

SAILFISH 360 CC | OWNER'S MANUAL



SAILFISH 360 CC | TABLE OF CONTENTS



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360 CENTER CONSOLE



The flagship 360 Center Console combines unsurpassed quality and state-of-the-art technology with a layout and features designed for maximum versatility. Fish, play, cruise or entertain in total comfort and with total confidence in this spacious and powerful offshore performer.

SPECIFICATIONS

LOA Hull Only
36' 0" | 10.97 M

Length Rigged
38' 6" | 11.73 M

Beam
11' 2" | 3.4 M

Fuel Capacity
400 GAL | 1,514 L

Approx. Rigged Weight
15,600 LBS | 7,076 KG

Cockpit Depth Rear
30" | 76.2 CM

Cockpit Depth Bow
40" | 101.6 CM

Bridge Clearance w/ Hard Top
9' 10" | 3 M

Draft (Hull Only)
28" | 71.12 CM

Dead Rise (Multiangle)
22°-24°

Max
Horsepower
1,050 HP | 783 kW

Fresh
Water
42 GAL | 160 L

Battery
Capacity
10

Rod Holders
(Standard)
34

Person
Capacity
**Yacht
Certified**

STANDARD COLOR



White

OPTIONAL COLORS



Cortez
Blue



Ice
Blue



Whisper
Grey



Province
Blue



Surf
Green



2023 360 CC SPECIFICATIONS

STANDARD FEATURES

Boat

- 3-Piece Construction w/ Cored Hull Sides
- 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
- Easy Access Electronics and Rigging Area
- Exclusive Dot Matrix Non-Skid Flooring
- Exclusive VDS Hull Design (Variable Deadrise Stepped Hull)
- Fiberglass Hard Top (w/ Vented Sun Roof & Articulating Rear Shade)
- Integrated D Channel Hard Top Frame
- Oversized Bilge Access
- Port Side Dive Door (w/ 4-Step Folding Ladder)
- Recessed SST Cup Holders (14)
- Recessed SST Cup Holders (6 - 32 oz.)
- SailTech Composite Full Length Transom
- SailTech Foam-Filled Fiberglass Stringer System
- Thru Hull Windlass System (w/ Stainless Steel Anchor, 300' of Line and 15' of Chain)
- Trim Tabs (High-Performance, Dual Ram, Heavy-Duty w/ Indicator & Built-In Auto Retract Feature)
- Walk-Thru Transom Door w/ Wave Guard Step

Bow

- Dual USB Charging Ports (2 - Port/Starboard)
- Fully Upholstered Convertible Bow Seating and Lounge Area w/ Power Adjustable Table/Bow Filler and Fold-Away Forward Facing Backrests
- SST Low-Profile Bow Rail
- Twin Insulated 80-qt. Storage Boxes

Electrical

- 6 Channel Amp
- 8 Spreader Lights w/ Four-Way Control
- Accessory Switch Panel w/ Circuit Breakers
- Built-In 4 Bank Battery Charger w/ LED Readout
- Compass
- Dock Side Power
- Fully NMEA 2K Compliant
- Fusion Stereo System w/ LED Lighted Speakers
- Fusion Transom & Bow Remote Control
- LED Anchor Light
- LED Interior Cockpit & Bilge Lighting
- LED Navigational Flip-Up Bow Light
- Lumitec Underwater LED Lighting
- Push To Start Engines
- SST Refrigerator
- VSR Battery Charging System

Fishing

- 42-gal. & 32-gal. Pressurized Circulating Baitwells
- Built-In Tackle Storage
- Cockpit Toe Rails
- In-Floor Fish Boxes (3 - w/ Advanced Vacuum Pump)
- Sea Chest Baitwell Pump System
- Recessed Rod Storage (Port & Starboard)
- SST Rod Holders
- SST Transom Rod Holders
- Tackle Storage (Port & Starboard)

- Twin 260-qt. Insulated Aft Fish Boxes

Hardware

- Fender Cleats (4)
- Flush Mount Hinges, Latches & Deck Plates
- Heavy-Duty SST Bow & Stern Eyes
- Heavy-Duty SST Rub Rail
- Sailfish Engraved Transom Plates

Head/Berth

- Concealed Electric Marine Head w/ Overboard Discharge
- Corian Countertops
- Fresh Water SST Sink
- Pilot's Berth
- SST Port Light
- Stand-Up Shower w/ Curtain
- Wood Framed Mirror, Wood Steps & Cabinetry
- Yacht Style Flooring

Helm

- 12-Volt DC Accessory Plug
- Acrylic Dash Panel on Console
- Adjustable Height Standing Driving Position
- Comfort Zone Anti-Fatigue Pad
- Console Footrest
- Deluxe Walk-In Console Berth (Lockable, w/ SST Port Light)
- Digital Electric Steering (Yamaha, w/ Edson Black Ops Steering Wheel w/ Deluxe Grip & Power Knob)
- Glass Enclosure w/ Vent, Wiper & Windshield Washer
- Large Dash Area
- Overhead Engine Monitor (Mercury VesselView 703 or Yamaha CL7)
- Power Assist Steering (Mercury) w/ Edson Black Ops Steering Wheel w/ Deluxe Grip & Power Knob

Plumbing

- Automatic Bilge Pumps (2 -2000 GPH Aft and 1 - 750 GPH Forward)
- Freshwater Engine Flush Manifold
- High-Speed Livewell Pickup
- Pull-Out Shower (3 - Bow, Head & Transom)
- Retractable Raw Water Washdown
- Self-Bailing Cockpit (w/ 2 - 6" Oval Scupper Drains w/ Collector Box)

Seating

- 60" Hide-a-way Rear Seating
- Bow Bottom and Backrest Cushions
- Chaise Lounge Seating w/ Fold-Down Armrests
- Leaning Post (w/ 3-Person Helm Seating and 3-Person Aft Facing Seat w/ Flip-Down Armrest & Cup Holders, Cooler, Fridge, Storage, Powered Driver's Seat Slide, 12-Volt DC Accessory Plug and Landing for Rear-Facing Bottom Machine)

Storage

- 80-qt. Carry-On Cooler
- Console Top Tackle Organizer ("CTO", w/ Dual USB Charging Ports)
- Dash Storage Pocket
- Leaning Post Glove Box w/ Charging Station

- Locking Coffin Box Storage
- Twin Hard Top Storage Boxes
- Under Gunwale Storage

OPTIONS

Boat Options

- A/C & Heat in Berth and Helm w/ Offshore Inverter System
- Chaise Lounge/Coffin Box Seat Cover
- Console & Leaning Post Covers
- Mercury JPO
- Quick X7 Offshore Stabilization System
- Rear Shade Extension
- Remote Spot Light for Hard Top
- Two-Tone Hard Top
- Yamaha Auto Pilot + Full Maneuverability (Joystick)

Electrical Options

- Batteries for Inverter (3) - 31 Series
- Batteries for Stabilizer (2) - 27 Series
- Batteries for Triples (5) - 27 Series
- Garmin B175M Airmar Thru Hull Transducer w/ CHIRP
- Garmin B75M Airmar Thru Hull Transducer w/ CHIRP
- Garmin GMR™ 18 x HD Radome
- Garmin GPSMap 8612xsv w/o Transducer
- Garmin GPSMap 8616xsv w/o Transducer
- Garmin GPSMap 943xsv (Rear Facing) w/o Transducer
- Garmin GPSMap Triple - (1) 8612xsv w/o Transducer, (2) 8612
- Garmin GPSMap Twin - (1) 8612xsv w/o Transducer, (1) 8612
- Garmin GPSMap Twin - (1) 8616xsv w/o Transducer, (1) 8616
- Garmin Radar Cable & Power Cable
- VHF Radio & Antenna

Seating Options

- Aft Starboard 36" Folding Side Seat (in Place of Storage Cabinet)
- Utility Leaning Post w/ Fridge, Sink w/ Faucet, Electric Grill, Corian Counter Top, Livewell, Drivers Platform & Landing for Rear Facing Bottom Machine

Engine Options

Yamaha

- Triple Yamaha (Gray) F300XCB
- Triple Yamaha (White) F300XCB2

Mercury

- Triple Mercury 300 Verado
- Triple Mercury 350 Verado
- Triple Mercury White Motor Upgrade



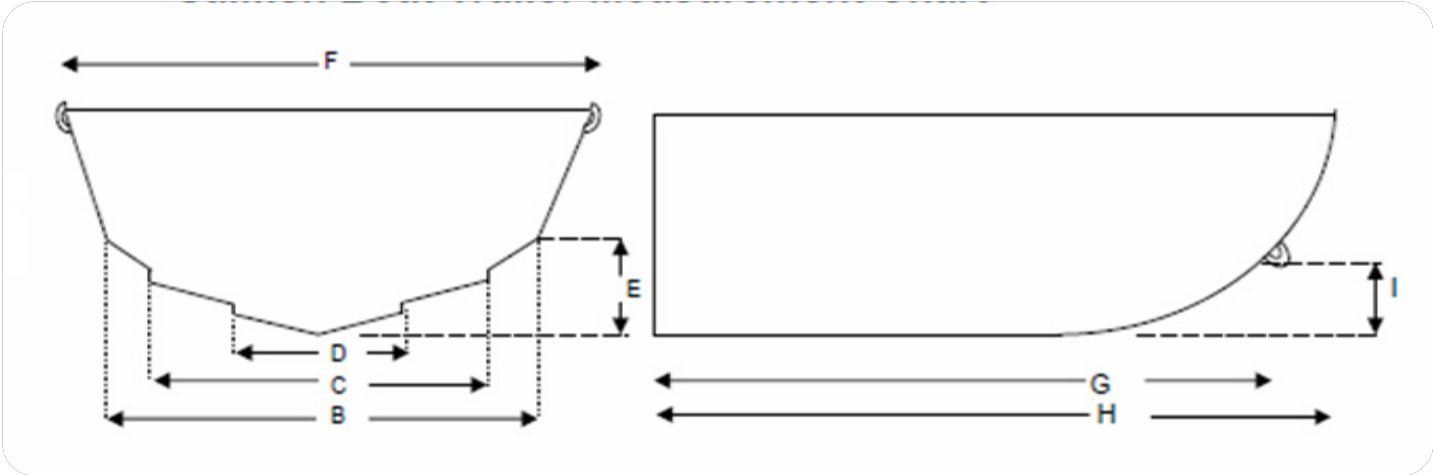
www.sailfishboats.com

03/23/2023

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. © 2022 Sailfish Boats.

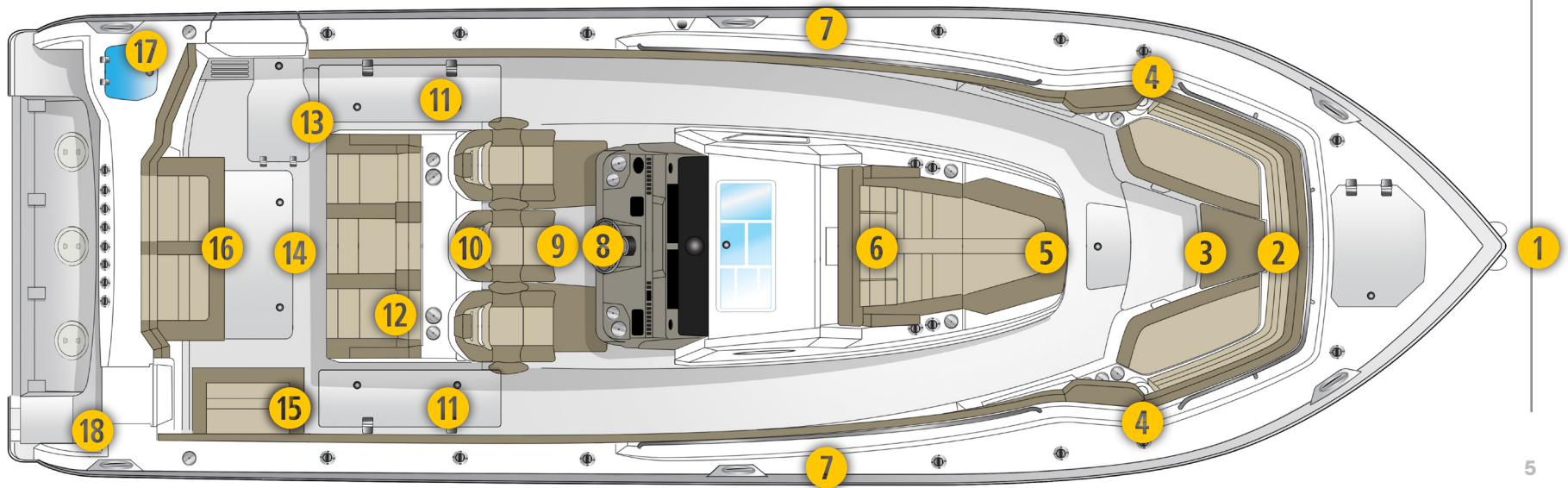


SAILFISH 360 CC | TRAILER MEASUREMENT CHART



Boat Model	B	C	D	E	F	G	H	I
360CC	119 in.	72 in.	36 in.	20.1 in.	135 in.	383.34 in.	417.5 in.	48.19 in.

SAILFISH 360 CC | BOAT LAYOUT



5

KEY	DESCRIPTION
1	Thru Hull Windlass System
2	Removable Seat for Walkup Bow
3	Power Actuated Bow Table and Lounge Filler
4	Forward Facing Backrests
5	Coffin Box / Storage
6	Windshield Wiper / Washer
7	Under Gunwale Storage
8	Adjustable Height Standing Area
9	Power Adjustable Driver's Seat

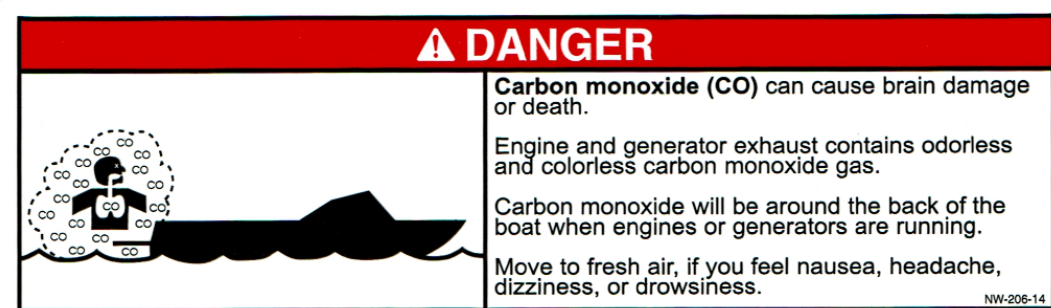
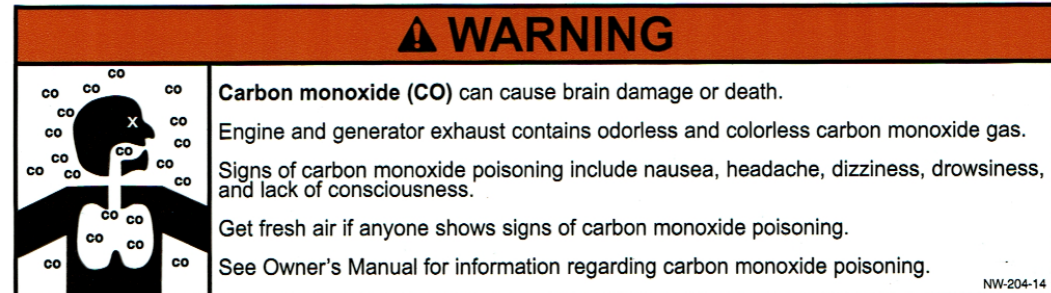
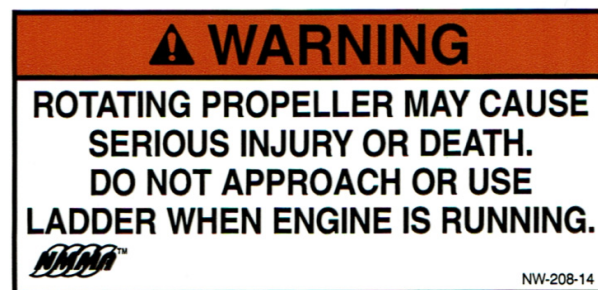
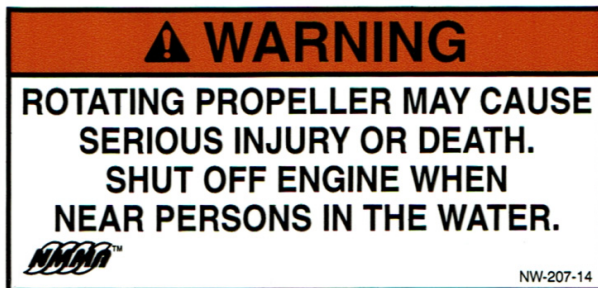
KEY	DESCRIPTION
10	Rear Facing Bottom Machine
11	In-Floor Fish Boxes w/Pump-out Pumps
12	Secondary Livewell
13	Built-In Dive Ladder
14	Mechanical Room
15	Optional Fold-Out Side Seat
16	60" Fold-Away Seat
17	Livewell
18	Boarding Ladder

SAILFISH 360 CC | BOAT SAFETY & WARNING LABELS

(California Only)

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.

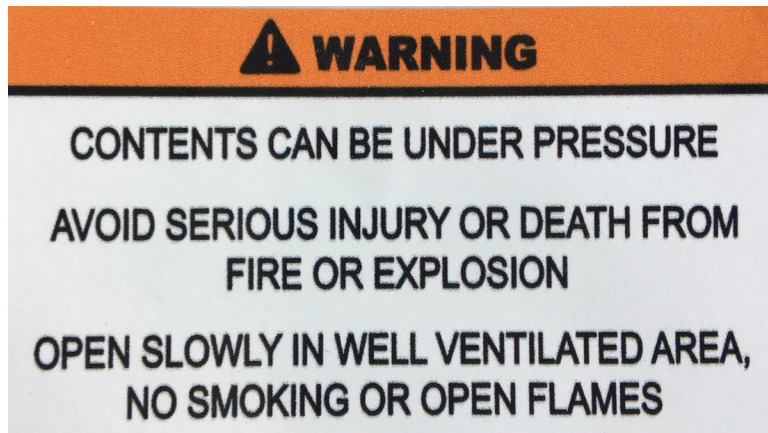


SAILFISH 360 CC | BOAT SAFETY & WARNING LABELS

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 360 CC | BOAT SAFETY & WARNING LABEL LOCATIONS

⚠ 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

⚠ 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.

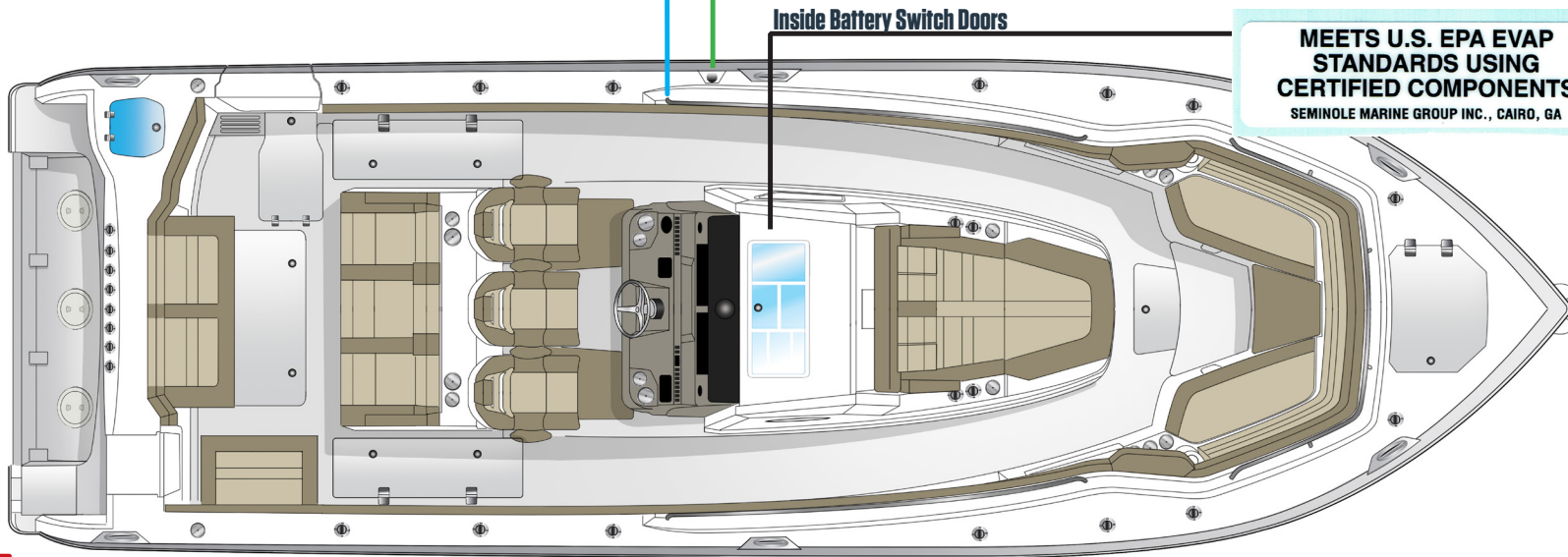
NW-204-14


YACHT CERTIFICATION
DESIGN COMPLIANCE WITH NMEA 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

⚠ 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**

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



SAILFISH 360 CC | REPLACEMENT WARNING LABELS



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.

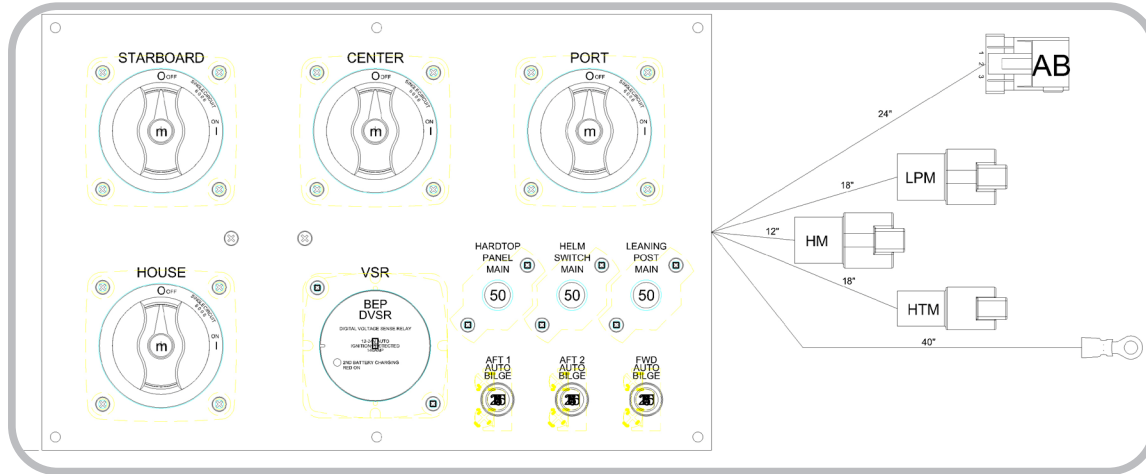
SAILFISH 360 CC | BOARDING LADDER & UNASSISTED BOARDING SITUATIONS

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.

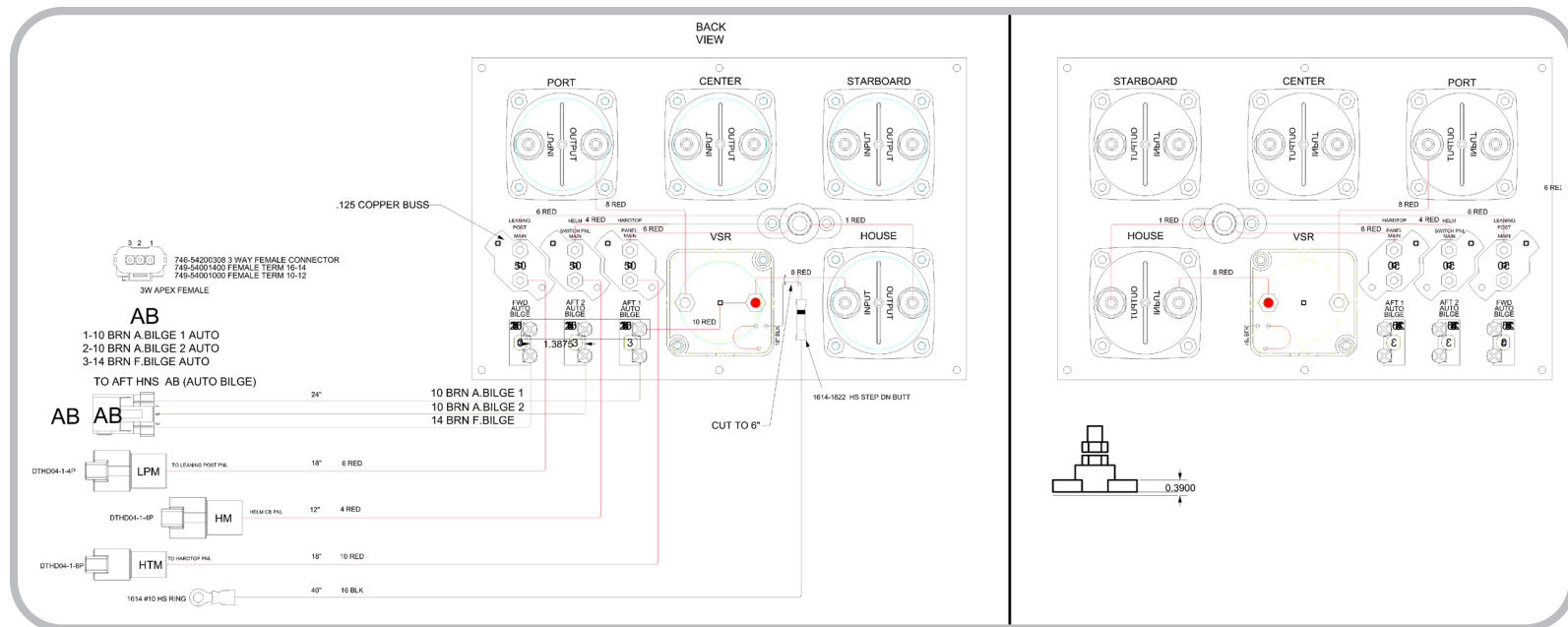


SAILFISH 360 CC | BATTERY SELECTOR PANEL AND WIRING

Front View



Back View With Wiring

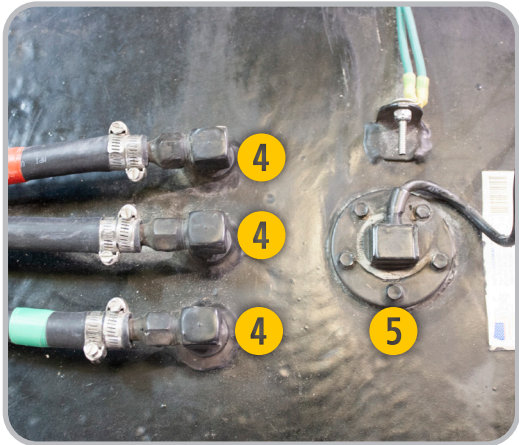


The wiring diagrams are available for download as individual .jpg files, or in a combined PDF file from the [Seminole Marine Public Google Drive](#).

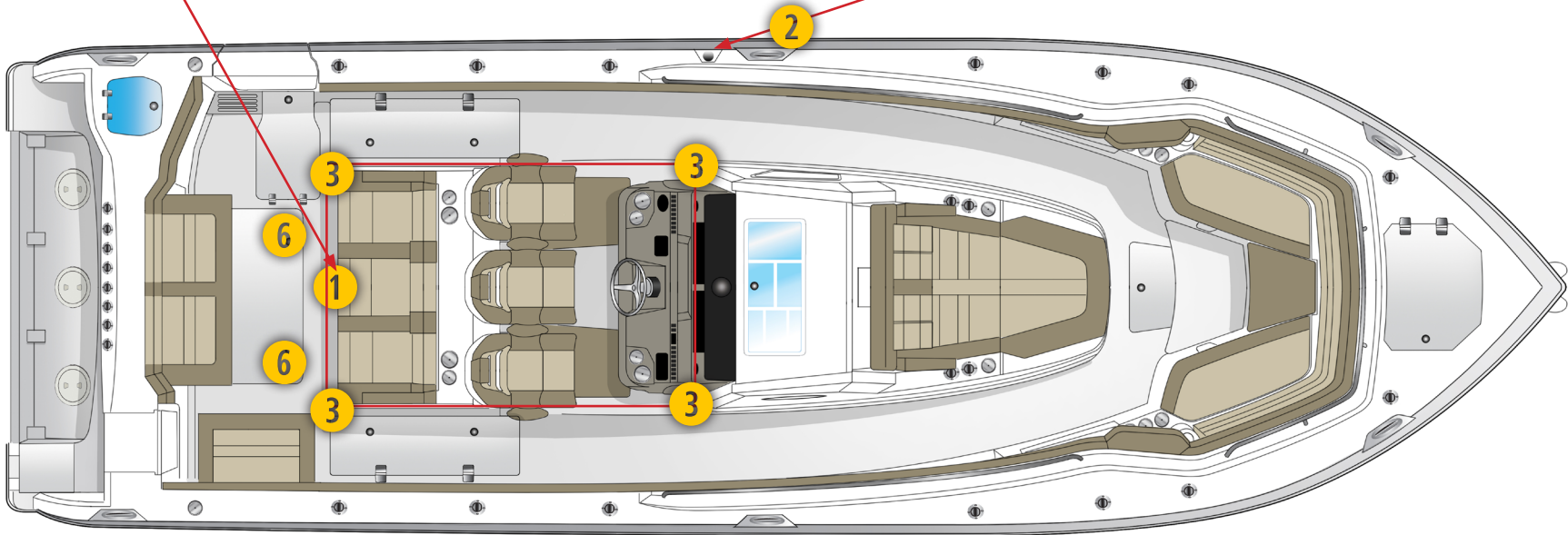


- Amerishade Weathertight Switch Box Wiring
- Amerishade Switch Box Programming Instructions
- Bow Table Actuator Wiring
- 120V 60Hz Breaker Panel
- 220V 50Hz Breaker Panel (Overseas Boats)
- Aft Hull Harness
- Battery Switch Diagram
- DC Breaker Panel Diagram
- Forward Hull Harness
- Hard Top Switch Panel Diagram
- Hard Top Wiring Harness Diagram
- Head Light Switch
- Head Liner Harness
- Helm Ground Block Assembly
- Helm Switch Panel Diagram
- Leaning Post Harness
- Leaning Post Switch
- Seat Slide Switch
- Table Lift Switch

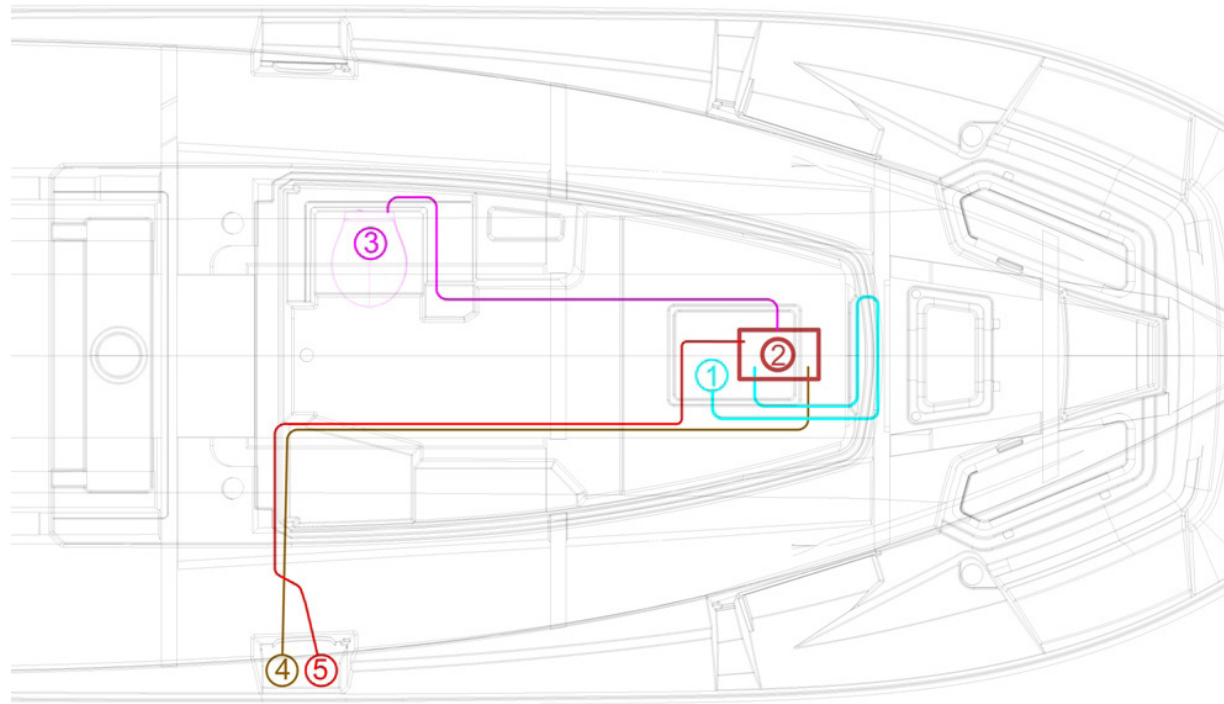
SAILFISH 360 CC | FUEL SYSTEM LAYOUT



KEY	DESCRIPTION
1	Fuel Filter Access
2	Fuel Fill
3	Fuel Tank Location
4	Fuel Pickups
5	Fuel Sender
6	Primer Bulbs



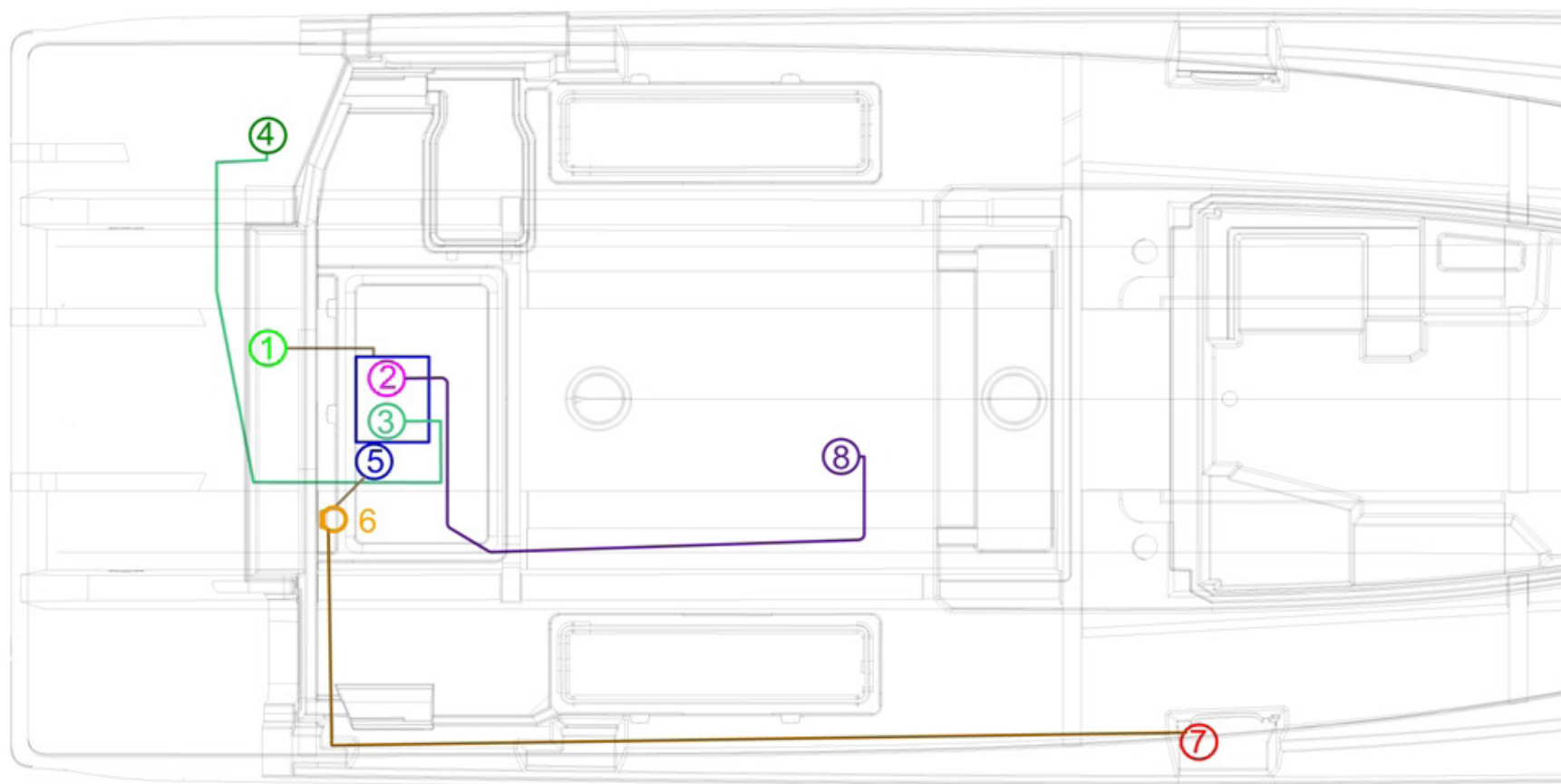
SAILFISH 360 CC | HEAD & WASTE PLUMBING DIAGRAM



- 1. Overboard discharge seacock
- 2. Waste tank
- 3. Marine head
- 4. Waste tank pumpout
- 5. Waste tank vent

[Download Hi Resolution Diagram](#)

SAILFISH 360 CC | RAW WATER PLUMBING DIAGRAM



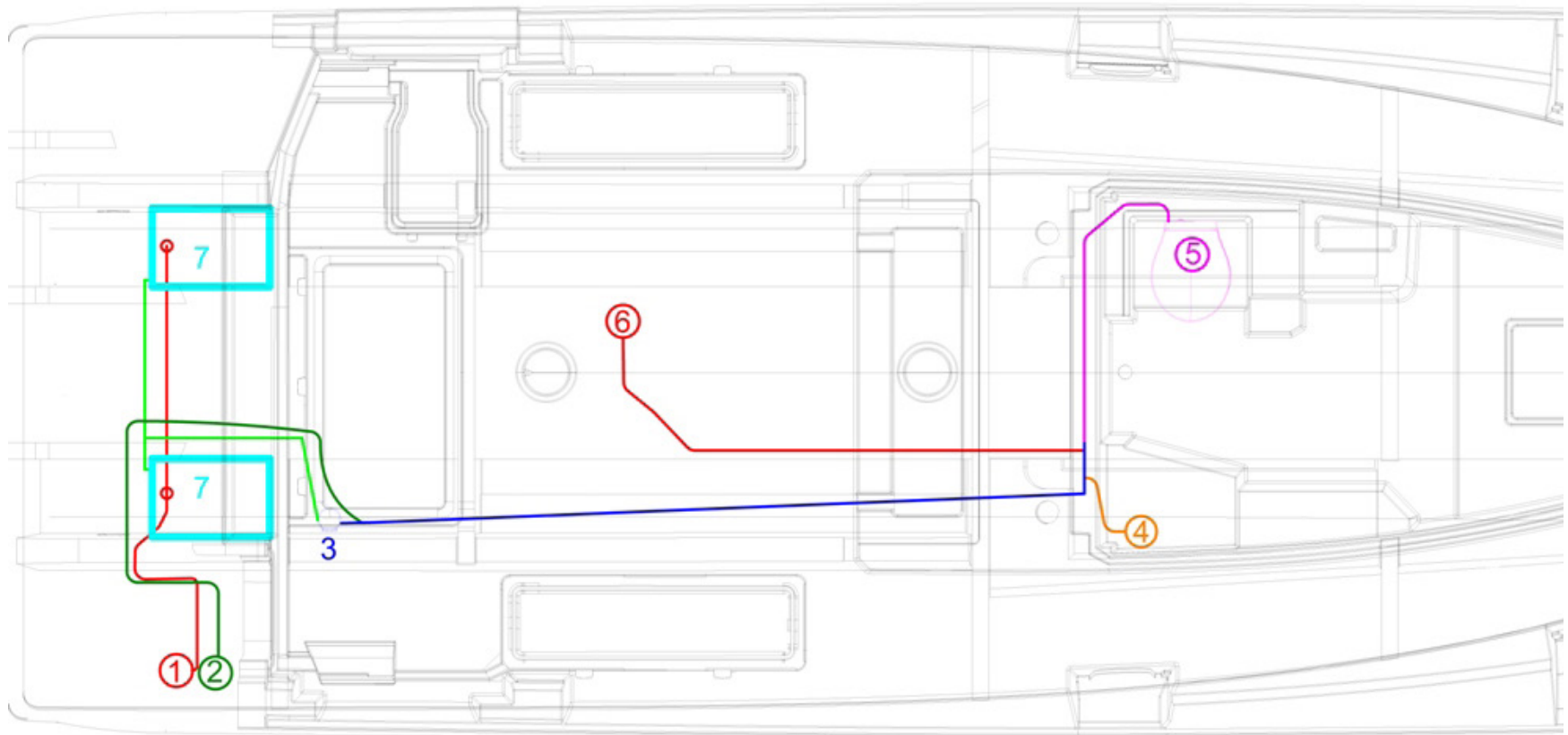
15

- 1. Raw water pickup
- 2. Leaning post baitwell pump
- 3. Transom baitwell pump
- 4. Transom baitwell aerator

- 5. Seachest
- 6. Raw water washdown pump
- 7. Raw water retractable hose
- 8. Leaning post baitwell aerator

[Download Hi Resolution Diagram](#)

SAILFISH 360 CC | FRESHWATER PLUMBING DIAGRAM

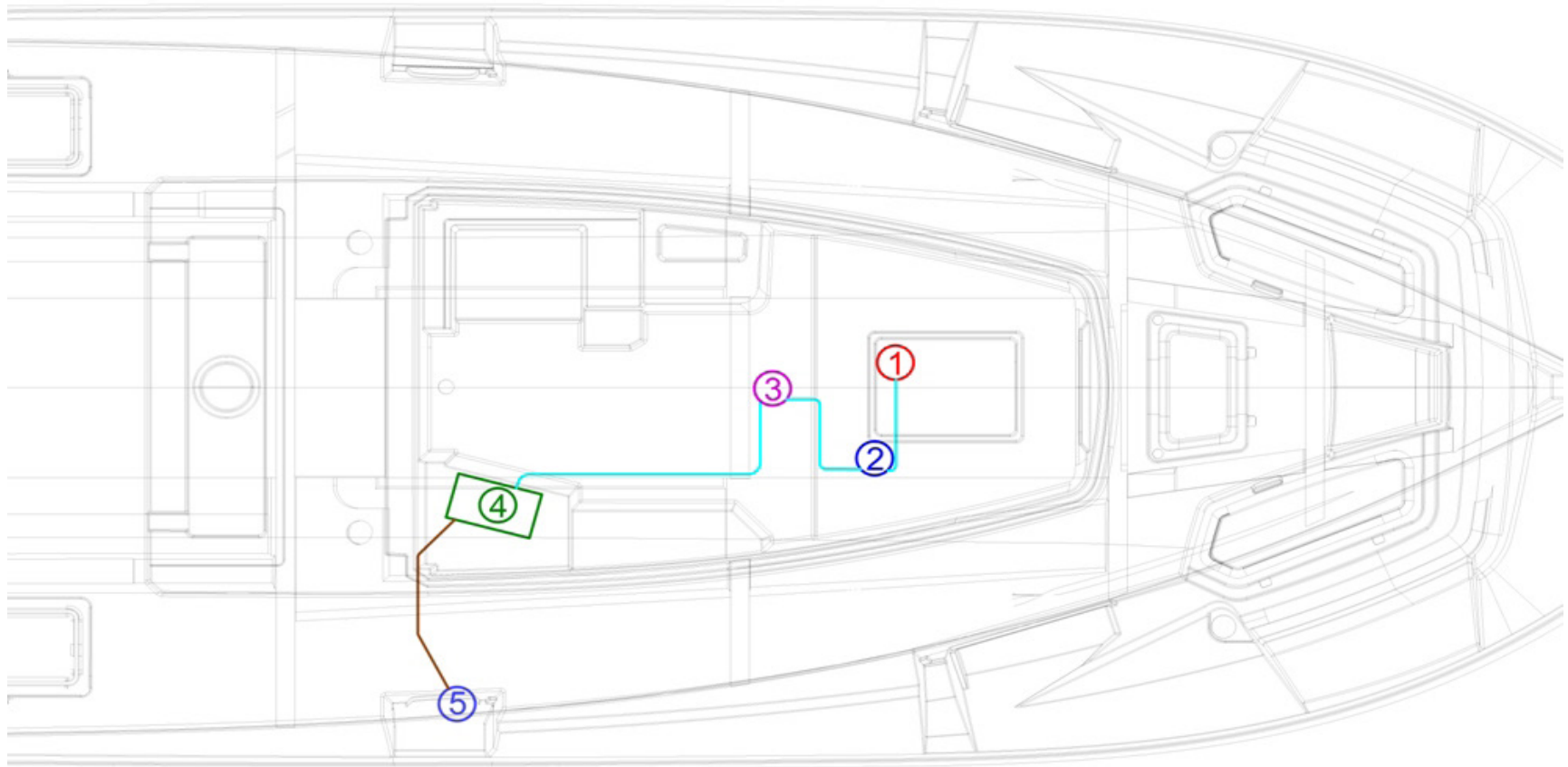


16

- 1. Fresh water fill
- 2. Fresh water transom shower
- 3. Fresh water pump
- 4. Head Sink/shower
- 5. Marine head
- 6. Leaning post faucet (Optional Utility Leaning Post)
- 7. Fresh water tanks

[Download Hi Resolution Diagram](#)

SAILFISH 360 CC | AIR CONDITIONER PLUMBING DIAGRAM



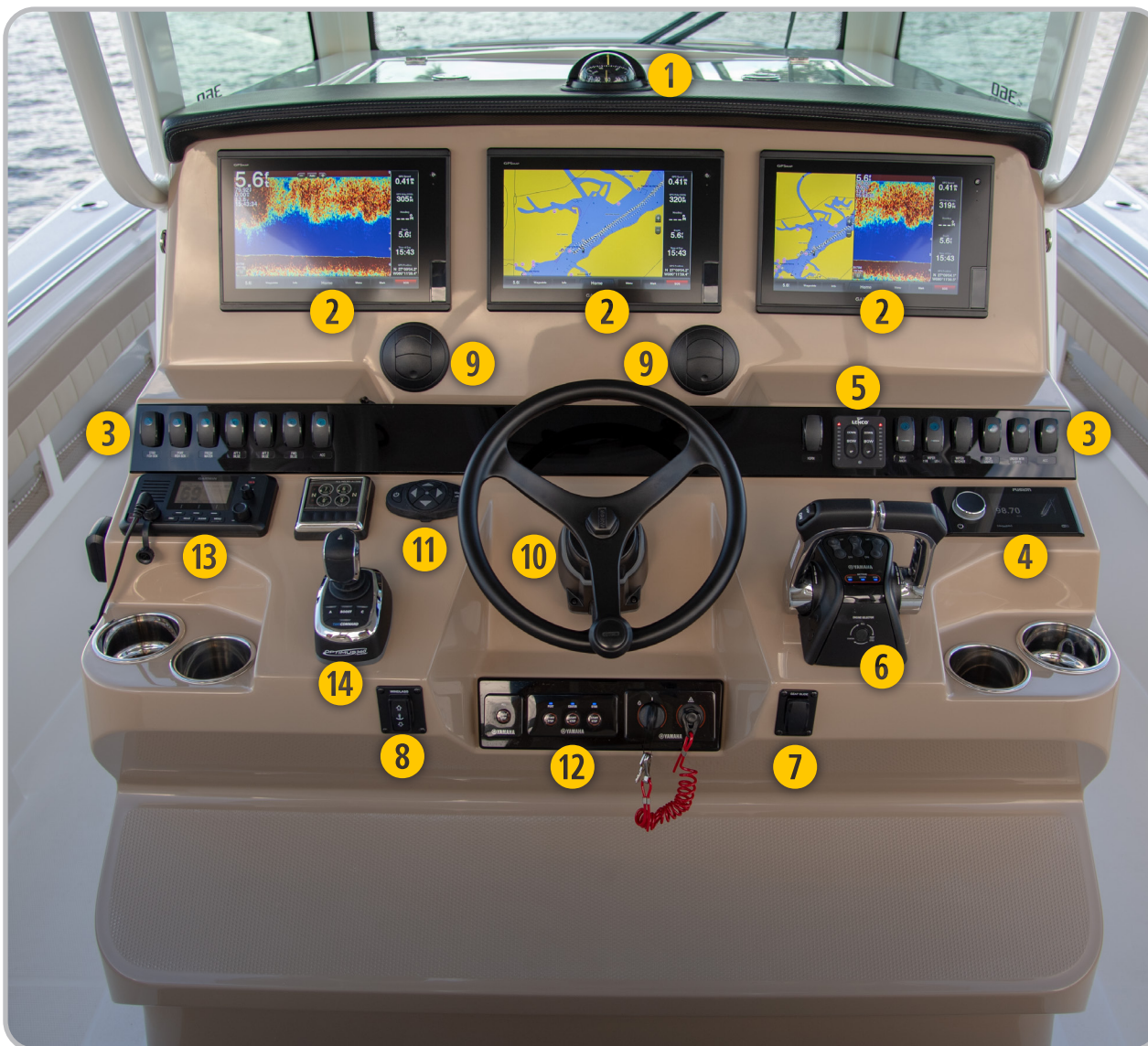
17

- 1. A/C Pump Seacock
- 2. Water Strainer
- 3. A/C water pump
- 4. Air Conditioner Unit

5. A/C Discharge

[Download Hi Resolution Diagram](#)

SAILFISH 360 CC | HELM AREA



KEY	DESCRIPTION
1	Compass
2	Optional Garmin
3	Switch Panels
4	Fusion Stereo
5	Trim Tab Actuator Switches
6	Binnacle
7	Driver's Power Seat Slide Switch
8	Windlass Switch
9	Optional A/C Dash Vents
10	Uflex Tilt Helm
11	Optional Remote Spot Light Control
12	Ignition Panel
13	Optional Garmin VHF Radio
14	Optional Optimus 360 Joystick Steering

18

SAILFISH 360 CC | 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.](#)

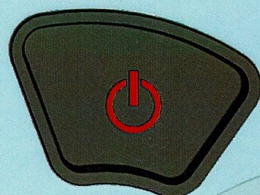
Visit the [manufacturer's website](#).



SAILFISH 360 CC | UFLEX 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.

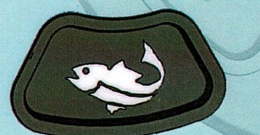
Bouton MASTER DRIVE™: asservissement maximum. Recommandé pour les manoeuvres rapides et l'amarre.



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.

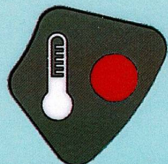
Bouton CRUISE: compromis optimum entre asservissement et consommations. Recommandé pour la plupart des activités de plaisance.



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 360 CC | YAMAHA HELM MASTER EX STEERING SYSTEM

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



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.



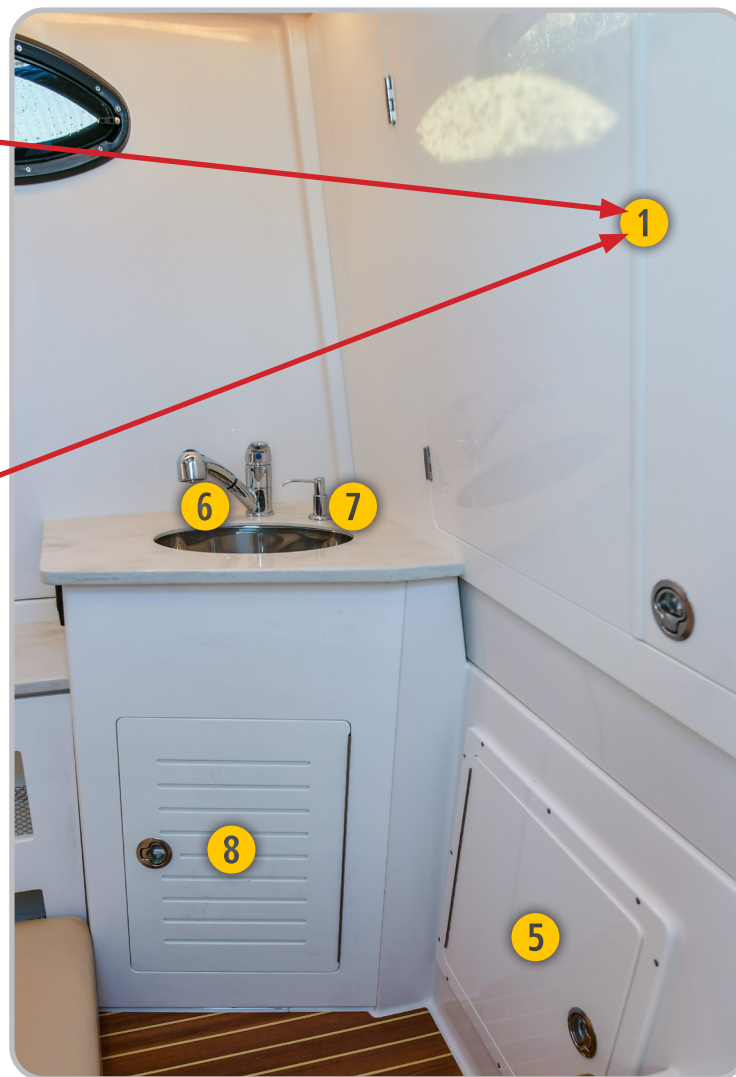
Fuel-Water Separator

Sailfish installs Yamaha water fuel separators in the bilge compartment on all models rigged with Yamaha engines. Each engine will have its own filter, which can be accessed through the bilge access doors in the back of the boat.

On Sailfish boats rigged with Mercury engine(s), the fuel-water separator(s) may be built into the engine - depending on the engine Model.

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

SAILFISH 360 CC | CONSOLE / HEAD AREA



KEY	DESCRIPTION
1	Large panel for easy access to Console Components
2	Breaker Panel
3	Battery Selector Panel
4	Lewmar Windlass Breaker

KEY	DESCRIPTION
5	Battery Storage and Access Hatch
6	Fresh Water Sink w/ Pull-Out Shower
7	Soap Dispenser
8	Storage / Optional A/C Unit Compartment

SAILFISH 360 CC | 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 more 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 or three 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 a starting battery and house battery together. Both are now charging.

Upon reaching his destination, the boater kills the engine – and the alternator output. 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. Once underway again, the alternator power causes the VSR to reconnect the batteries and begins replenishing the house battery.



SAILFISH 360 CC | BILGE ACCESS & EXPLANATION

The bilge of your boat can be accessed through the large lid in the floor aft of the leaning post. This lid allows easy access to many of the boats components.

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



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

SAILFISH 360 CC | 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.

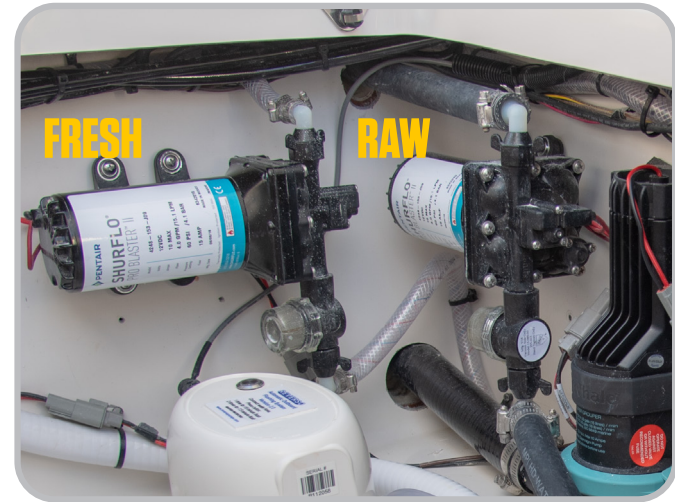


SAILFISH 360 CC | RAW WATER WASHDOWN SYSTEM



The raw water washdown 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 washdown pump can be accessed through the center lid in the floor, aft of the leaning post.

To operate make sure the seacock is in the open position. The hose fitting for the washdown is located under the gunnel, mid-ship on the starboard side, to use simply pull out the retractable 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.



SAILFISH 360 CC | 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 tanks are located behind the pump house compartment in the bilge area.

The fill for this tank is located on the gunnel, aft starboard side of the vessel just below the motor flushing system hook-up. The freshwater pump can be accessed through the lid in the center of the deck aft of the leaning post.



SAILFISH 360 CC | 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.
- LP livewell has a black drain plug. Insert it in the bottom drain fitting and turn livewell switch on.



SAILFISH 360 CC | FISHBOX PUMP

The 360 CC is equipped with two diaphragm pumps called the gulper grouper (pictured to the 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.

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.

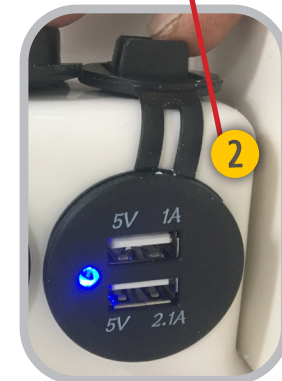
If the fuse / circuit breaker has blown, check for debris in pump head and clean out if necessary. Replace the fuse or re-set circuit breaker and run the pump.



SAILFISH 360 CC | CONSOLE TOP ORGANIZER - "CTO"

Standard on the 272CC, 290CC and 360CC, the console top organizer is a great place to store almost anything. It also includes a dual USB charging receptacle.

Always store the organizer with the lid in the closed position. To close, simply push the middle of the spring towards the front of the boat with one hand and use your other hand to gently close the lid. The support spring is in the picture to the right.



KEY	DESCRIPTION
1	Lid Spring
2	Dual USB Charging Receptacle

SAILFISH 360 CC | 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.

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 & operations 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.



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.

SAILFISH 360 CC | LEWMAR PRO-FISH 1000 WINDLASS

If your boat has a factory installed windlass there will be a complete owners' manual in your owners packet. For more detailed information please refer to your 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.



The windlass breaker is located in the head/console compartment.

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.

SAILFISH 360 CC | LEWMAR PRO-FISH 1000 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 360 CC | HARD TOP



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The hard top is equipped with courtesy lights, spreader lights, docking lights, an anchor light, two speakers and overhead storage boxes.

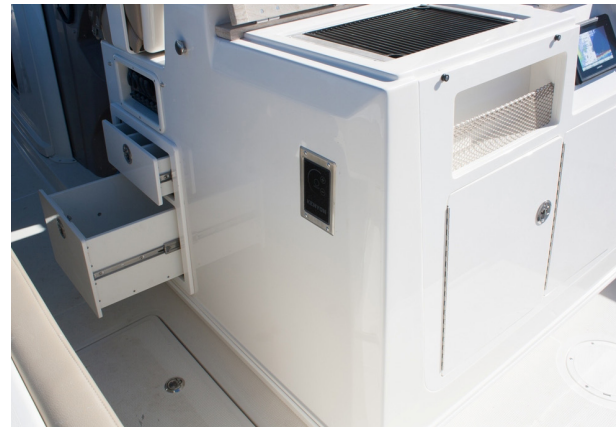
KEY	DESCRIPTION
1	Power Vent
2	Power Aft Shade
3	Hard Top Lighting Switch Panel
4	Brand Specific Motor Guage
5	Windshield Wiper w/ Washer
6	Optional Rear Facing Camera
7	Overhead Fully Vented Sun Roof & Hatch

SAILFISH 360 CC | OPTIONAL UTILITY LEANING POST



Utility Leaning Post comes with 12v Fridge, Electric Grill with inverter/charger, Corian Counter Top, Tackle Storage, Tackle Organizer, Livewell & Landing for Rear Facing Bottom Machine.

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SAILFISH 360 CC | ELECTRIC GRILL & REFRIGERATOR



Isotherm CRUISE 42 Stainless Steel (INOX) Small CRUISE Marine Fridge

The Isotherm Cruise 42 Stainless Steel is a unique refrigerator that can fit locations with limited depth because of its remote-mount compressor. The CR42 has 1.5 cubic feet of storage with room for tall bottles to stand upright inside the fridge due to its 'right-sized' freezer compartment.

- Volume: 42 liters (1.5 cubic feet)
- Silent, highly efficient, fan cooled 12/24V Danfoss / Secop remote-mount compressor (type DB35F)
- Mounting frames for a complete flush integration
- 316 grade brushed stainless steel doors
- Exclusive, complete stainless steel design (doors and handles)
- 4 liter 'right size' freezer compartment allows tall bottles to stand upright in fridge interior

[For More information, click here](#) or check your Owner's Packet for your user manual.

Electric Grill Option

The Kenyon Grill in the Utility Leaning Post is a two-piece design that allows the grill and ceramic touch remote to be separated making it perfect for tight quarters where counter space is limited. The remote control is mounted in a separate location within a 6 foot range.

Specifically designed for marine application, the Kenyon B70360 Grill easily drops into any cabinet allowing users with limited height clearance an easy solution. When not in use the grill is covered by a hinged countertop so an additional work surface is available to entertain guests onboard. Grill control location is shown in the inset image.

120V w/GFCI Model #: B70360

[Download the Kenyon Owner's Manual for your grill.](#)

SAILFISH 360 CC | PRO MARINER INVERTER/CHARGER FOR OPTIONAL GRILL & AC

The TruePower Combi 2500 QS converts DC battery power to filtered AC household power. Designed specifically for the most rugged marine applications. Seamless conversion of DC battery power to filtered low noise AC household power. AC switch automatically selects AC or DC power inputs (depending on which source is available), ensuring AC household power is available at all times. TruePower QS includes a digitally controlled, True 3-Stage battery charger that can automatically recharge, condition and maintain batteries. Whether on the water or at the dock, TruePower QS Series is ideal for large AC load applications such as for the Kenyon Grill.

- 7 Selectable 3-Stage Battery Charge Profiles
- Compact, Robust Design: Easy-to-install, space saving design
- Fully Automatic Battery Charger and Inverter: Instant AC transfer switch passes AC shore/station power. Charges batteries when shore/station power is present, or switches safely into DC to AC inverter mode, making AC household power available on the water or on the road.
- Charger Mode: Integrated, Automatic True 3-Stage Marine
- Grade Battery Charger: Built-in digital control technology provides seven user-selectable charge profiles for today's various battery chemistries
- Inverter Mode: Efficient, Quiet Conversion from DC Power to AC Power. Filtered Quasi (modified) Sine Wave AC output. Ideal for appliances. Inverter delivers 2.8 times surge capacity for demanding applications such as grills, microwaves, refrigerators and more.
- Built-in Safety: Overload, Over Temperature, High and Low Battery Voltage Protection designed and constructed to FCC Class A, Marine UL 1236, UL 458, and CE ABYC-A 31 Marine Compliant

For more information and a [downloadable Owner's Manual click here](#) and then click the Marketing Resources box.



SAILFISH 360 CC | OPTIONAL REAR FACING BOTTOM UNIT



Optional 9-inch Garmin Chartplotter Combo

- 9-inch high-resolution intuitive touchscreen controls
- NMEA 2000® and NMEA 0183 support for network connectivity, including autopilots, digital switching, weather, FUSION-Link, VHF, AIS and more
- Garmin Marine Network support for sharing sonar, including Panoptix™ sonar, maps, user data, radar and IP cameras among multiple units
- Preloaded U.S. LakeVü HD maps and BlueChart® g2 charts



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SAILFISH 360 CC | OPTIONAL A/C & HEAT



KEY	DESCRIPTION
1	Heat & Air Vent
2	Heat & Air Control Panel
3	Location of the Heat & Air Unit



Operation of the A/C Unit at the Marina

- Plug your dockside cord into your dockside power supply
- Plug the other end of your dockside cord into your shore power socket, secure it by twisting the ring nut to the socket.
- Check your shore power panel for correct polarity, red light located lower left of the shore power panel
- Make sure that the green light is illuminated, which will show you have power coming in
- Switch on the main shore power panel switch, top center switch
- Switch on the A/C Unit switch, third rocker switch down
- Go to the A/C control panel, switch on and adjust the temperature to your comfort
- To end this process, just do the reverse of this order

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Operation of the A/C Unit offshore using the inverter system

- Switch the inverter power panel switch from the off position to the stand-by or on position
- Switch on the main shore power panel switch, top center switch
- Switch on the A/C Unit switch, third rocker switch down
- Go to the A/C control panel, switch to on, then choose heat or cool and adjust the temperature to your comfort
- To end this process, just do the reverse of this order

SAILFISH 360 CC | OPTIONAL REAR SHADE EXTENSION





Go Light Stryker® LED Searchlight

- 10 High Flux LED's
- Wireless or Hardwired Remote Control Options
- Permanent or Portable Mounting Options
- 370° Rotation x 135° Tilt
- 410,000 Candela, Max Beam Distance 4,200 ft
- 2.8 amps at 13.8V
- 8° Beam Angle
- UV Ray and Saltwater Resistant
- Weather Proof for Land and Sea Applications

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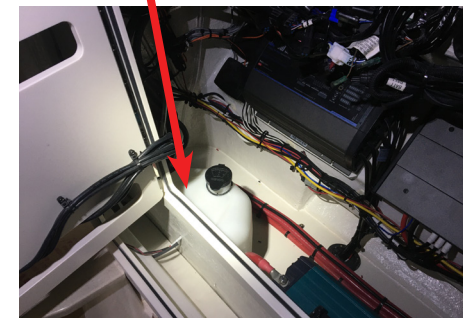
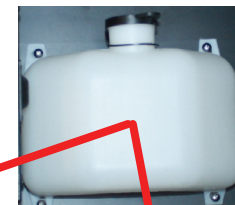
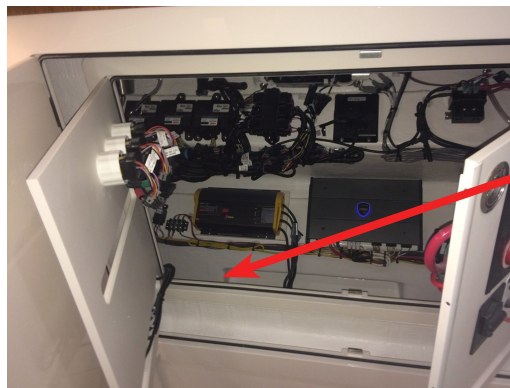
Console Mounted Controls

SAILFISH 360 CC | ELECTRONIC ACTUATED BOW TABLE



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SAILFISH 360 CC | WINDSHIELD WIPERS, RESERVOIR & WINDSHIELD VENT



Windshield washer fluid tank can be accessed by opening up the four hatches that gives you access to the back side of the dash. Washer fluid tank will be located directly under the onboard built-in battery charger.

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SAILFISH 360 CC | ADJUSTABLE HELM SEAT & DRIVING PLATFORM



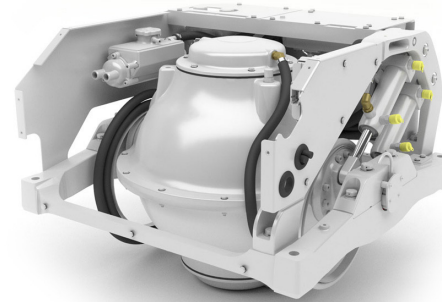
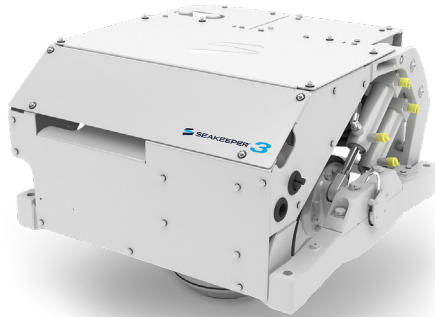
Helm Seat Slide Switch



SAILFISH 360 CC | OPTIONAL SEEKEEPER OFFSHORE STABILIZATION SYSTEM

Seakeeper 3

Seakeeper's active control optimizes gyro torque, providing an unsurpassed level of performance. Unlike a passively controlled gyro, which must be turned off in the roughest conditions and/or at higher speeds, the Seakeeper is effective at all speeds and can be used in all sea conditions. See your owner's manual included with your Seakeeper for operating instructions.



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There are two charging sources for the SeaKeeper batteries.

- 1 – Built-in battery charger that is powered by your shore power panel.
- 2 – An ACR switch that uses charging current from one of your outboard engine.

ACRs are automatic switches that sense when a charging source is being applied to either battery, and closes when the voltage on one rises high enough to indicate it is at or near full charge. This prevents both batteries from draining when there is not enough current to charge both Engine & SeaKeeper Batteries at the same time.

Weight: 550 lbs (249 kg)

Dimensions: 26.8 L x 27.0 W x 23.3 H (inches)

Maintenance

Seakeeper gyros are designed to require minimal maintenance since most of the critical components operate in a sealed enclosure, protected from the corrosive moisture involved in life on the water. Outside of the sphere, the closed loop hydraulic circuit and cooling circuit should be periodically inspected and serviced. For an outline of routine service, please consult the scheduled maintenance table found in the Operation Manual.

SAILFISH 360 CC | DIVE DOOR & BOARDING LADDER



SAILFISH 360 CC | REVERSO ENGINE FLUSH SYSTEM



Flushes All Your Outboards without the Hassle of Moving the Hose to each Outboard

The system works whether the vessel is in or out of the water, with the engine off, and in the vertical or tilted position, vertical position is best. The water travels from the hose, through the system, and sent to each engine for a preset time—until the last motor is flushed. The system automates the flushing sequence so the user does not have to connect the hose to every flushing port on the outboards.

<http://reversopumps.com/product-literature.htm>

Three Steps To Flushing Outboards Motors

The **Automatic Outboard Flushing System** flushes each engine in a sequence.

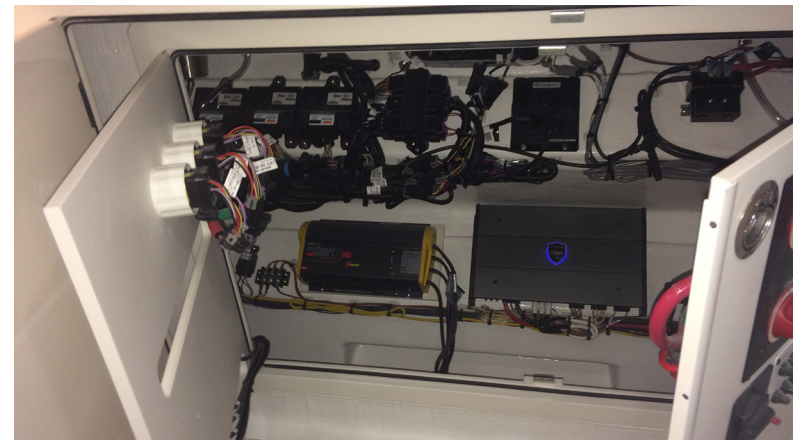
- 1 Connect freshwater hose to the system.
- 2 Press start button.
- 3 Flushes the first motor completely before moving to the next, and shuts off once all motors are cycled.

SAILFISH 360 CC | BATTERY CHARGER



Operating the On-board Built-in Battery Charger

- Plug your dockside cord into your dockside power supply
- Plug the other end of your dockside cord into your shore power socket, secure it by twisting the ring nut to the socket.
- Check your shore power panel for correct polarity, red light located lower left of the shore power panel
- Make sure that the green light is illuminated, which will show you have power coming in
- Switch on the main shore power panel switch, top center switch
- Switch on the battery charger switch, second rocker switch down
- You can check the charging status of your batteries by rotating the DC status switch on the right hand side of the shore power panel
- Battery charger will automatically switch from charging to maintenance mode once batteries are fully charged
- To end this process, just do the reverse of this order



SAILFISH 360 CC | OPTIONAL BOW THRUSTER



The optional bow thruster is an electrical propulsion device unit that provides lateral thrust to help with maneuverability of the bow. The bow thruster pushes a boat's bow sideways in either direction through the water using suction to draw in water from one side of the boat and push it out the other side to move the bow sideways (port or starboard).

The bow thruster gets its voltage from one of the engine batteries. To operate the bow thruster, engine battery switches in the on position and simply push the power button on the joystick panel and use the joy stick to maneuver the bow to port or starboard.

SAILFISH 360 CC | SHORE POWER



Your shore power system starts at the dock power pedestal. The conventional system on your Sailfish boat and your local marina combines two circuits with circuit breakers rated at 30A, two female receptacles, and a hinged lid to keep water off the connection. These receptacles have a threaded ring that allows the shore power cord to connect securely and make a waterproof connection. This is a 30A 25' yellow cord. The contacts on the plug will only fit one way into the receptacle, which prevents polarity problems and provides a secure connection when the plug is twisted slightly clockwise.

To operate off of the AC shore power, turn on AC Main switch, top center of the shore power panel, then you can flip on the AC Outlets, the on board battery charger to charge the house batteries and engine batteries, as well as turning on the Frig and the grill if equipped.

While shore power systems only work when you are plugged in to an external source of AC power at the dock, the 360CC may have the optional inverter system which allows you to enjoy AC power when underway.

If equipped with the optional inverter system, once the shore power is plugged in at the dock, the inverter will pass the AC current through to the shore power panel and the inverter/charger will start charging the inverter's batteries. You can operate your shore panel as normal.

While underway, you can turn on the inverter to either standby or to the on position. In standby mode, the inverter will wait until an AC appliance calls for current. In this mode it will not deplete your batteries' voltage, like it will in the on position. In standby or on position, your shore power panel will be supplied with AC current to run everything as if you were at the dock. Running everything will rapidly deplete the voltage on your inverter batteries.

Sailfish highly recommends that you limit your offshore inverter power to run the air conditioner only. NOTE: please make sure that the switch for the battery charger and the frig, on the shore power panel, is in the off position. The frig will run off the DC side using your house batteries that are being charged by your outboard engine.

SAILFISH 360 CC | NEW SHORE POWER PANEL



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CAUTION: To avoid electrical shock while servicing and or making repairs to your shore power system, make sure that the dock side power source is unplugged, and the optional inverter's battery switch is in the off position.

SAILFISH 360 CC | OFFSHORE INVERTER SYSTEM - U.S.



SAILFISH 360 CC | OFFSHORE INVERTER SYSTEM - EUROPEAN



SAILFISH 360 CC | SEACHEST BAITWELL PUMP SYSTEM



The SeaChest is basically a plumbed box installed in the bilge below the water line. It has a single supply hose that floods the watertight box and also has a vent tube to allow the air out the box. The SeaChest contains two livewell pumps that delivers clean, bubble-free seawater to the individual livewells. It helps to remove air and prevent air locks, and keeps the pumps constantly submerged, so they run cooler and last longer.

To operate this system, open up the raw water seacock valve and that will allow the water to flood the SeaChest box. Turn on either or both Baitwell switches and the seawater will be pumped to the baitwells.



SAILFISH 360 CC | OVERHEAD ENGINE MONITOR



Your standard engine monitoring gauge will be either a CL-7 for the Yamaha Outboards or the Vessel View 703 for the Mercury Outboards. Please refer to your Outboard Owner's manual that was supplied to you in your owner's packet.

SAILFISH 360 CC | PILOT'S BERTH



Access to the Electric Marine Head holding tank, hold tank's overboard discharge seacock and the optional A/C coolant water intake seacock.

SAILFISH 360 CC | ELECTRONICS HATCHES & DESCRIPTION



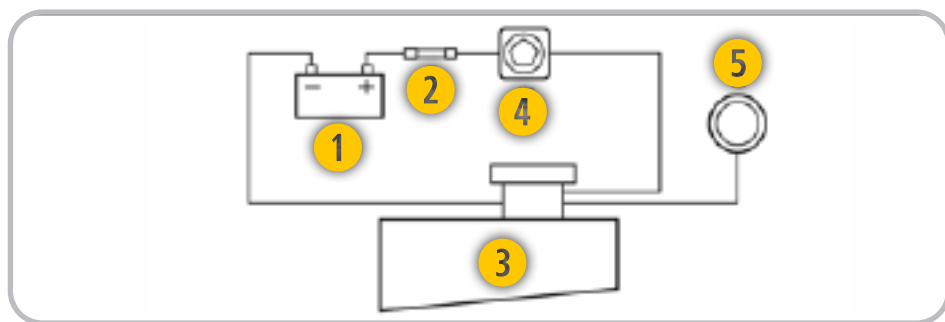
Outer hatches allow easy access to your battery switches, circuit breakers and NMEA backbone for your electronics as well as the outboard engine's buss bar.

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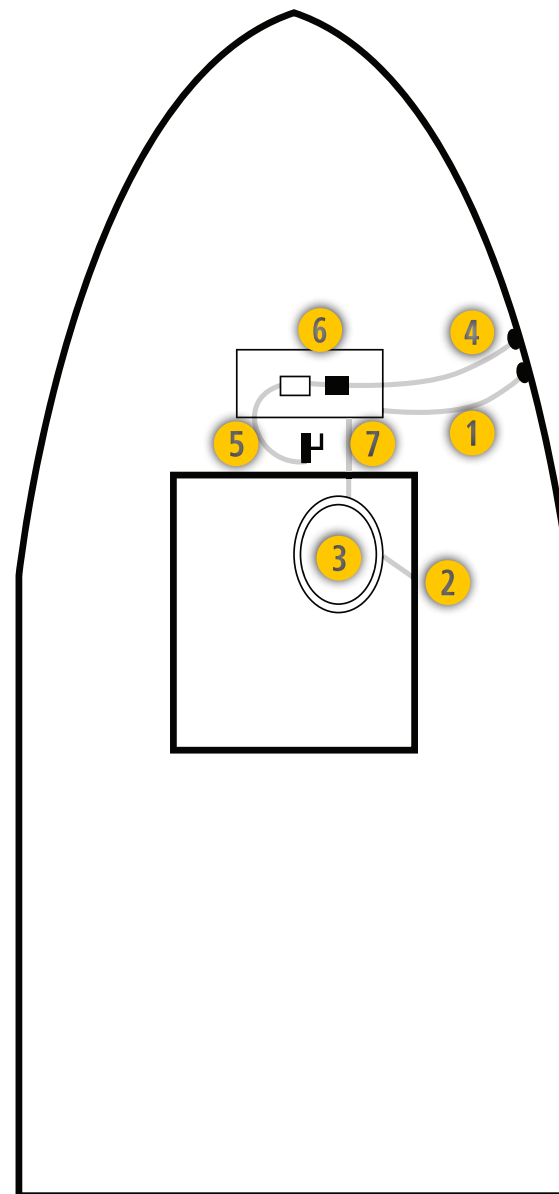
Second set of hatches allows easy access to your built-in battery charger and radio AMP if equipped, as well as the lower backside of the dash for maintenance and or servicing.

SAILFISH 360 CC | TYPE III MSD WASTE MANAGEMENT SYSTEM



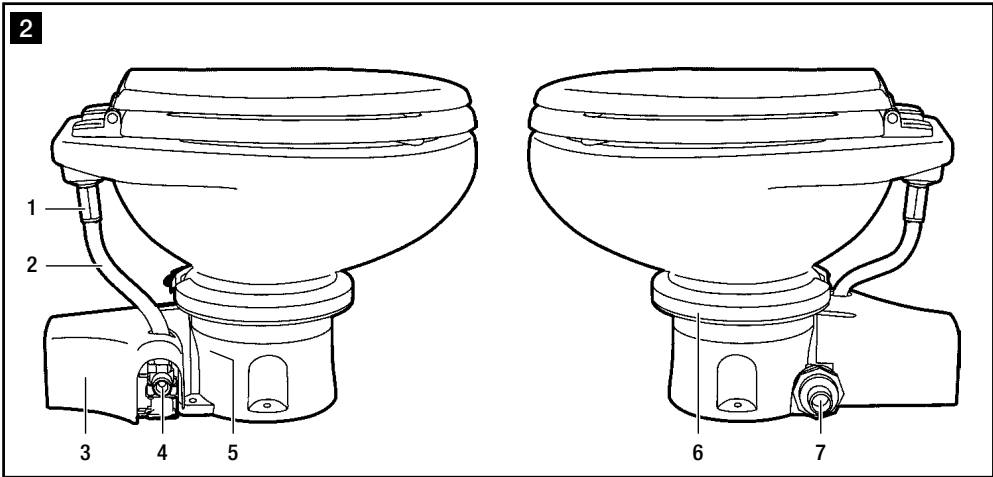
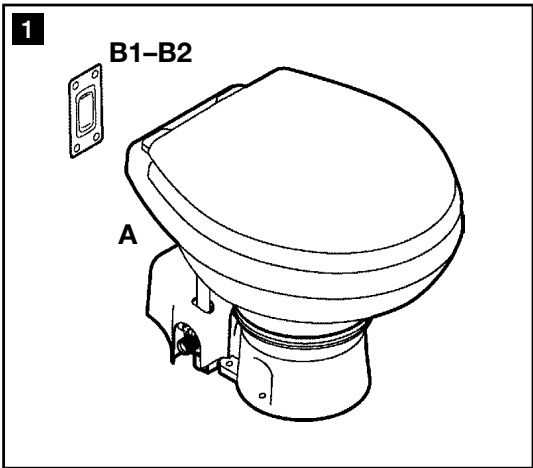
KEY	DESCRIPTION
1	Battery
2	Fuse
3	Waste Management System
4	Master Switch
5	Controller for Waste Management System

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



SAILFISH 360 CC | 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

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.

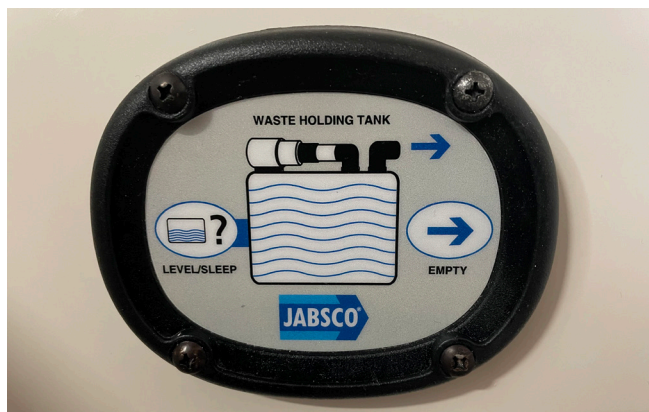


Caution: Do not operate toilet without water supply turned on. Damage to internal components may occur.

Full Tank Monitor

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.



Jabsco Tank Monitor installed with Overboard Discharge Upgrade



All Toilets are equipped with a “Full-tank” shut-down relay.

SAILFISH 360 CC | 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.

SAILFISH 360 CC | TYPE III MSD WASTE MANAGEMENT SYSTEM

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 Electric Marine Head holding tank, hold tank's overboard discharge seacock and the optional A/C coolant water intake seacock is located in a hatch in the floor of the pilot's berth.

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 360 CC | 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 360 CC | 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.

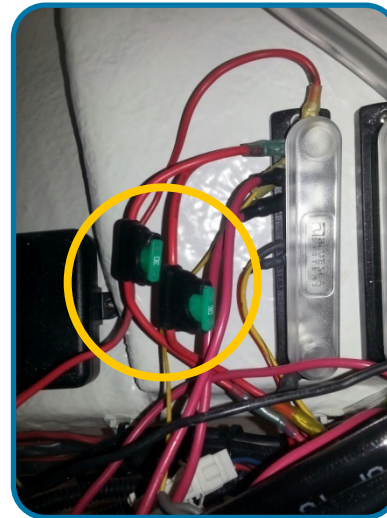
*** See plumbing diagram for recommended installation.**

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.



The fuses for both the marine head and the waste tank are located behind the dash in the first panel coming off the bus bar, pictured to the left.

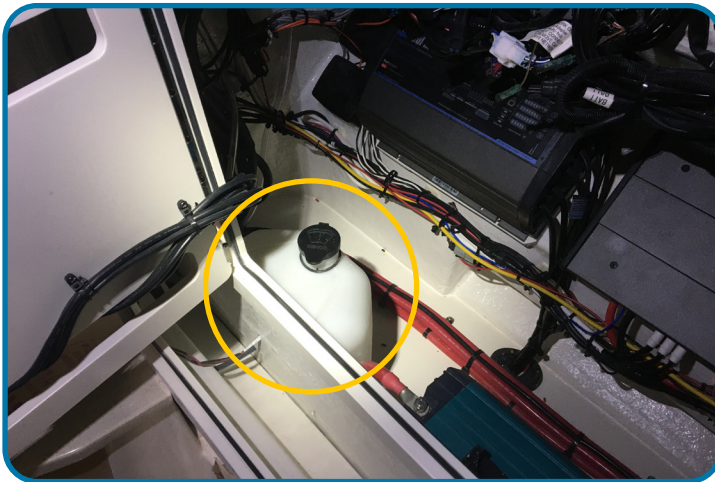
TROUBLESHOOTING

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 360 CC | 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 vinegar. Do not use abrasives, harsh chemicals, or metal scrapers. Regular cleaning will help assure clarity of the glass for safe boating.
3. The Windshield Washer Fluid Reservoir is located behind the 4 hatches in the head/berth.



SAILFISH 360 CC | 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

Legend

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

B. Vinyl Finish Vinyl Cleaner®, Rinse / Dry

C. One (1) table-spoon 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

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!**

SAILFISH 360 CC | CARING FOR 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.



SAILFISH 360 CC | CARING FOR ALUMINUM

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

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.

SAILFISH 360 CC | GEL COAT

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 removed, 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 360 CC | 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.



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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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