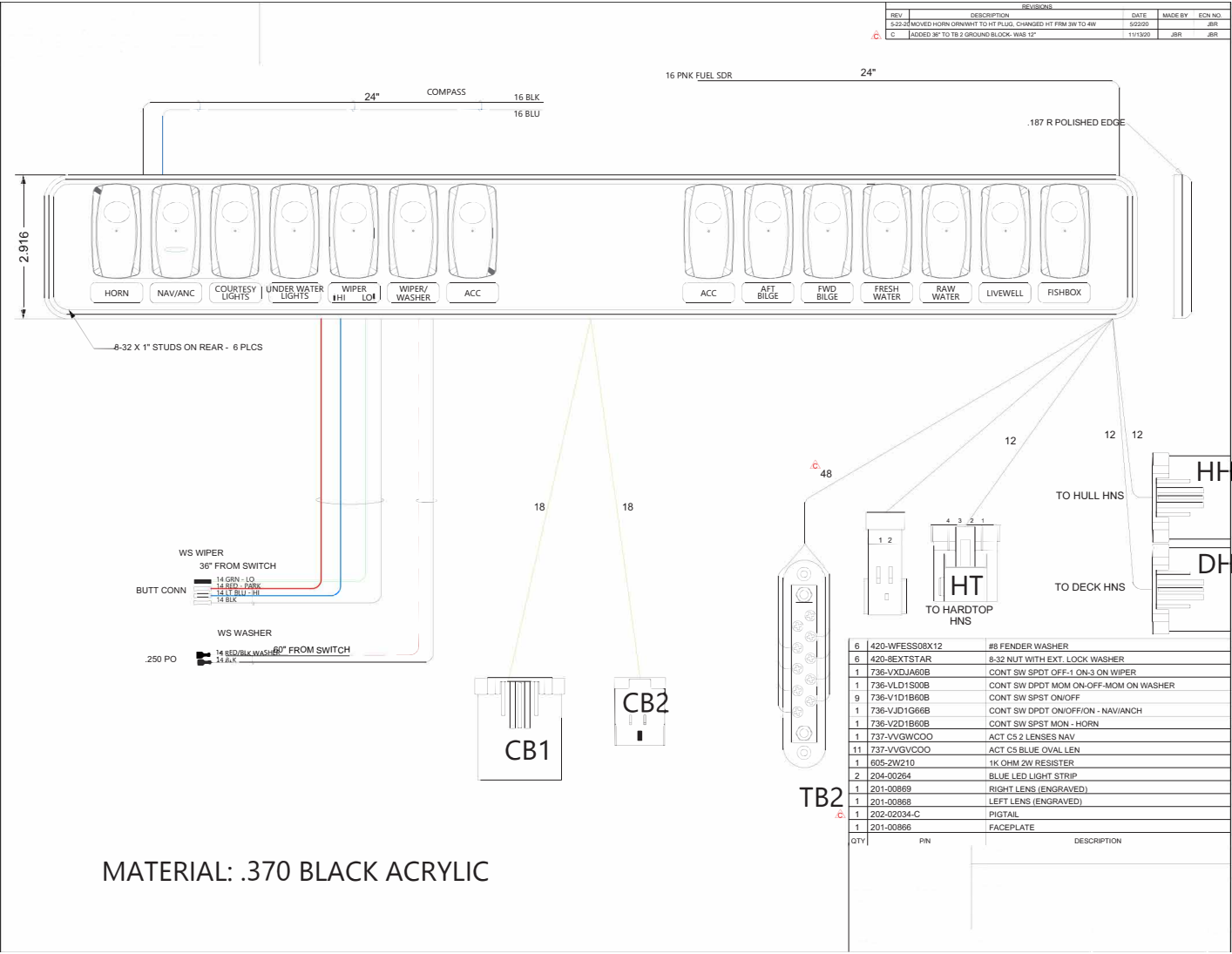
42	420-PPMSS8C312	8-32 X 5/16 SCREW W/EXT TOOTH
21	737-1300400	CB BOOTS
2	352-CLB30327W	30A CLB BREAKER - HARDTOP
2	352-CBCKJ203	20A CMB BREAKER
5	352-CBCKJ153	15A CMB BREAKER
8	352-CBCKJ103	10A CMB BREAKER
4	352-CBCKJ053	5A CMB BREAKER
2	200-CS-07-0750	7 POS COPPER STRIP
1	200-CS-04-0750	4 POS COPPER STRIP
1	202-02018-B	PIGTAIL
1	200-02615	FACEPLATE
QTY	PIN	DESCRIPTION

[Download High Resolution Diagram](#)

SAILFISH 276 DC | BREAKER PANEL SCHEMATIC (BACK)



SAILFISH 276 DC | SWITCH PANEL SCHEMATIC



[Download High Resolution Diagram](#)



18

[illegible]

16 BLU/W
16 BLK

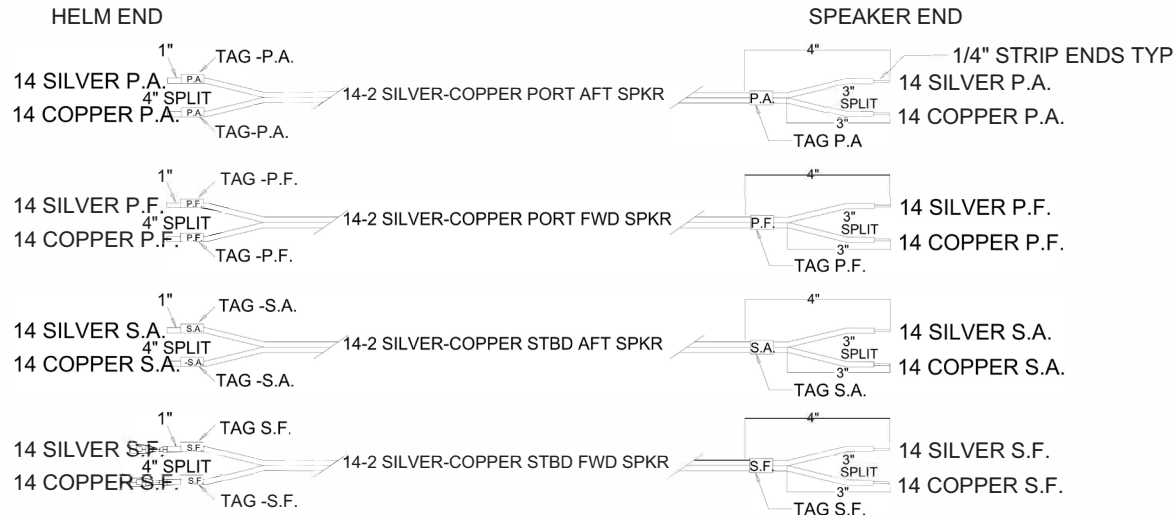
4" TYP



SAILFISH
BOATS

SAILFISH 276 DC | DECK HARNESS SCHEMATIC

REV	DESCRIPTION	DATE	MADE BY	EON NO.
-----	-------------	------	---------	---------



USB

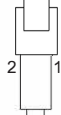


746-54200206
2W APEX FEMALE

1-14 RED-USB
2-14 BLK-USB

G

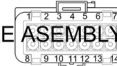
COURT LT GRDS



TO HULL HNS
2W DEUTSCH CAP
DT04-2P

DH

746-54201411 14W FEMALE ASSEMBLY



14W APEX FEMALE

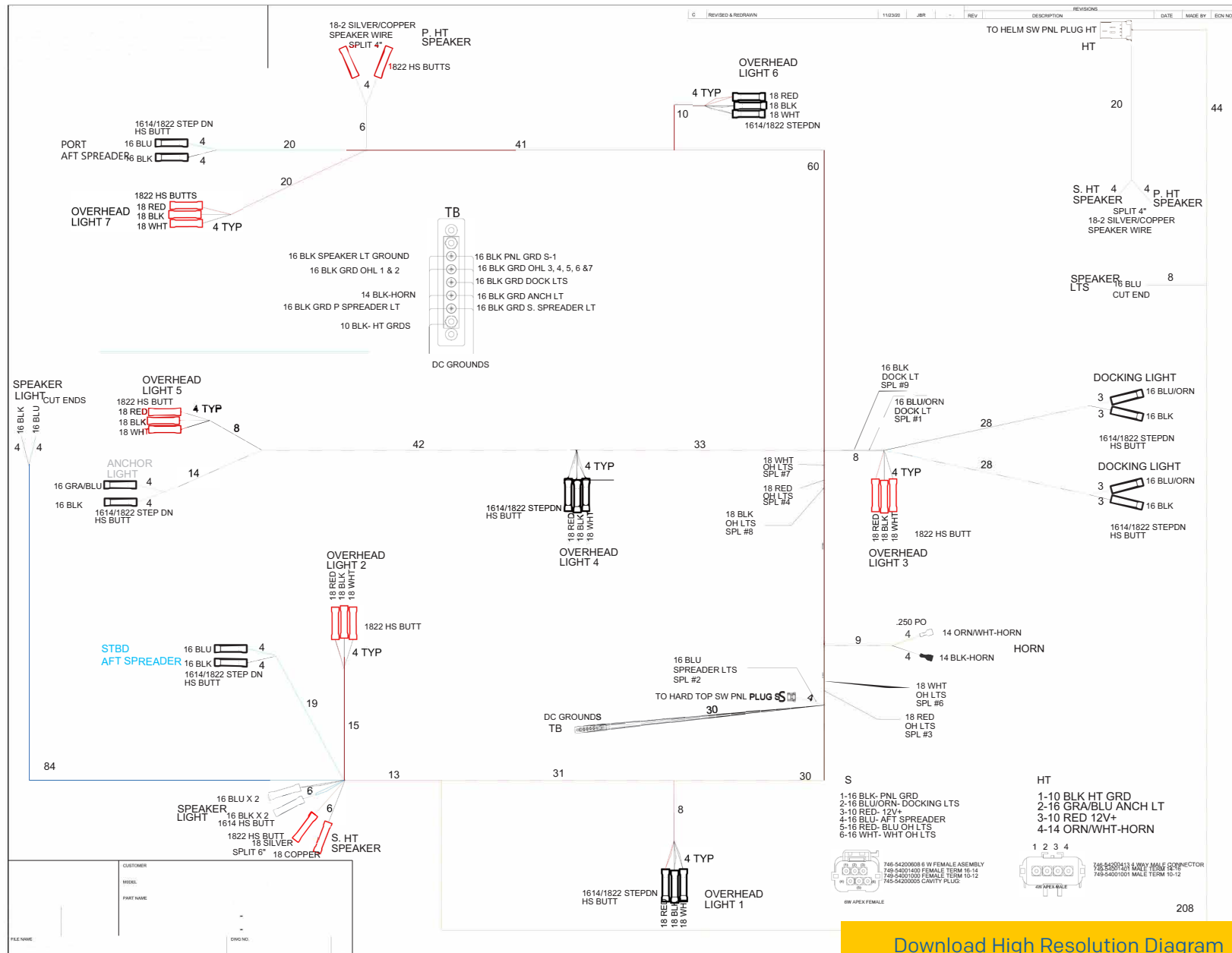


8-16 BLK HEAD LT
9-14 BLK WASTE TANK
10-12 BLK TOILET
11-10 BLK REFRIG
12-14 BLK BOW LT
13-14 BLK STEREO
14-14 RED STEREO

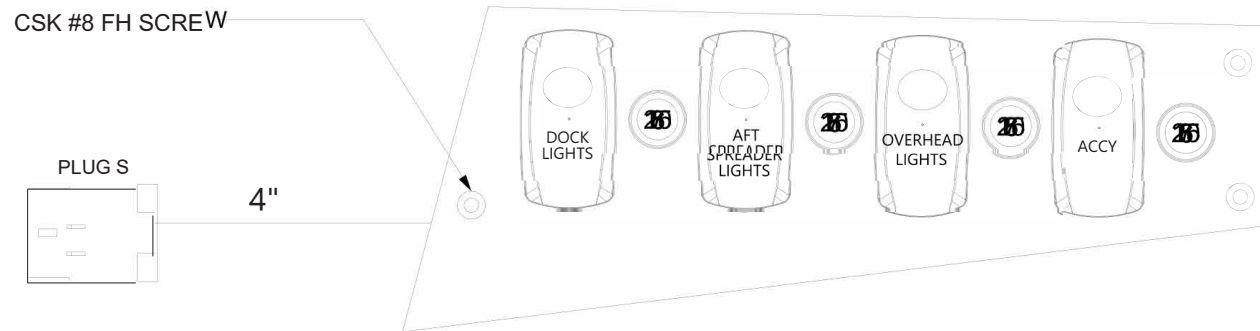
1-16 RED HEAD LIGHT
2-14 BRN/BLK WASTE TANK
3-12 RED TOILET
4-10 RED/WHT REFRIG
5-14 GRA BOW LT
6-14 BLU/WHT COURTESY LTS
7-16 BLU COMPASS

[Download High Resolution Diagram](#)

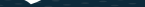
SAILFISH 276 DC | HARD TOP HARNESS SCHEMATIC



[Download High Resolution Diagram](#)

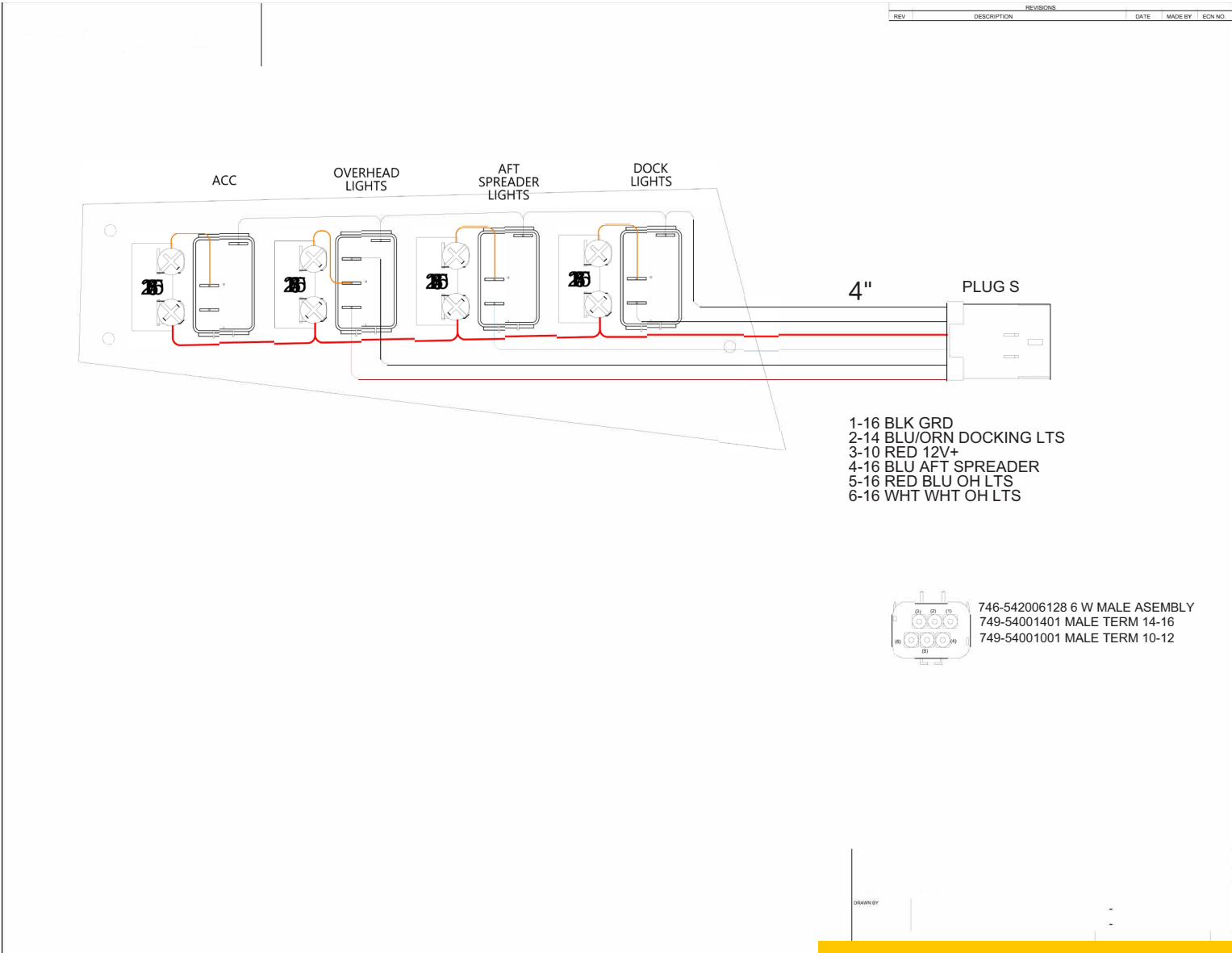


3	420-WFESS08X12	#8 FENDER WASHER
3	420-6EXTSTAR	8-32 NUT WITH EXT. LOCK WASHER
4	737-1300400	CB BOOT 3/8-27
4	352-CBCKJ103	CIR BKR 10A CMB
1	737-C5BLUACC	ACT C5 BLUE OVAL LEN ACCY
1	737-C5BLUOHLTS	ACT C5 BLUE OVAL LEN OVERHEAD LTS
1	737-C5BLUASPRLT	ACT C5 BLUE OVAL LEN AFT SPREADER LTS
1	737-C5BLUDKLTLS	ACT C5 BLUE OVAL LEN DOCKING LTS
1	736-V6D1D66B	CONT SW SPDT ON-OFF-ON OH LTS
3	736-V1D1B60B	CONT SW SPST ON/OFF
1	202-02033-A	PIGTAIL
1	201-00879	FACEPLATE
QTY	PIN	DESCRIPTION



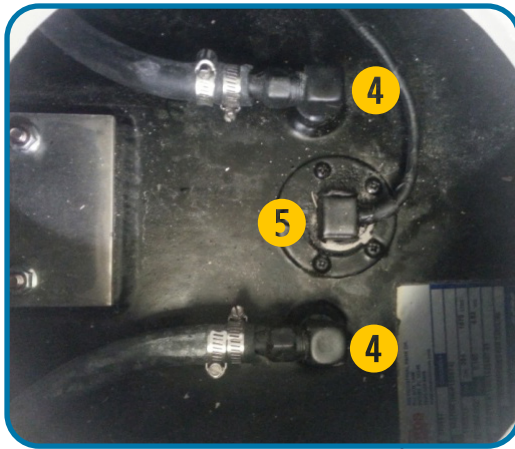
SAILFISH
BOATS

SAILFISH 276 DC | HARD TOP SWITCH PANEL SCHEMATIC



[Download High Resolution Diagram](#)

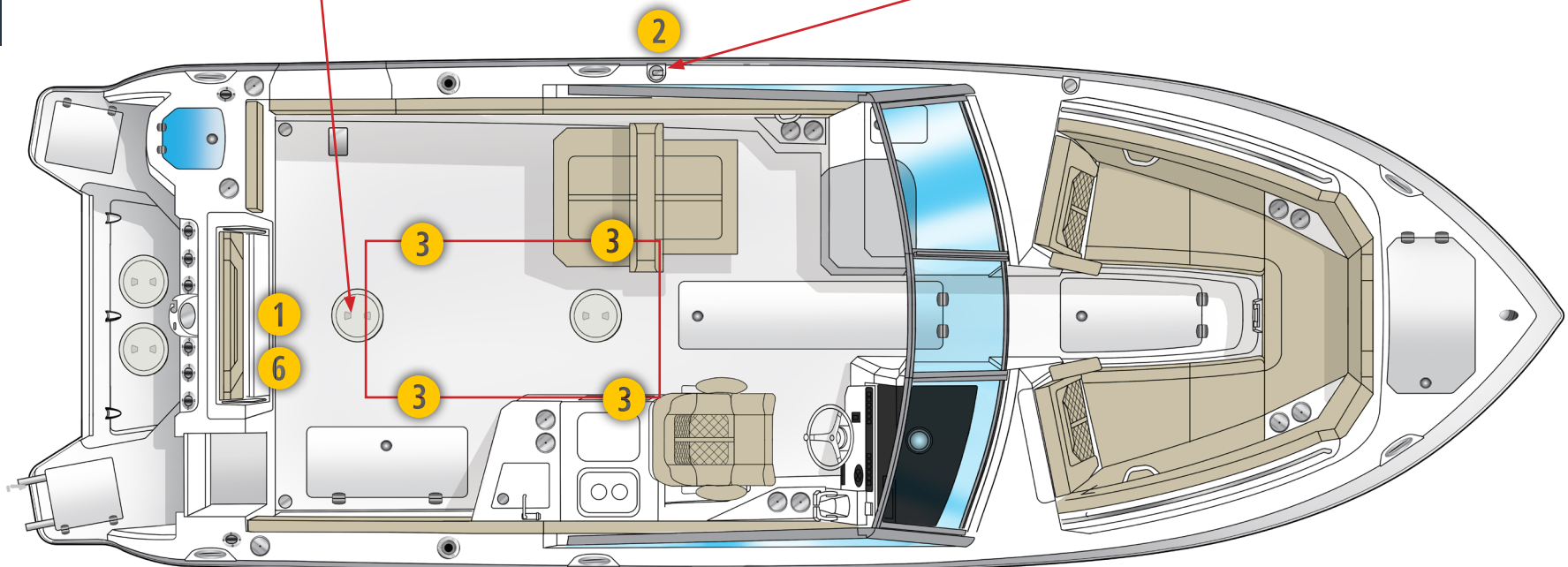
SAILFISH 276 DC | FUEL SYSTEM LAYOUT



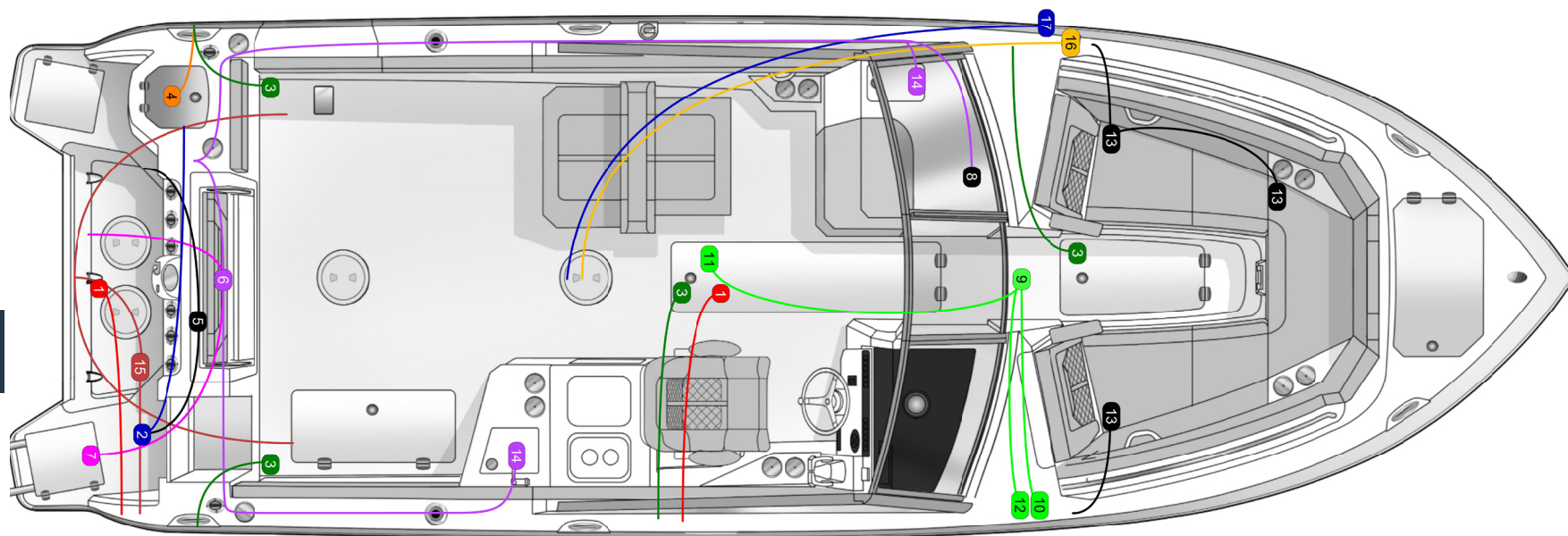
KEY	DESCRIPTION
1	Fuel Filter Access (Yamaha Only) - Mercury Built-In
2	Fuel Fill
3	Fuel Tank Location
4	Fuel Pickups
5	Fuel Sender
6	Primer Bulb Access



24



SAILFISH 276 DC | PLUMBING DIAGRAM



25

- | | |
|----------------------------|-------------------------------|
| 1. Bilge Pump | 10. Waste Pump Out |
| 2. Livewell Fill Pump | 11. Waste Overboard Discharge |
| 3. Deck Drain | 12. Waste Tank Vent |
| 4. Livewell Drain | 13. Fish Box Drains |
| 5. Transom Washdown Pump | 14. Fresh Water Sink |
| 6. Fresh Water Tank & Pump | 15. Fishbox Drain Pump |
| 7. Fresh Water Fill & Vent | 16. Fuel Fill |
| 8. Fresh Water Toilet | 17. Fuel Vent |
| 9. Waste Water Tank | |

SAILFISH 276 DC | HELM AREA



KEY	DESCRIPTION
1	Compass
2	Optional Garmin Unit
3	Switch Panel
4	Fusion Stereo
5	Brand Specific Motor Guages
6	Trim Tab Actuator Switches
7	Binnacle (Shown with Twin Engines)
8	Emergency Engine Shutoff Switch & Safety Lanyard
9	Windlass Controls
10	Uflex Tilt Helm
11	Ignition Switches

SAILFISH 276 DC | UFLEX STEERING SYSTEM (MERCURY)



Mercury powered Sailfish Boats come standard with UFLEX Hydraulic Steering, a full stainless steel shaft; cylinders are built with carbon steel pistons, coupled with extra-large end caps to prevent leakage.

All of their connection materials are 304 stainless steel that has been electro-polished and passivated.

[For more information on the service and maintenance of your UFLEX system, refer to the manufacturer's documentation.](#)

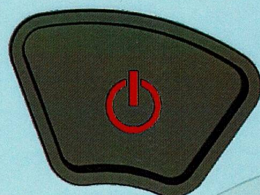
Visit the [manufacturer's website](#).



SAILFISH 276 DC | UFLEX OPTIONAL POWER STEERING SYSTEM (MERCURY)

ULTRAFLEX

Quick Reference



On/Off switch (Smart Button): it returns to the "stand-by" mode each time the engine key is turned to "off".

Pulsante On/Off (Smart Button): si riposiziona su "standby" ogni volta che si pone su "off" la chiave motore.

Bouton On/Off (Smart Button): Il passe en mode "standby" chaque fois que la clé moteur est positionné sur "off".



MASTER DRIVE™ push button: maximum power level. Recommended for rapid manoeuvres and mooring.

Pulsante MASTER DRIVE™: massimo asservimento. Consigliato per manovre veloci ed ormeggio.

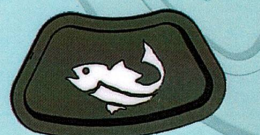
Bouton MASTER DRIVE™: asservissement maximum. Recommandé pour les manoeuvres rapides et l'amarre.



CRUISE push button: optimum balance between power level and consumption. Recommended for the majority of pleasure boating activities.

Pulsante CRUISE: ottimo compromesso tra asservimento e consumi. Consigliato per la maggior parte del diporto.

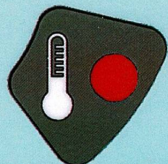
Bouton CRUISE: compromis optimum entre asservissement et consommations. Recommandé pour la plupart des activités de plaisance.



FISHING push button: good power level and minimum power consumption. Recommended for trawling.

Pulsante FISHING: buon asservimento e minimo consumo. Consigliato per andatura alla traina e pesca.

Bouton FISHING: bon asservissement et consommation minimum. Recommandé pour le chalutage.



Malfunction warning light.

Spia anomalia.

Voyant anomalie.

(Nr. Dis. 28528 12/01/2012)

MASTERDRIVE

ULTRAFLEX

Quick Reference

UK

- 1 Turn the engine key on the dashboard. After a system self-checking cycle, the user interface goes to stand-by mode and the on push button lights up in red. NOTICE: in such a condition, the system is not enabled and there is no battery consumption.
- 2 Press the on push button, the system goes to Cruise position and the relevant indicator lights up. The system is ready to be used.
- 3 To select another sailing mode, press the relevant push button. If the steering wheel is not turned for 4 seconds while the Master Drive™ mode is enabled, the system returns to the Cruise mode automatically. If the steering wheel is turned again, the system returns to the Master Drive™ mode. This allows a reduced battery consumption ensuring a quick and effective system responsiveness.

MALFUNCTION	SIGNAL	SOLUTION
Power unit overtemperature	Steady red light	Power unit overheating. The system goes to stand-by mode. Wait until the power unit cools off (the red light turns off) and try to restart the system. NOTICE: due to great thermal inertia, the system could restart even after a long time.
Low power voltage	Flashing red light 1 second on/1 second off	The system goes to stand-by mode. Contact the Technical Assistance Service
General malfunction		

I

- 1 Girare le chiavi sul cruscotto di accensione motore. Dopo un ciclo di autocontrollo del sistema il pannello comandi va in stand-by e il pulsante di accensione si illumina di rosso. NOTA: in questa condizione il sistema non è attivo e non vi è consumo della batteria.
- 2 Premere il pulsante di accensione, il sistema si pone in posizione Cruise, il relativo indicatore luminoso si illumina. Il sistema è pronto per l'utilizzo.
- 3 Per scegliere una diversa condizione di guida, premere il relativo pulsante. In condizioni di guida Master Drive™, se non viene ruotato il volante per 4 secondi, il sistema si pone in automatico in posizione Cruise per poi tornare in condizione Master Drive™ alla minima rotazione del volante. Questa logica di funzionamento garantisce un consumo ridotto della batteria e una rapida e costante risposta del sistema.

ANOMALIA	SEGNALAZIONE	GESTIONE DELL'ANOMALIA
Sovratemperatura centralina	Luce rossa fissa	Surriscaldamento della centralina. Il sistema si pone in stand-by. Attendere che la centralina si raffreddi (la luce rossa si spegne) e tentare di riattivare il sistema. NOTA: A causa delle grosse inerzie termiche il sistema potrebbe riattivarsi anche dopo molti minuti.
Bassa tensione di alimentazione	Luce rossa lampeggiante 1 secondo accesa/1 secondo spenta	Il sistema si pone in stand-by. Contattare l'assistenza.
Anomalia generica		

F

- 1 Tourne les clés sur le tableau de bord de démarrage moteur. Après un cycle de contrôle automatique du système le panneau de commande passe en mode stand-by et le bouton d'activation devient rouge. NOTE: dans cette condition le système n'est pas actif et il n'y a pas de consommation de la batterie.
- 2 Presser le bouton d'activation, le système passe en position Cruise, l'indicateur lumineux relatif s'allume. Le système est prêt à être utilisé.
- 3 Pour choisir une différente condition de gouvernement, presser le bouton relatif. Dans les conditions de gouvernement Master Drive™, si le volant n'est pas tourné pour 4 secondes, le système passe automatiquement en position Cruise. Si le volant est tourné de nouveau le système revient en condition Master Drive™. Cette logique de fonctionnement assure une consommation réduite de la batterie et une réponse rapide et constante du système.

ANOMALIE	SIGNALISATION	GESTION DE L'ANOMALIE
Echauffement limite centrale	Lumière rouge fixe	Surchauffe de la centrale. Le système passe en mode stand-by. Attendre que la centrale se refroidisse (la lumière rouge s'éteint) et essayer d'activer de nouveau le système. NOTE: A cause des inerties thermiques considérables le système pourrait se réactiver même après beaucoup de minutes.
Basse tension d'alimentation	Lumière rouge clignotante 1 seconde allumée/1 seconde éteinte	Le système passe en mode stand-by. Contacter l'assistance.
Anomalie générale		

MASTERDRIVE

SAILFISH 276 DC | YAMAHA HELM MASTER EX STEERING SYSTEM

Yamaha Helm Master EX

Helm Master EX offers boaters customizable, integrated boat control with more ease and convenience than ever before.

Yamaha's Digital Electronic Steering (DES) is the electronically controlled steering system is the Industry-first integrated electric steer-by-wire system. Unlike aftermarket steering system, it is digitally connected from the helm to the engine, requiring no external pumps or steering fluid. It offers stable and assured steering and also steering setting can be changed depending on various boating situation.

For more information on the service and maintenance of your Yamaha Helm Master EX steering system please refer to your Yamaha owner's manual or view it electronically at <https://yamahaoutboards.com/en-us/home/owner-resources/all/owners-manuals>

* Optional equipment shown



SAILFISH 276 DC | IGNITION SWITCHES & ENGINE SHUT OFF CORD / LANYARD

Ignition Switches, Engine Shut-off Cord/Lanyard

Each Sailfish boat will be equipped with a Yamaha or Mercury ignition switch with an emergency engine shut off cord/lanyard.

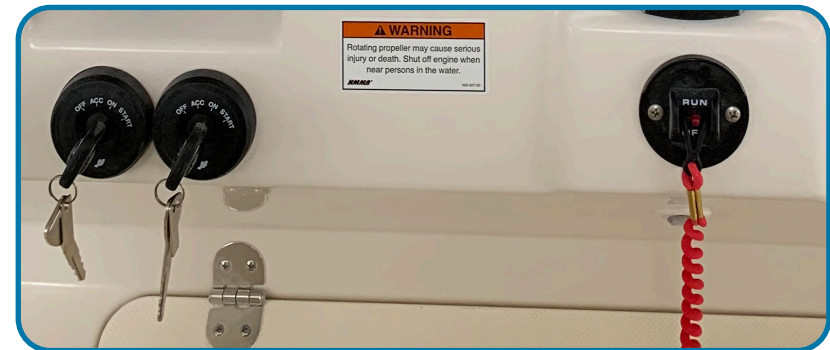
This lanyard should be worn at all times while operating the vessel, if the vessel operator falls or moves a unsafe distance away from the helm controls the lanyard will pull out causing the engine to shut down.

Make sure the lanyard is not attached to a part of your clothing that could be easily torn free causing the switch not to pull. See your YAMAHA or MERCURY owner's manual for more information on this safety feature.

Engine Break-In Period

Each new outboard motor will need to go through a break in period to make sure all of the internal moving parts and components have a chance to correctly mate.

For more information on the break in period specific to your engine please refer to your YAMAHA or MERCURY Owner's manual.



Plug and Play Wiring

Deutsch Connectors are quick disconnect plugs used for durability and ease of replacing components in your Sailfish Boat.

These water resistant plugs are for use in electrical systems where moisture, salt spray, dirt and dust could affect the electrical connections or systems.



Fuel-Water Separator

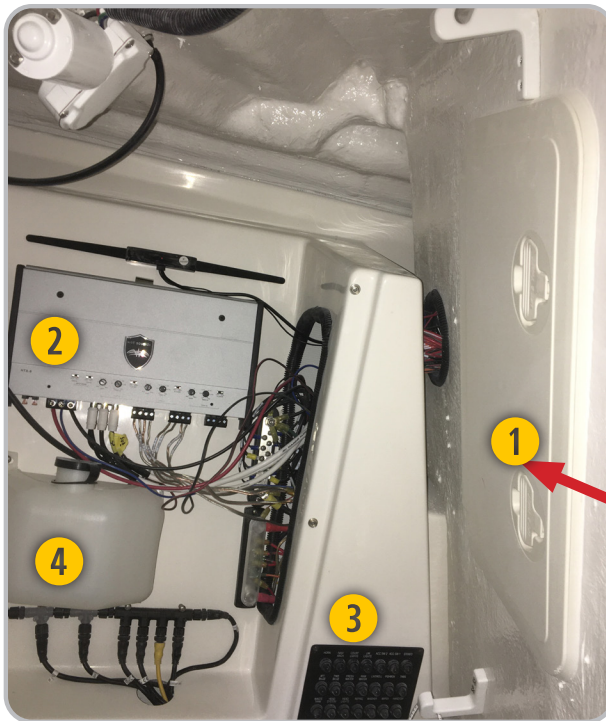
Sailfish has rigged Yamaha water fuel separators in the bilge compartment. Each engine will have its own filter. These filters can be accessed through the bilge access doors, in the back of the boat.

Mercury fuel-water separators are built into the motor.

For more information on these filters, please review your Yamaha or Mercury Owner's Manuals.

SAILFISH 276 DC | CONSOLE / HEAD AREA

KEY	DESCRIPTION
1	Large Panel For Easy Access To Console Components
2	Stereo Amplifier
3	Breaker Panel
4	Windshield Washer Fill Tank
5	Electric Marine Head w/ 8 gal. Holding Tank & Deck Pump Out Fitting. Overboard Discharge Upgrade Available.
6	Freshwater Sink w/ Pull-Out Shower



SAILFISH 276 DC | VSR BATTERY SYSTEM - “THE SMART BATTERY SWITCH”

The VSR, or Voltage Sensitive Relay, is a very handy little box that solves a load of traditional charging problems on marine electrical systems. It essentially serves as a smart battery switch deciding automatically when either one or two batteries are charged – or discharged. It works great on almost any boat with multiple batteries – and eliminates all of the guesswork that used to come with manual battery switches.

What a VSR does

The VSR is installed between two batteries. Many People are surprised to learn that it is NOT connected to either the alternator or charger output wires! Its setup is much more clever.

It either battery goes above 13.7 volts (due to either alternator or charger output), the VSR connects both batteries together. Both batteries are now charging – without the boat ever having to throw a switch.

Alternately, when the system voltage drops back below 12.6 volts, i.e., no more charging, the relay opens and the batteries are separate. This means that both batteries now discharge independently.

How a VSR changes real world boating

Let's say that a fishing boat has a two battery setup. As is often the case, one of the batteries is dedicated to an important job – starting the engine. The other battery is used for other operations.

As the fisherman runs the boat from hole to hole, the engine alternator elevates the voltage to the cranking battery above 13.7 volts. This triggers the VSR to automatically connect the starting battery and house battery together. Both are now charging. Upon reaching his destination, the boater kills the engine – and, the alternator output – and begins trolling. Because of the lowered voltage, the VSR now disconnects the batteries. Because

he is now discharging only one battery, our fisherman is going to have starting power when he needs it later – no matter how long he uses the trolling motor and depletes that trolling battery. Once underway again, the alternator power causes the VSR to reconnect the batteries and begins replenishing the trolling battery.

Back home, the fisherman powers up his onboard battery charger, this increased voltage causes the VSR to once again link the batteries. This means that even a single output battery charger would now be charging both batteries!



Bilge Access and Explanation

The bilge of your boat can be accessed through the large door in the aft of the boat. This large door allows easy access too many of the boats components.

You may also access it through the two access plates in the splash-well.



The bilge area of your sailfish boat should be checked before, during and after each operation.

SAILFISH 276 DC | BILGE PUMPS

All Sailfish Boats are furnished with Rule Bilge Pumps, The Rule 2000 GPH (gallon per hour) pump has a built in automatic float switch. This is engaged when the water level rises in the bilge and the float rises in the pump causing the pump to turn on.

These pumps can be tested by turning them upside down, the pump should turn on, once turned back over it will run for a few more seconds and then shut off. The pumps also have a manual switch function on the main switch panel.

These pumps are wired into your boat bypassing the battery switch so that they have power at all times, this allows the automatic feature to work while you are away from the boat and the batteries are turned off.

Sailfish boats 241CC and larger are equipped with a forward bilge pump that is an electronic sensor pump. These pumps have a state of the art internal water sensor that detects water and automatically activates the pump when there is enough present to be pumped out.

These pumps can be tested by placing your finger over the "Test Area" on the back of the pump for 5 seconds, the pump will turn on to let you know it is functioning correctly. All wiring and switches to these pumps are the same as the Rule 2000GPH pumps.



SAILFISH 276 DC | RAW WATER WASHDOWN SYSTEM



The raw water wash down on your Sailfish Boat is powered by a Shur-flo Pro Blaster Pump which creates a pressurized system, once the pump is turned on and pressure is created the pump will shut down until more pressure is needed. The raw water wash down pump can be accessed through the bilge access door in the aft of the boat.

To operate make sure the seacock is in the open position. The hose fitting for the wash down is located in the transom splash well, to use simply attach a hose with a nozzle and turn the switch on. Pressure will build up in the hose and the nozzle and as you spray the pump will continue to engage as needed.



36



SAILFISH 276 DC | FRESHWATER WASHDOWN & SHOWER SYSTEM

The freshwater washdown and shower system on your Sailfish Boat is powered by a Shur-flo Pro Blaster Pump which creates a pressurized system, once the pump is turned on and pressure is created throughout the freshwater hoses; once they are all pressurized the pump will shut down until more pressure is needed.

All of the freshwater systems on the boat will operate on this system once the freshwater switch is engaged.



You should allow a few seconds for the system to prime and pressurize before attempting to use any of the showers/sinks ect.

The freshwater holding tank is located behind the fuel tank in the bilge area.

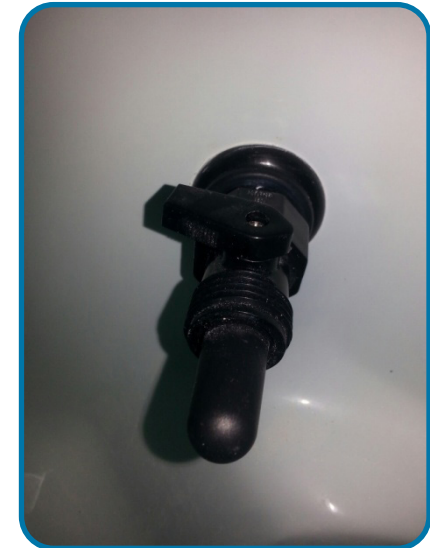
The fill for this tank is located under the boarding ladder on the port side of the vessel. The freshwater pump can be accessed through the bilge access door in the aft of the vessel.



SAILFISH 276 DC | LIVEWELL OPERATION

Instructions

- Make sure the seacock below the baitwell pump is in the open position (seacock is accessed through the hatch under the transom walk thru door).
- Turn on the livewell switch.
- Adjust the black aerator in the livewell to the desired flow (if your model has a livewell in the leaning post you can adjust the aerator to pump water into the transom livewell or the leaning post livewell or both)
- In order to fill the livewell, reach in the access hatch below the livewell and close the red handle ball valve.
- The livewell will fill up until it reaches the Overflow built into the side of the livewell. This allows the water to continually pump in and drain out while maintaining the water level.
- To drain the livewell open the red handle ball valve.



SAILFISH 276 DC | FISHBOX PUMP

The 276DC is equipped with a diaphragm pump called the gulper grouper. (pictured top right). The Whale Gulper Grouper pump has no impeller to clog or burn out. Unlike impeller pumps these have no-choke valves that easily pump out fish box waste. They also offer long term durability, they can run dry without causing damage.

This pump will pump both fish boxes through a system called a flooded T (pictured bottom right) The flooded T allows both boxes to have a centralized drainage location that can be operated by a single pump.

Troubleshooting

Electric Motor Runs but doesn't pump

- Disconnect pump and turn off all power.
- Disconnect hoses and unscrew housings.
- Check entire hose system for blockage.
- Inspect tricuspid valves for blockage or inverted valve(s).
- If valve(s) are blocked, remove blockage, re-assemble the pump and continue use.
- If a tricuspid valve is inverted, replace with a new tricuspid valve, reassemble the pump and continue use.

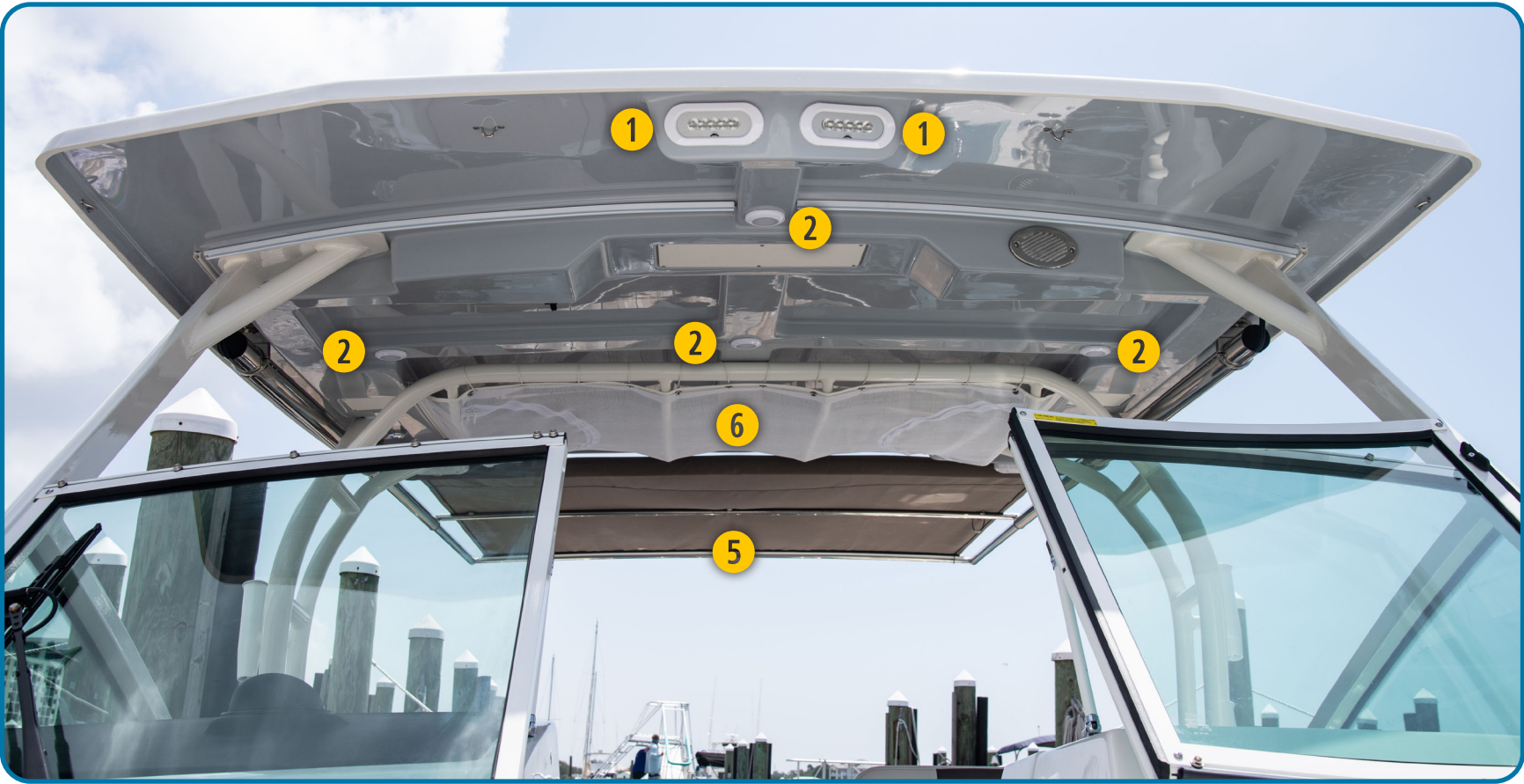
If the electric motor will not operate, check that:

- The isolator switch is on.
- There is 12 volts at the battery terminals.
- The in-line fuse / circuit breaker are operational.

If the fuse / circuit breaker has blown, check for debris in pump head and clean out if necessary. Replace the fuse or re-set circuit breaker and run the pump.



SAILFISH 276 DC | STANDARD HARD TOP

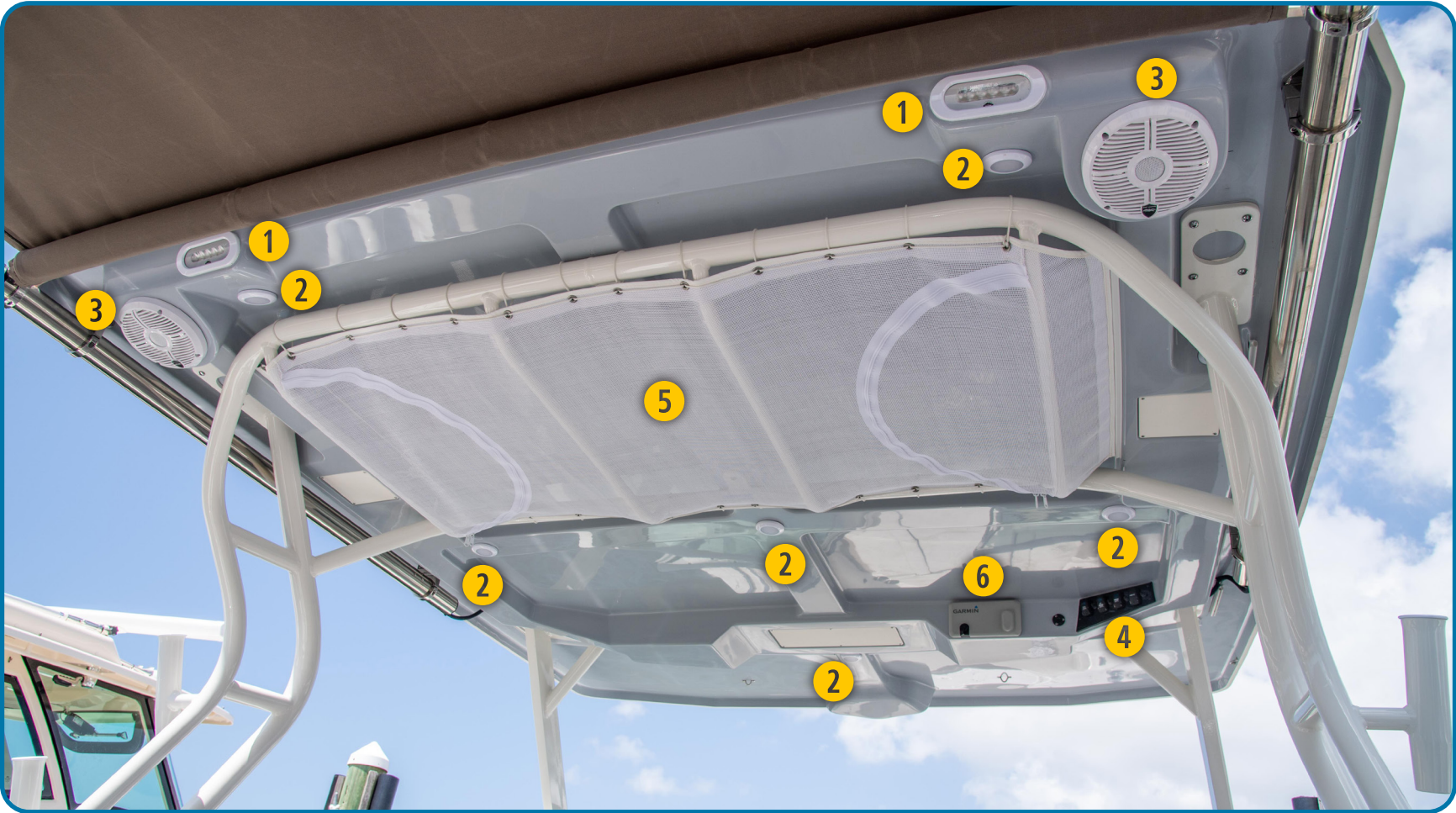


40

The standard hard top is equipped with courtesy lights, spreader lights, docking lights, an anchor light , two speakers and overhead PFD Storage. Shown with optional SureShade MTF™.

KEY	DESCRIPTION
1	Docking Lights
2	Courtesy Lights
3	Speakers
4	Overhead Storage Box
5	Optional SureShade MTF™ (Manual)
6	PFD Storage Area

SAILFISH 276 DC | STANDARD HARD TOP



The standard hard top is equipped with courtesy lights, spreader lights, docking lights, an anchor light , two speakers and overhead PFD Storage. Shown with optional SureShade MTF™.

KEY	DESCRIPTION
1	Spreader Lights
2	Courtesy Lights
3	Speakers
4	Switch Panel
5	PFD Storage Area
6	Optional Garmin VHF Radio

SAILFISH 276 DC | OPTIONAL SKI TOW BAR



1. Catch fingers under the top of the ski tow bar and pull up
2. After pulling up to use the tow bar, turn to the left to lock the tow pole in the UP position by finding and listening to the catch bar secure in place
3. To lower the tow bar, turn to the right for it to release and lower gently into place. DO NOT drop it

Use caution when raising and lowering the ski bar. Ski tow bar is heavy and can cause harm to fingers.

MAX WEIGHT LIMIT – 1,500 / 681 kg



42



WARNING - NOT TO BE USED TO TOW BOATS, JET SKIS, INFLATABLES OR SUCH. Designed ONLY for use for water sport activities.

SAILFISH 276 DC | BENNETT TRIM TAB MAINTENANCE

Periodically checking the fluid level in hydraulic systems

- With trim tabs completely retracted, fluid level should be about 2 inches from bottom of reservoir (approximately 22 ounces). To refill, remove Lexan cover and filler plug located at the front left hand corner of the reservoir. FILL WITH ANY TYPE AUTOMATIC TRANSMISSION FLUID (ATF) ONLY. Brands or types of ATF can be mixed. Running HPU with an excess or lack of fluid will not cause damage.



Electrical connections

Periodically, check for clean electrical connections on all components.

Cold temperatures

- Cold temperatures do not affect the trim tab system. No winterization is necessary.

Zinc anodes (Saltwater only)

- (SALTWATER ONLY) To deter electrolysis, a zinc anode should be attached to the top of each trim tab. Zinc must make direct contact with stainless steel. Do not paint zinc. Do not ground trim tabs to other underwater appendages.

Paint trim tabs to discourage marine growth

1. Clean surface of all grease, oil, dirt.
2. Apply two coats of epoxy metal primer.

3. Apply two coats of anti-fouling paint. Actuator, including the piston, may be painted.
- Unpainted trim tabs may acquire an orange discoloration. THIS OXIDATION OF SURFACE CARBON MOLECULES IS NORMAL. The integrity of the stainless steel is not affected. Orange coating can be cleaned off, but may eventually return. NOTE: This discoloration should not be confused with the pitting and corrosion of electrolysis.

Safety information & operation precautions

- Take immediate action to correct any malfunction or failure of your trim tabs.
- Occasionally, check for loose or corroded wiring connections.
- Stepping on the trim tab may cause damage to the unit, or injury.
- Make sure the HPU (pump) or control units are mounted in a dry location to avoid drenching and consequent failure.
- Leaving the actuator extended when boat is not in use will NOT cause seal damage.
- For hydraulic systems, occasionally, inspect HPU fluid level.

OPERATION PRECAUTIONS

- Do not over-trim, particularly at high speeds as the bow will dig in and wave action may cause the boat to veer.

- While underway, do not move one trim tab significantly farther down than the other as undesirable listing could occur.
- Use your trim tab helm control with caution.
- For best maneuverability, trim tabs should be fully retracted in a following sea, or when running an inlet.
- Improper use of trim tabs can cause an accident or injury. Bennett Trim Tabs have a significant effect on the operation and versatility of your boat. No one knows your boat better than you. The best learning method is to spend time getting familiar with your boat's reaction to the trim tabs. As your experience with Bennett Trim Tabs increases, so will your enjoyment. Always operate your boat with safety first in mind.

43



SAILFISH 276 DC | WINDSHIELD WASHING AND CARE



1. If you have been offshore, be sure to spray the windshield liberally with a hose to melt and wash away any salt crystals.
2. Use commercially available glass cleaners or a mixture of fresh water and white vinegar. Do not use abrasives, harsh chemicals, or metal scrapers. Regular cleaning will help assure clarity of the glass for safe boating.



SAILFISH 276 DC | LEWMAR PRO-FISH 700 WINDLASS

Your boat has a factory installed windlass and there will be a complete owners' manual in your owners packet. For more detailed information please refer to you windlass owners manual. If you have a thru hull windlass system the remote will be stored forward in the windlass hatch.

Included on this page are some maintenance recommendations and a troubleshooting guide.

Maintenance

General Recommendations

- After the first two or three anchor recoveries, check the mounting nuts to ensure that the windlass is still fastened tightly to your deck, as it should now be bedded-in.
- Regularly wash down the exterior of your windlass with fresh water.
- Examine all electrical connections for possible corrosion, clean and lightly grease as necessary.
- Anchor rode splice should be checked regularly and remade if there is any evidence of wear.
- The Gypsy should be examined on a regular basis, because it is a high wear item. The Gypsy is designed for short scopes of chain and will last longer if properly used.

Troubleshooting

Anchor Rode pays out independently while windlass is not in use

This problem is a result of not securing the anchor rode combined with the Gypsy Drive Cap being slack. Tighten the Gypsy Drive Cap using the tool provided and always secure the anchor rode independently of the windlass whenever it is not being deployed or recovered.

Electrical Troubleshooting

As with most electrical marine equipment the majority of problems that arise are electrical in nature. Therefore it is essential that the proper voltage be maintained. The proper voltage on a 12 Volt system is 13.5 Volts. (Constant low voltage will destroy the motor). Ensure that electrical cable size is large enough to handle the current draw imposed upon it and keep the voltage drop within acceptable limits. In any circumstance voltage drop due entirely to cable resistance should not exceed 10%.

Follow the charts on the following page to troubleshoot the problem.



The windlass breaker is located in bilge compartment (left side below battery switch wiring).



SAILFISH 276 DC | LEWMAR PRO-FISH 700 WINDLASS TROUBLESHOOTING CHART

Failure to Operate Troubleshoot Chart: Reversing Toggle Control Switch (Part No. 0052519)

Is there voltage at the input terminal (positive) to the control switch?	If no voltage is present, the battery isolation is OFF, the breaker is tripped or a fuse has blown. The battery may also have been dead or disconnected.
Yes ▼ No ►	
Check voltage at the output terminals of the control switch with the switch on forward then reverse.	Control switch is defective.
Yes ▼ No ►	
Replace Motor	

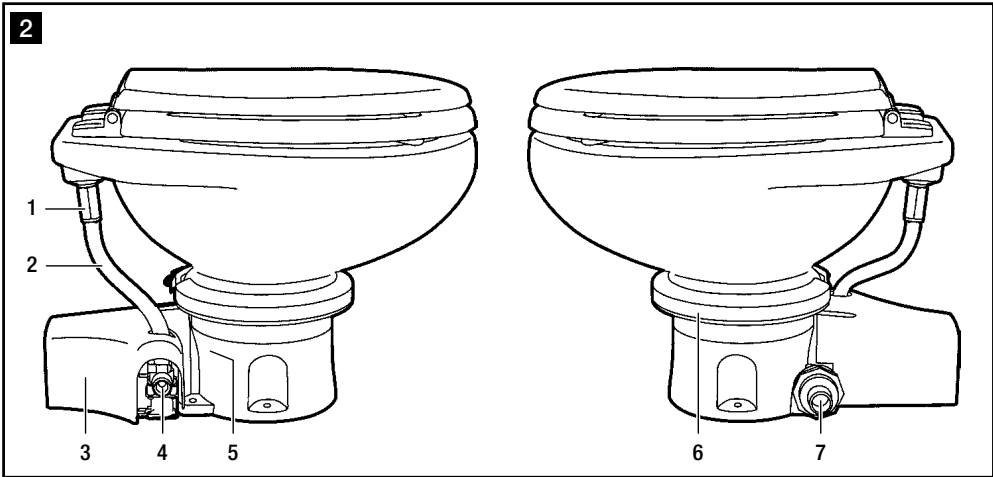
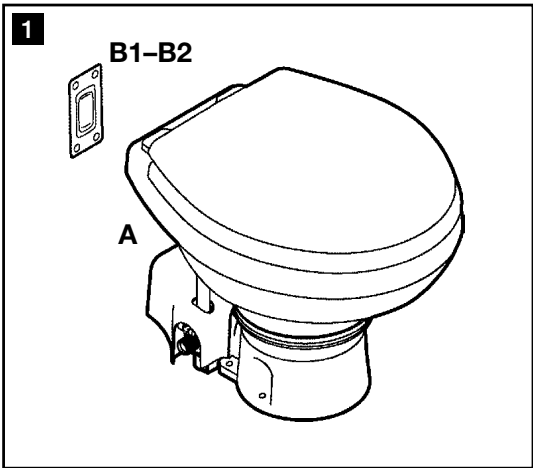
Sluggish Operation Troubleshoot Chart

Is windlass overloaded?	Ease the load and ensure the battery is well charged.
Yes ▼ No ►	
Check the voltage across the motor leads with the windlass on. (Proper voltage is 13.5V. Constant low voltage will destroy the motor).	There is a severe voltage drop in the circuit. Check for undersized cables, poor connections or corroded connections. Also check for resistance across the battery isolation switch or solenoid. (Feel them to see if they are heating up).
Is the voltage low? (Below 11.0V on a 12V system?)	
Yes ▼ No ►	
Is the voltage correct? (Above 11.0V and anchor is not fouled).	The motor is defective. Replace the motor.
Yes ▼ No ►	



SAILFISH 276 DC | TYPE III MSD WASTE MANAGEMENT SYSTEM

Dometic MasterFlush



Components

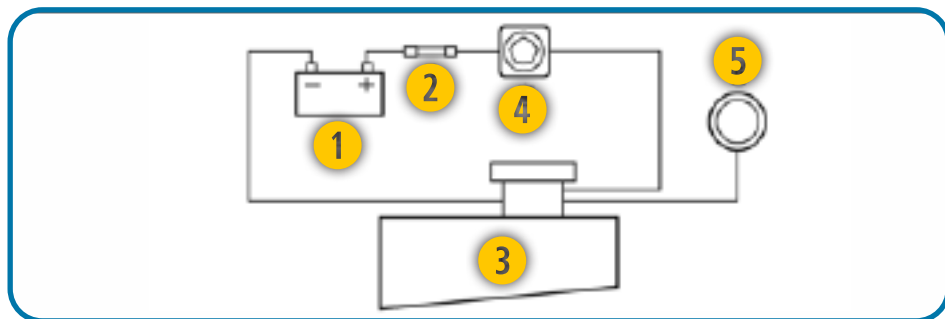
Installed toilet (fig. 1)

Ref.	Description
A	Macerator toilet
B1	DFS-2F flush switch (standard - freshwater flush toilet)
B2	DFS-1F flush switch (standard - sea water flush toilet)
NS	DFST flush switch (optional) NOT SHOWN

Toilet components (fig. 2)

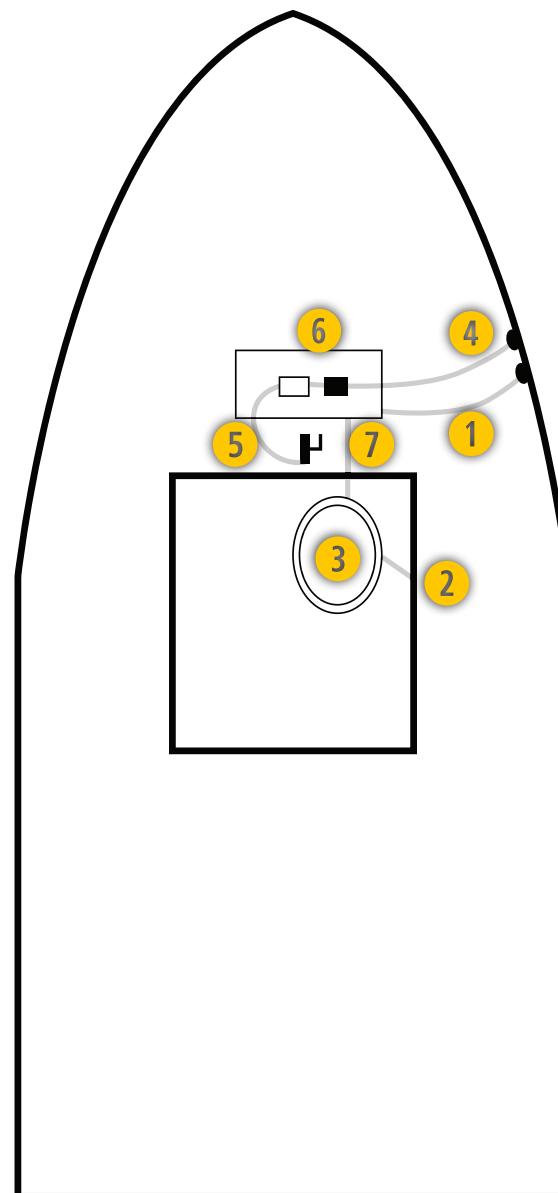
Ref.	Description
1	Rim flush check valve (freshwater toilet) or adapter (sea water model)
2	Water supply hose
3	Macerator pump (under plastic cover)
4	Electric water valve
5	Product ID label location
6	Stainless steel compression band
7	Discharge fitting

SAILFISH 276 DC | TYPE III MSD WASTE MANAGEMENT SYSTEM



KEY	DESCRIPTION
1	Battery
2	Fuse
3	Waste Management System
4	Master Switch
5	Controller for Waste Management System

KEY	DESCRIPTION
1	Vent
2	Inlet
3	Toilet
4	Deck Pump Out
5	Overboard Discharge (Optional)
6	Waste Holding Tank
7	Outlet



Dometic Flush Toggle Switch

Freshwater Flush (toilet with DFST switch)

Toilet system start-up

1. Turn on fresh water supply to toilet.
2. Press “Flush” switch (2) and hold for at least 10 seconds.
3. Toss several sheets of toilet paper into bowl and repeat cycle. The bowl should completely clear.

Normal toilet operation

ADDING WATER TO TOILET BOWL

Press “Add Water” switch (1) and hold until desired water level is achieved. (Do not press “Add Water” switch too long or overflow may occur.)

FLUSHING TOILET

Press “Flush” switch (2) down and hold until waste drains from toilet bowl (about 10 – 20 seconds). This switch activates a macerator pump that siphons water and waste from the bowl, macerates, and propels the effluent to the discharge line/holding tank. To use less water for liquid-only flushes, press “Flush” switch for shorter period of time.

“DRY BOWL” OPERATION

During periods of rough travel, water in a toilet bowl can splash out and into the bathroom area. To avoid this situation, press “Dry Bowl” switch (3) to drain water completely from toilet bowl. Water is not added to bowl during or after pressing the “Dry Bowl” switch.



Caution: Do not operate toilet without water supply turned on. Damage to internal components may occur.

Full Tank Monitor

(Monitor replaced with Jabsco Tank Monitor on Overboard Discharge option)

Toilet operation when connected to “full tank” shut-down relay and tank monitor system

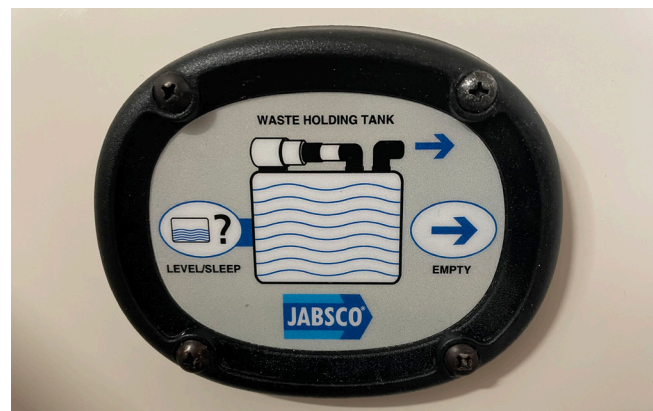
When a Dometic macerator toilet system uses a “full tank” shut-down relay, electrical power to the toilet is shut off when the holding tank level reaches “full”. To restore electrical power to the toilet for flushing, holding tank contents must be emptied or discharged until the “full” tank indicator is not activated.



50



Standard Dometic Tank Monitor



Jabsco Tank Monitor installed with Overboard Discharge Upgrade



All Toilets are equipped with a “Full-tank” shut-down relay regardless of which tank monitor their vessel has installed.

SAILFISH 276 DC | TYPE III MSD WASTE MANAGEMENT SYSTEM

Maintenance & Winterizing

Cleaning the toilet

To maintain the toilet's original, lustrous appearance, use Dometic® Toilet Bowl Cleaner or other non-abrasive bathroom and toilet bowl cleaners. Please follow label directions.



Caution

To avoid damaging internal seals, do not clean toilet with abrasive cleaners, caustic chemicals, or lubricants and cleaners that contain alcohols or petroleum distillates.

Routine maintenance

MONTHLY

1. Inspect toilet, plumbing, and plumbing connections, wires, and wire connections.
2. Open and close all plumbing valves, including seacocks.
3. Check in-line water filters and vented loops for blockage.

YEARLY

Check water valve filter. Also check water valve filter if water flow into toilet becomes insufficient.

During extended periods of non-use

The macerator toilet and sanitation hoses should be protected if toilet will not be needed for an extended period of time (more than two weeks, especially in hot weather).

1. Flush toilet and add 4 oz. (118 ml) of liquid biodegradable laundry detergent (should NOT contain bleach or environmentally harmful substances). Note: If using sea water for flushing, shut off power to sea water pump and add fresh water directly into the bowl during the flush cycle.
2. Flush toilet at least five times.
3. Turn off water supply to toilet.
4. Flush the toilet without water very briefly to evacuate all water. (This procedure will minimize any remaining water in the macerator pump.)



Caution

During water evacuation process, do not operate sea water pump very long without water. Pump impeller may become damaged.

5. Turn off power to the toilet.
6. After extended periods of non-use, toilet and pump may dry. For easier re-start of toilet system, add one quart of water to bowl and let it stand for a few minutes before use.



Caution – Do Not Flush Foreign Objects!

Flush only water, bodily wastes and rapid-dissolving toilet tissue. Do not flush wet wipes, sanitary napkins, condoms, diapers, paper cups, cotton swabs, food, hair or liquids such as oils or solvents as clogging or damage to the toilet or toilet system may occur.



Note

Make sure all guests understand toilet operation before use.

Maintenance & Winterizing

At the end of each season, the Dometic macerator toilet should be winterized for storage by using potable water-safe antifreeze (if boat or vehicle will be exposed to freezing temperatures).

If system will be subjected to freezing temperatures, please follow procedures in section 7.3, "During extended periods of non-use", and then winterize system as described here.



Note

Use nontoxic antifreeze designated for potable water systems. (See boat or vehicle owner's manual.)



Caution

Never use automotive-type antifreeze in freshwater systems.



PRESSURIZED FRESH WATER SYSTEM

1. Drain potable water tank and empty holding tank.
2. Add freshwater antifreeze to potable water tank.
3. Flush potable water antifreeze and water mixture through toilet(s) and into entire system, including the waste holding tank, diverter valve connections, discharge pumps, etc. Turn off power to toilet.

Each installation is different, so amounts may vary. User discretion is required to assure adequate protection.

SEA WATER SYSTEM

Parts required:

- Hose that fits sea water pump, about 3 ft. (1 m) long
- one container

1. Close intake and discharge seacocks. See Hazard of Flooding risks in this manual.
2. Turn off power to toilet.
3. Disconnect and drain intake hose and in-line filters.
4. Connect hose to sea water pump intake.
5. Place hose connected to pump intake into bucket with antifreeze in it.
6. Turn on power to toilet and flush until antifreeze is removed from toilet.
7. Disconnect power to toilet and reconnect all intake and drain hoses.



Access to the Marine Head Discharge Seacock is located in the Fwd head area on the floor, it is the same access plate used for the Fwd Bilge pump.

NOTE: This is a freshwater marine head system that runs off the boats freshwater tank, using the head will effect the boats freshwater supply.

SAILFISH 276 DC | TYPE III MSD WASTE MANAGEMENT SYSTEM



- Rugged Polyethylene holding tank
- Barbed fittings for all hose connections
- Heavy Duty Macerator
- Three run-dry and accidental activation safety features
- Evacuation Pump
- Touch-pad waste management control panel
- Additional dock side evacuation pick up

PUMP FEATURES

Pump:	Self-Priming Flexible Impeller with Stainless Steel Wearplate
Impeller:	Jabsco Nitrile compound
Macerator:	Stainless Steel Cutter reduces particle size to 1/8" (3mm) maximum
Seal:	Lip Type
Ports:	Intec – 1-1/2: (38mm) Hose Barb and 1-1/2" N.P.T. (Male) Outer – 1" (19mm) Hose Barb
Motor:	Permanent Magnet Type, Fully Enclosed with Stainless Steel Shaft Includes Run-Dry Protection Device that shuts off pump. Powder coated housing with sealed end bolts and bearings.

System Features

Level Indication: When pressed, the level indicator will illuminate for 1 minute. When the tank level reaches full, the indicator will flash automatically to alert the user to empty the tank.

Sleep Mode: If the flashing LED is a disturbance, the unit can be put into sleep mode. The unit will emerge from sleep if the system is turned off or the tank level is increased. NOTE: the unit is unable to be put into sleep mode if the tank is 7/8 full or greater.

Empty Button: This button needs to be pressed and held for 3 seconds to activate the pump. This eliminates the possibility of accidental operation.

Averaging: Two different level averaging methods have been used – one when filling and one when emptying. This compensates for the boat's movement when the tank is filling, and still allows an accurate reading when emptying.

Fail Safe Feature: If no fluid movement is sensed 20 seconds after the pump is set to run, the pump will shut down and indicate a fault check pump and plumbing for a blockage.

SAILFISH 276 DC | TYPE III MSD WASTE MANAGEMENT SYSTEM

Installation:

The holding tank should be located close to the toilet. A proper seacock is required if the discharge thru-hull is positioned below the waterline.

Both the discharge thru-hull and the holding tank are installed to prevent a potential siphon. Contact a marine plumber or Jabsco technical support specialist for installation assistance.

Mount on a strong flat surface. Note: the area of installation needs to support the weight of the unit and its contents.

Four mounting feet (included) need to be attached to the platform with four machine or lag screws and four flat washers.

Plumbing:

Each tank contains:

- 1 x 1 ½" deck pump out – evacuation pickup tube (Install to dockside pump-out deck plate)
- 1 X 1 ½" inlet port – from toilet system
- 1 x 3" O-ring sealed inspiration hatch
- 1 x 1" vent* - connect to vent outlet usually sited high on a vessel's hull near the gunwale
- 1 x 1" Overboard discharge port macerator pump out. Discharge: connect to the overboard discharge thru-hull fitting.

* See plumbing diagram for recommended installation.

Maintenance:

Flush system with clean water to remove any build up of sludge or debris. It is recommended that this process be completed at least once a year. Please reference 18590 Series Macerator datasheet servicing section for details.

Winter Storage:

Empty the complete system of all water making sure pipe work and pump are completely free of waste.



TROUBLESHOOTING

Problem	Possible Cause	Service Instruction
1. Flush function works, but water in bowl empties slowly or not at all.	a. Discharge piping is pinched or kinked. b. Discharge piping is too high. (Remember, all upward vertical loops and should not exceed a total of 4 feet (1.2 m) in height.) c. The macerator pump or discharge piping is blocked.	a. Check discharge piping. b. Reroute discharge piping. c. Close seacocks and clear blockage.
2. Macerator pump makes unusually loud noise or continually trips breaker.	a. Foreign material in pump chamber.	a. Close seacocks and clear foreign material.
3. Flush cycle is not activated after pushing on flush switch.	a. Holding tank is full and signal from tank has shut down electrical power to toilet. b. Electrical power to toilet is shut off or disrupted. c. Flush switch is malfunctioning.	a. Empty holding tank. b. Check wiring and circuit breakers (or fuses). c. Replace flush switch.
4. Insufficient or no water enters the bowl.	a. Water supply line is pinched or kinked. b. Screen in water valve is blocked. c. Intake water filters are blocked (in sea water system). d. Water valve is malfunctioning.	a. Check water supply line. b. Clear blockage at water valve. c. Clear water filters. d. Replace water valve.



SAILFISH 276 DC | VINYL CARE & CLEANING



STEP-BY-STEP CLEANING INSTRUCTIONS				
TYPE OF STAIN	STEPS:	1	2	3
General Care		A	B	
Dirt Build-Up		A	B	
Ballpoint Ink*		E	B	A
Chewing Gum		D	A	
Coffee, Tea, Chocolate		B		
Grease		D	B	
Household Soil		A	B	
Ketchup		A	B	
Latex Paint		A	B	
Lipstick		A	B	
Mildew or Wet Leaves*		C	B	A
Motor Oil		B		
Oil-Based Paint		D	B	
Permanent Marker*		E	B	C
Spray Paint		B		
Suntan Lotion		A	B	
Tar / Asphalt		D	B	
Yellow Mustard		A	B	C

All cleaning methods must be followed by a thorough rinse with clean warm water. 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 printed pattern and gloss. Waxes should be used with caution as many contain dyes or solvents that can permanently damage the protective coating. *Suntan lotion, tree pollen, wet leaves, and some other products can contain dyes that stain permanently.

***Always Remove Stains Immediately!**

Legend

A. Medium-Soft brush, warm soapy water, Rinse / Dry

B. Vinyl Finish Vinyl Cleaner®, Rinse / Dry

C. One (1) tablespoon of ammonia; one-fourth (1/4) cup of Hydrogen Peroxide, three-fourth (3/4) cup of water, Rinse / Dry

D. Wipe or scrape off excess (chill gum with ice before hand)

E. Hemisphere Ink Remover, Rinse / Dry

Failure to care for your vinyl properly, or use of improper cleaners may void your warranty & damage your vinyl.

Do's & Don'ts

Do's

- Vinyl Finish Vinyl Cleaner
- Dish Soap (Dawn, Ivory)
- Fantastik
- 303 Aerospace Protectant

Don'ts

- Formula 409
- Murphy's Oil Soap
- Simple Green
- Armor All
- Son-of-a-Gun
- Turtle Wax / Tar Remover

SAILFISH 276 DC | ALUMINUM COSMETIC CORROSION (PITTING)

The information provided is designed to give you a thorough understanding of the factors that can impact the appearance of your anodized aluminum. By using this information, we hope to help you enhance the beauty and value of our products.

What Causes It?

Corrosion is a natural phenomenon that affects metals by either a chemical or electrochemical reaction. The rate at which aluminum corrodes depends greatly on the environmental conditions and the amount of preventative maintenance performed.

Our goal is to slow down or stop this natural phenomenon we call pitting (or corrosion).

Anodized Aluminum

The aluminum on your boat has been anodized. This creates a very hard protective seal on the surface of the aluminum to protect it as much as possible from pitting. When the anodized coating is broken and raw aluminum is exposed, corrosion will take place. Damage from other abrasive impacts can break the anodized coating.

Chemical Attack

Corrosive chemicals containing high concentrations of acids or alkalis will remove the anodized coating. Solutions containing chlorine, salts, or ammonia are all harmful to the anodized aluminum on your boat. Many common household cleaners contain chemicals that will remove the anodizing and cause pitting.



AVOIDABLE	UNAVOIDABLE
Strong acidic solutions found in cleaners, paint remover, degreasers, etc.	Airborne pollution. Airborne particles from local sources: vehicles, incinerators, paper mills, chemical plants, power plants, etc.
Concentrated alkaline based solutions. Many concentrated soaps fall into this category.	Harsh chemicals from work performed at local shipyards and dry docks.
Chlorine, sulfurs, solvents and ammonia based products.	Be aware of local sources that can expose your new boat to corrosive chemicals.



Tips

Avoid the use of bleach or chlorides to clean the aluminum or nearby components. Chlorides can leach onto the aluminum when used nearby.

Avoid abrasive cleaning products. Never use steel or brass wool, wire brushes, polishing wheels, rubbing or polishing compounds. These items will remove the anodizing and lead to pitting.

Protective Products

There are many different products available to protect aluminum. Some

are designed to seal and protect before problems occur and others are designed to use after pitting has appeared.

While these products are effective, they are not one time solutions. Metal protectors must be reapplied on a regular basis. How often a protector should be used varies according to the protector you choose, the types of exposure your boat is subjected to, and how often you use and wash your boat. Follow the application guidelines provided with the protector you choose.

Harmful Cleaners

- Bleach (Chlorox, etc.)
- Mild abrasive cleaners (Ajax, Comet,
- Soft Scrub, Rubbing Compounds, etc.)
- Strong cleaners (409, Engine
- Degreasers, Bilge Cleaners, Teak
- Cleaners, Bottom Cleaners, etc.)



BELOW ARE SOME METAL PROTECTION PRODUCTS THAT ARE READILY AVAILABLE AT MARINE RETAILERS.

Woody Wax CPR	Woody Wax woody-wax.com 800-619-4363
Boeshield T-9	PMS Products, Inc. boeshield.com 800-962-1732
Premier Polish	Aquatech aquatech-marine.com 800-853-7760
Corrosion Block	Lear Chemical learchem.com 800-256-2548

SAILFISH 276 DC | CARING FOR STAINLESS STEEL

The information provided is designed to give you a thorough understanding of the factors that can impact the appearance of your stainless steel. By using this information, we hope to help you enhance the beauty and value to our products.

What Makes Stainless Steel Stainless?

Oxygen is the key element in causing rust, or red oxide on steel and other metals. Stainless Steel contains Chromium which reacts with the oxygen in the air to form a chrome-oxide surface layer that is invisible to the eye, but strong enough to prevent further oxygen from “staining” (rusting) the surface. Higher levels of Chromium and the addition of other alloying elements such as nickel and molybdenum enhance this surface layer and improve the corrosion resistance of the stainless material.

What Determines Different Grades of Stainless Steel?

The grade of Stainless Steel is primarily determined by the amount of the Chromium and Nickel alloys

contained in the material. 304 and 316 are the prominent grades of Stainless Steel: 304 contains 1% Chromium and 8% Nickel, while 316 Contains 16% Chromium and 10% Nickel and 2% Molybdenum. The Molybdenum is added to help resist corrosion to chlorides (like sea water and de-icing salts).

Can Stainless Steel rust?

Not in the way steel rusts. Steel will discolor, bubble and flake from red oxide development. Stainless Steel may develop red spots, but this is usually due to Iron particles on the surface of the Stainless Steel. Any Iron particles must be removed and the Stainless Steel cleaned with a high concentration of citric acid or a commercial cleaner specifically designed for Stainless Steel.

Is Stainless Steel Green (Environmentally Friendly)?

Stainless Steel is highly sought after by recyclers and is 100% recyclable. New Stainless Steel typically has a recycled content of between 65% & 80% which makes it one of the highest average content recycled construction materials on the planet.

Will Stainless Steel Discolor?

Cleaners that are typically used with cement, grout and stone, etc., may contain Muriatic Acid. Stainless Steel is not resistant to Muriatic Acid. MURIATIC ACID SHOULD NOT BE USED IF STAINLESS STEEL IS PRESENT. It is not even necessary that the acid touch the Stainless Steel, just the “fumes” from it will cause a discoloration of the Stainless Steel. Other than this, Stainless Steel is usually very resistant to discoloring.



Your Boat's Gel Coat Finish

Congratulations! You are the proud owner of a new Sailfish. You are also the owner of a new gel coat finish on the hull and/or topside, and we would like you to be as proud of it as we are. That beautiful, shiny new color you love is the result of many years of gel coat research, testing and development.

But as proud as we are of the gel coat, no finish is totally impervious to chemicals and weathering. Imagine what a brand new car could look like if allowed to sit at a marina for years with no cover and no washing or waxing. With the same minimum maintenance you would ordinarily give your new automobile's finish, your boat's gel coat finish will retain its depth of color and gloss for years.

Overall Maintenance

Normal maintenance of your gel coated fiberglass boat is similar to the care you would give your automobile. Overall, automotive cleaners and waxes work fine, as well as the marine cleaners and waxes.

Note: Do not use caustic or highly alkaline (high pH) cleaners or those containing ammonia. These type of cleaners may darken white or off-

white weathered gel coat surfaces. A chemical reaction producing staining occurs if these type of cleaners are used on weathered gel coat. However, the stain may be removed with a rubbing compound or by lightly sanding with 400 grit sandpaper followed by an application of rubbing compound and a thorough waxing.

Cleaning

We recommend general washing to avoid soil build-up and staining. The soil to your gel coat is the result of regular use and environmental pollutants such as soot and smog. Periodic cleaning with a mild detergent is necessary to remove normal deposits of soil.

Waxing

From constant exposure over time to our natural environment and undesired pollutants, the gel coat begins to lose its gloss. To restore your finish to the original gloss and color requires your special attention. After washing with a mild soap or detergent, give the surface a good polishing with a self-cleaning marine or automotive wax. Waxing in the fall and spring is generally recommended to maintain and restore most of the original gloss. If the surface has not been maintained and has weathered badly, and if cleaning and waxing

does not restore the finish satisfactorily, compounding will be required.

Compounding

Please see your marine dealer for advice. Polishing and compound (fine abrasive) or rubbing compound (coarser abrasive) is recommended for use on fiberglass boats to remove scratches, stains, or a severely weathered surface. Polishing or rubbing compound can be applied by hand or by pneumatic buffer. After the scratched, stained or weathered surface has been moved, it should be waxed to enhance the gloss and color while providing a seal to retard staining or new soil accumulation.

Discoloration Removal

Your marine dealer is best equipped and trained to do this work. If regular washing and waxing has been neglected, discoloration of the gel coated fiberglass surface may occur.



SAILFISH 276 DC | GEL COAT

Discolored areas are very shallow in depth, literally right on the surface. The discoloration may be removed by gently wet-sanding the affected areas only by using 600 grit, wet or dry specially treated waterproof sandpaper. It's important to always sand in one direction, this includes the curves too. Use plenty of water to cool and clean the sandpaper and cut back on dust. After you are finished sanding, dry the areas and verify all the discoloration has been removed. If not, repeat the process.

After all the discoloration has been removed, the area will need to be buffed. Using an electrical or pneumatic buffer, buff at low speed (1750 rpm – 2250 rpm), this will restore the luster to the sanded surface. Using a generous amount of rubbing compound, apply it in a circular motion with a soft wool pad. When buffing has been completed, wash off the rubbing compound with clean water, and dry the surface.

To restore the gloss to the affected area, use a high-grade marine or automotive wax.

Repairs

During the life of your boat, some damage to the gel coat surface is unavoidable. We recommend repairs done by trained, experienced professionals at your local marine dealer.

Scratches

If the scratch is in the gel coat surface, not penetrating the fiberglass, use an automotive polishing compound and rub it out. Apply the compound by hand using a damp rag or by using a power buffer. The scratch may not entirely disappear, but it should be noticeably better.

Gouges and Chips

Our recommended patching procedure is to first clean the area needing repair with an acetone solvent to remove all traces of wax and oil. Next, thoroughly mix one tablespoon of "Patch Paste" with two or three drops of catalyst on a scrap piece of cardboard.

Apply the mixture to the pit, chip or gouge with a single-edge razor blade, matching the surface and contour of the area being repaired. Apply slightly more mixture to avoid having to fill the damaged section a second time. Allow the patch to harden thoroughly for a minimum of two to three hours.

Using a fine grit "wet or dry" sandpaper on a sanding block, wet-sand the patch until it is level with the surrounding surface. Finish with a marine or automotive rubbing compound using the same approach as used for the scratches.

Refinishing

For a severely scratched or weathered fiberglass boat that is no longer restorable by using the previous methods, it may then be necessary to refinish it with two-package or two-part aliphatic urethane enamel. This can be done very effectively, but it is recommended refinishing should only be done by experienced professionals.



SAILFISH BOATS LIMITED WARRANTY

SEMINOLE MARINE INC. ("Sailfish" producer of Sailfish Boats warrants to you, the first retail purchaser of a new boat bought from a factory authorized dealer, that it will repair or replace defects in materials or workmanship that occur and are reported to your factory authorized dealer within the applicable Warranty Periods set forth below, subject to the terms, conditions and exclusions ("What This Warranty Does NOT Cover") set forth below. Your acceptance of delivery of the warranted boat constitutes your acceptance of the terms of this limited warranty. All warranty periods run from the date (the "Effective Date") of delivery to the original retail owner (the "Owner"), or twelve (12) months from the date the boat was delivered to the Sailfish dealer, whichever is earlier. This limited warranty applies only to covered defects first arising and reported to Sailfish or its authorized dealer within the applicable warranty coverage period.

U.S. purchasers: this warranty gives you specific legal rights, and you may also have other rights which vary from state to state. E.C. purchasers: the owner has legal rights under applicable national legislation and the Consumers Protective Directive 1999/44/EC of the European Parliament and of the Council of 25 May 1999 governing the sale of consumer goods, and those rights are not affected by this limited warranty. Any claim that the boat was nonconforming at the time of delivery must be made within two (2) years from the date of delivery.

WHAT THIS WARRANTY COVERS:

Structural Warranty: Structural fiberglass defects in workmanship and materials in the hull, stringers, transom causing the boat to be unfit for general use as a pleasure craft under normal conditions of operation - Limited Original Purchaser's Ten (10) years.

Component Warranty: For defects in workmanship and materials in factory manufactured and installed non-structural parts and components - One (1) year Limited Warranty.

The applicable Warranty Period runs from the date of delivery of the boat to the first retail customer, and warranty coverage applies only to warranted claims that first arise and are reported to Sailfish within the applicable warranty period. This warranty extends only to the first retail purchaser.

The express limited warranty described above is the sole and exclusive express warranty from Sailfish. **Under the laws of certain states, there may be no implied warranties or conditions from Sailfish applicable to your boat, and all implied warranties (INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE) and conditions are excluded and disclaimed from warranty coverage where allowed by law. Any IMPLIED WARRANTIES (if any) arising under applicable law are LIMITED IN THEIR DURATION TO TWO (2) YEARS FROM THE EFFECTIVE DATE.**

ALL IMPLIED WARRANTIES, if any, INCLUDING MERCHANTABILITY or FITNESS FOR A PARTICULAR PURPOSE ARE EXCLUDED AND DISCLAIMED IN THEIR ENTIRETY AFTER TWO (2) YEARS FROM THE EFFECTIVE DATE. There are no warranties which extend beyond the description on the face hereof. **Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you.**

WHAT THIS WARRANTY DOES NOT COVER:

Sailfish does not provide any warranty coverage, nor have any liability or responsibility, for any defects, costs, expenses or damages relating to the following:

- The failure to use, maintain or store the boat as specified in the manuals supplied to the Owner;
- A boat purchased from anyone other than an authorized dealer;
- A boat, including its components, that has been altered, modified or not properly maintained;
- A boat, including components and systems, that has been altered or modified from factory specifications; equipment and accessories not factory installed by Sailfish;
- Engines, outdrives, controls, propellers, batteries, generators, appliances, air conditioners, stereos and other equipment or accessories that are not manufactured by Sailfish, whether or not warranted by other manufacturers. It is the owner's obligation to fulfill any warranty registration and other obligations as to any third-party manufacturer's warranty coverage, and to submit any warranty claims directly to the third-party warrantor. Note: it is the Owner's responsibility to complete any OEM warranty registration procedure that may be applicable;
- Non-structural parts and components manufactured or installed by third parties, whether or not warranted by other manufacturers;
- The cost of removal or reinstallation of parts or disassembly of units to repair or replace components covered by this limited warranty;
- Any boat which has been in an accident, misused, used in a negligent manner, used for racing, used for rental, charter,

SAILFISH BOATS LIMITED WARRANTY

demo, military, rescue, fire, safety, medical, police, law enforcement, patrol, or other governmental or commercial purposes, operated contrary to any instruction furnished by Sailfish, or operated in violation of any governmental or agency laws, rules or regulations;

- Fiberglass blistering attributable to water penetration of the fiberglass (osmotic blistering);
- Any representation relating to speed, range, fuel consumption or other estimated performance characteristic;
- Loss of time, inconvenience, boat payments, retail charges, improper lifting or trailering, travel expenses, loss of use, in-and-out-of-water charges, towing and storage charges, loss of or damage to personal property, or other remedies not specifically allowed;
- Damage from osmosis blistering if the original gel surface has been altered in any way;
- Damage or deterioration of cosmetic surface finishes, including corrosion, cracking, crazing, discoloration, fading, rusting or oxidation of gel coat and painted fiberglass surfaces, wood finishes (varnishes, stains and paints), fabrics, plated or painted/powder coated metal and stainless steel finishes; anti-fouling bottom paint or zinc anodes;
- The cost to remove, disassemble or reinstall components not installed by Sailfish that require removal to access parts covered by this limited warranty;
- Dealer preparation, cleaning, final adjustments and alignments in preparing the boat for delivery or commissioning;
- Normal and routine maintenance and wear and tear, including leakage around windshield, hatches, canvas, or other designated openings;
- Window glass and windshield damage, leaks or breakage; damage, shrinkage or deterioration of carpet, upholstery, and exterior canvas tops, enclosures, and weather covers;
- Fit and adjustment of exterior canvas tops, enclosures and weather covers;
- Sacrificial deterioration of anti-fouling paint or zinc anodes; or
- Cosmetic and/or damage resulting from normal wear and tear, or improper care and maintenance, either by dealer prior to consumer purchase or by consumer are not covered.

REMEDIES AND OTHER INFORMATION:

Your **sole and exclusive remedy** (including any applicable implied warranty) is the repair or replacement, at Sailfish sole option, of parts and components covered by this warranty, **and does not include incidental or consequential damages which are specifically DISCLAIMED and EXCLUDED from warranty coverage.** U.S. purchasers: some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you. Any legal action alleging a breach of warranty must be brought within one (1) year from the date the alleged breach first occurred, regardless of the time remaining in the applicable warranty period. The boat, including any alleged defective part, must be returned to an authorized dealer (or as otherwise directed by Sailfish) within the applicable warranty period to obtain warranty service. The authorized dealer will carry out the warranty procedures on the owner's behalf. All warranty work will be performed at an authorized dealer, another repair facility that Sailfish selects, or the factory, at Sailfish' option. The owner is responsible for the expense associated with transporting the boat to and from the repair facility.

This document contains the entire warranty given by Sailfish and there are no terms, promises, conditions or warranties regarding your Sailfish other than those contained herein. Sailfish reserves the right to change Sailfish specifications, features, and prices without prior notification and without obligation for Sailfish previously manufactured.

ance of delivery of the warranted Sailfish constitutes your acceptance of the terms of this limited warranty. Your Sailfish dealer is an independent business and is not the agent of Sailfish. Your Sailfish dealer may not modify or change the terms of this limited warranty, and any questions concerning the scope of this limited warranty coverage should be addressed directly to Sailfish. Neither your Sailfish dealer nor anyone else is authorized to extend the time or scope of this warranty, or to create or assume for Sailfish any other obligation or liability with respect to Sailfish or this warranty.

Any legal action alleging a breach of this warranty (or any implied warranty) must be brought within one (1) year from the date the alleged breach first occurred. The exclusive jurisdiction and venue for any court action commenced by you under or relating to this limited warranty or any implied warranty(ies) shall be in the Circuit Court for Grady County, Georgia or United States District Court for the Middle District of Georgia.

We may be contacted as follows: Sailfish Boats, Attention: Customer Service Department, 2501 Industrial Park Drive, Cairo, GA 39828, USA. +1-229-377-2125.



[SAILFISHBOATS.COM](https://www.sailfishboats.com)

Specifications, features, equipment, options, colors, materials and trim are based on information available at time of printing and are subject to change without notice. Some accessories shown in photographs, or described, may not be standard equipment or even available as an option(s). Confirm availability of all accessories and equipment with an authorized Sailfish Boats dealer prior to purchase.

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