



DEMAND THE DIFFERENCE



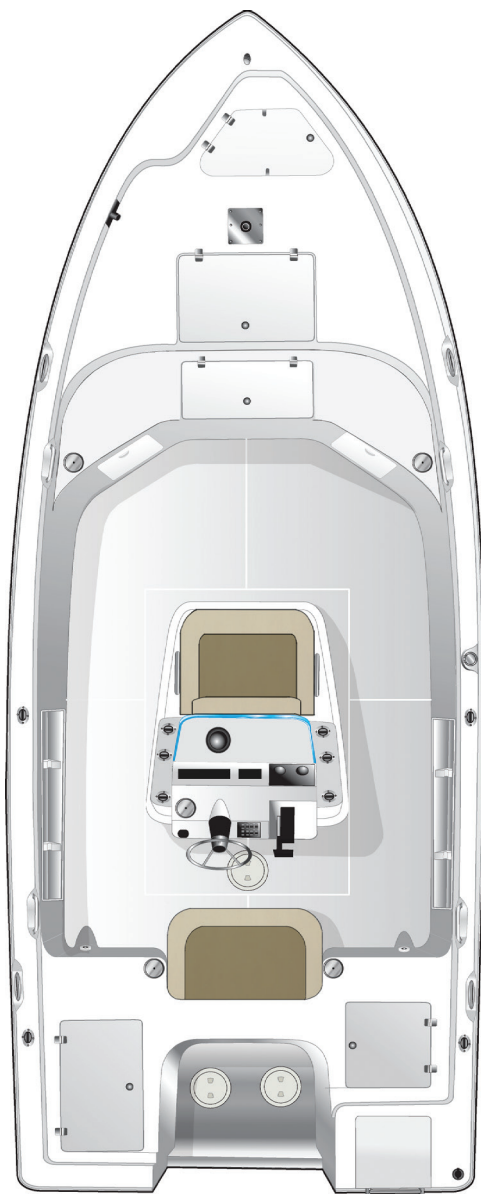
SAILFISH 1900 BB OWNER'S MANUAL

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Sailfish 1900 BB Specifications



SPECIFICATIONS

LOA Hull Only 19' 0"
 Length Rigged 21' 0"
 Beam 8' 6"
 Fuel Capacity..... 53 gal.
 Approx. Rigged Weight..2750 lbs.
 Max. HP Single..... 150hp
 Draft - Hull 13"
 Deadrise 18°
 Battery Capacity 4
 Rod Holders (Standard)..... 14
 Bridge Clearance..... 5' 5"

STANDARD FEATURES

Boat

- 10 Micron Yamaha Fuel Filter / Water Separator w/ SS Base
- Anchor Locker
- Boarding Ladder (3 Step)
- Built In Rigging Tubes (From Bilge to Helm)
- Carbon Fiber & Kevlar® Reinforced Deck & Hull
- Closed Cell Foam Flotation
- Exclusive Dot Matrix Non-Skid
- Exclusive VDS Hull Design (Variable Deadrise Stepped Hull)
- Hydraulic Steering w/ Tilt Wheel & Power Knob
- NBT Vinyl Protection (Stain Resistant Mildew Inhibitor UV Protector)
- Recessed SS Cup Holders (4)
- SailTech Composite Full Length Transom
- SailTech Foam Filled Fiberglass Stringer System
- Stainless Steering Wheel w/ Power Knob

Electrical

- 12 Volt DC Accessory Plug
- Accessory Switch Panel w/Circuit Breakers
- Compass
- Dual Battery Switch
- Electric Horn
- Full Digital Instrumentation
- LED Interior Cockpit Lighting
- LED Navigational Bow & Anchor Light

Fishing

- Built-In Tackle Storage (Forward)
- Insulated Bow Fish Box (5') - Drains Overboard
- Release Livewell (30 gal. Aft)

Hardware

- Engraved Transom Plate
- Flush Mount Hinges and Latches & Deck Plates

- Heavy Duty Stainless Steel Bow & Stern Eyes
- Heavy Duty Stainless Steel Rub Rail
- Marine Grade Stainless Steel Hardware
- SS Rod Holders (8)
- Stainless Steel & Bronze Thru Hull Fittings
- Stainless Steel Propeller(s)
- Wind Screen with Stainless Steel Grab Rail

Plumbing

- Automatic Bilge Pump (1100 GPH)
- High Speed Livewell Pickup
- Raw Water Wash Down
- Self Bailing Cockpit

Seating

- Baitwell (16 gal. Console w/ Seat Cushions)
- Cooler Helm Seat (72 Qt. Igloo)
- Cooler Helm Seat (AFT Removable)

Storage

- Battery Storage (Under Helm Seat)
- Casting Deck Storage Box
- Recessed Rod Storage - Port & Starboard
- Twin Tackle Storage

OPTIONS

Electrical Options

- Garmin EchoMap 54dv US Blue Chart w/ P79 Transducer
- Garmin GPSMAP 547xs w/o Transducer
- Garmin B60 Airmar Thru Hull Transducer w/o CHIRP
- Jensen Satellite Radio Upgrade
- Jensen Stereo w/2 Speakers
- Trolling Motor Panel

Boat Options

- Built-In 2 Bank Battery Charger
- Flush Mount Cleats
- Poling Platform
- T-Top W. Spreader Light
- Trim Tabs w/ Indicator Switch & Built in Retractor
- Underwater LED Lights (2)

Seating Options

- Cooler Seat Backrest
- Deluxe Fish Seat & Pedestal
- Leaning Post w/ Backrest and Cooler
- Front Jump Seat Cushions
- Rear Jump Seat Cushions

Optional Packages

- Sport Pack
Trolling Motor Panel, 2 Additional Rod Holders & Rear Jump Seat Cushions
- Inshore Tournament Pack
Built-In Battery Charger, Deluxe Fish Seat & Pedestal

Engine Options

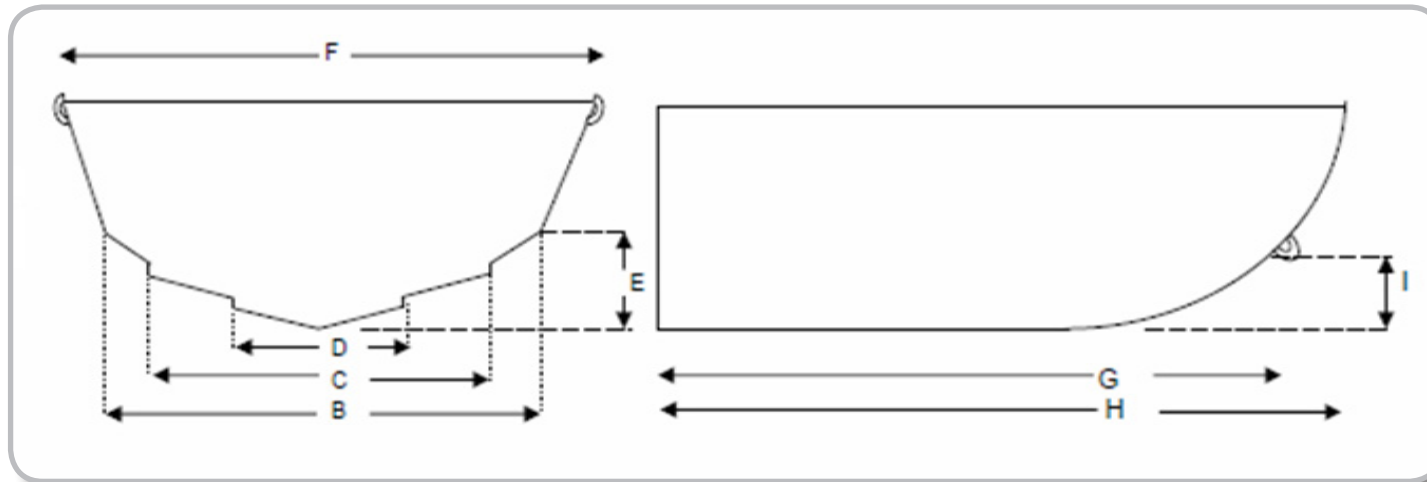
Yamaha

- F115XB
- F150XB

Mercury

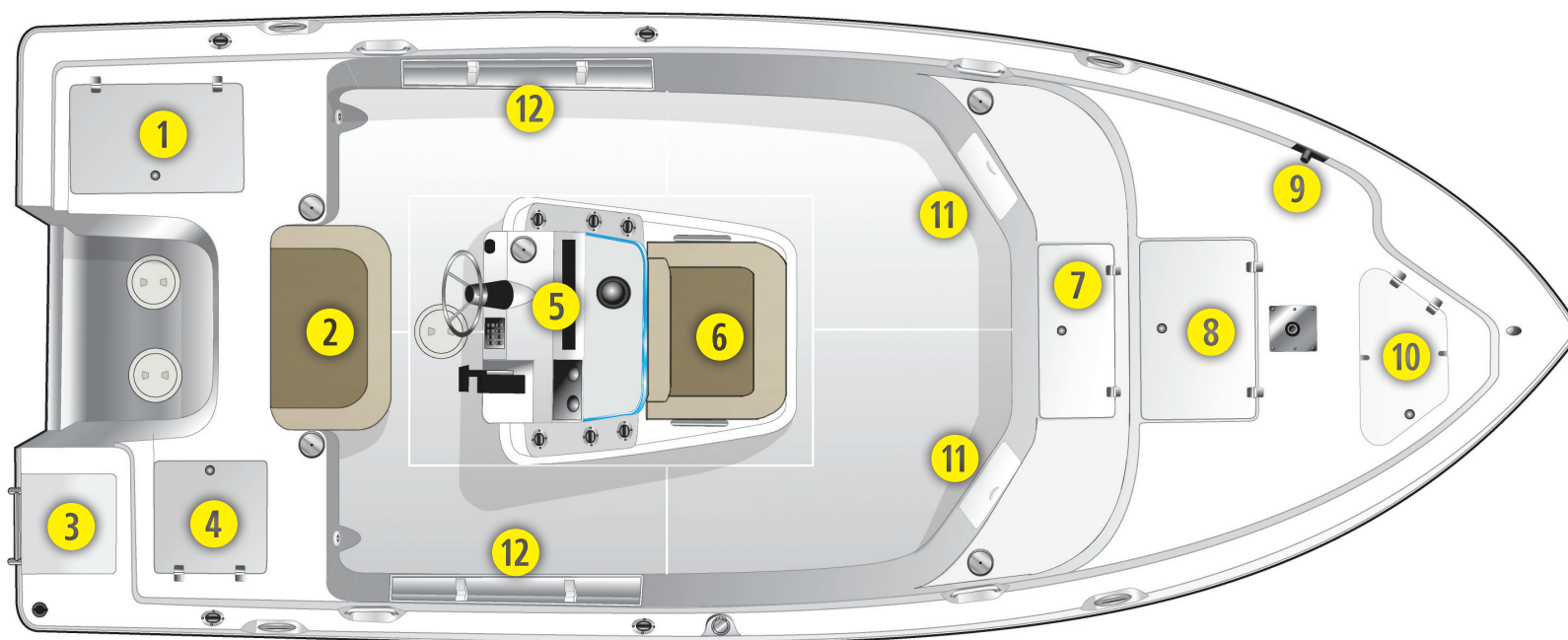
- 115ELPT
- 150XL

Sailfish Boat Trailer Measurement Chart



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

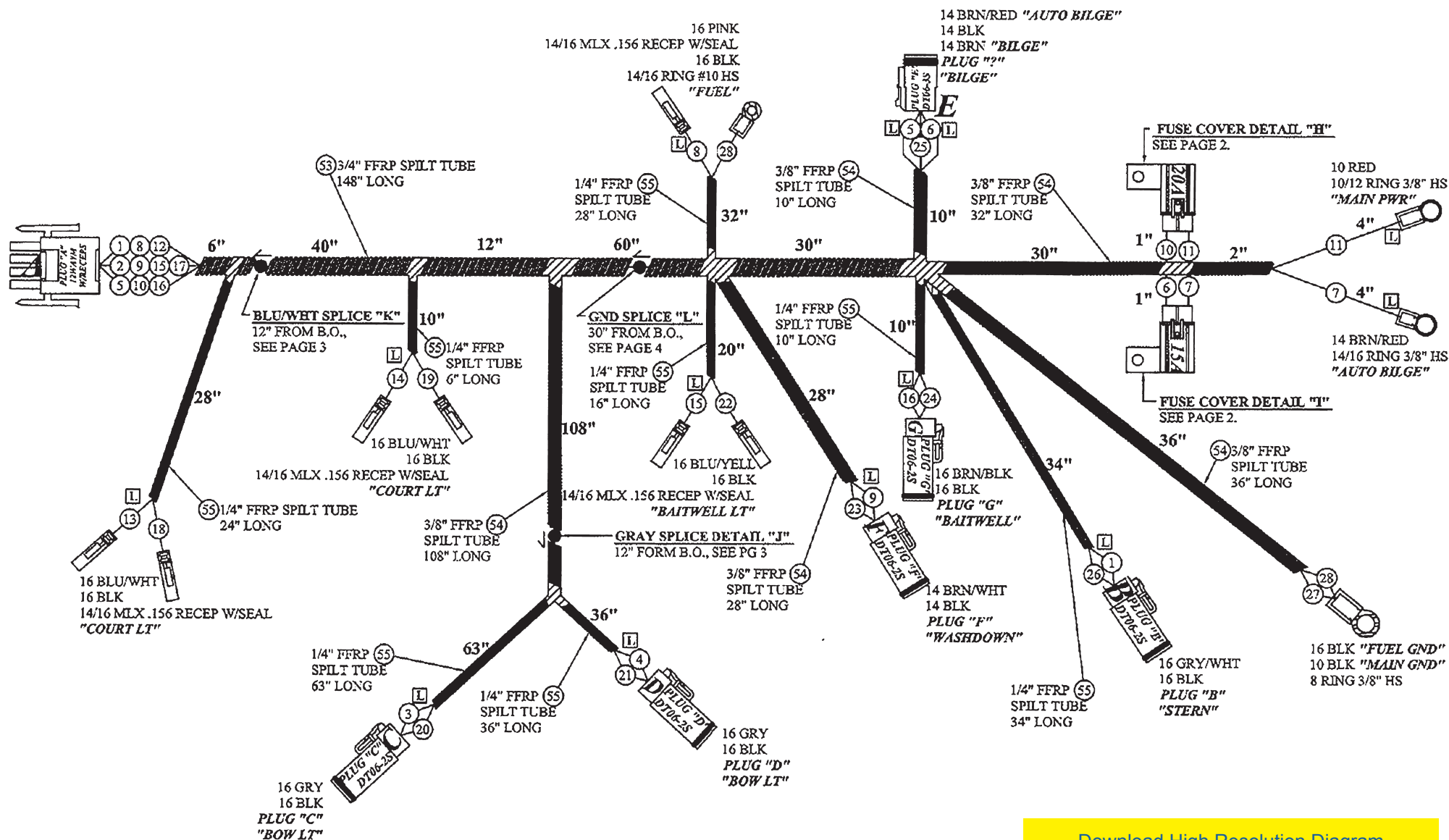
Sailfish 1900 BB Boat Layout



Key	Description
1	Fishbox or Release Well
2	72 Quart Cooler Seat
3	Boarding Ladder
4	Battery Access and Storage Compartment
5	Console/Helm Area
6	Front Helm Seat with Livewell

Key	Description
7	Insulated Fish Box
8	Storage Compartment
9	Optional Trolling Motor Panel
10	Hanging Anchor Locker
11	Built-In Tackle Trays
12	Rod Storage

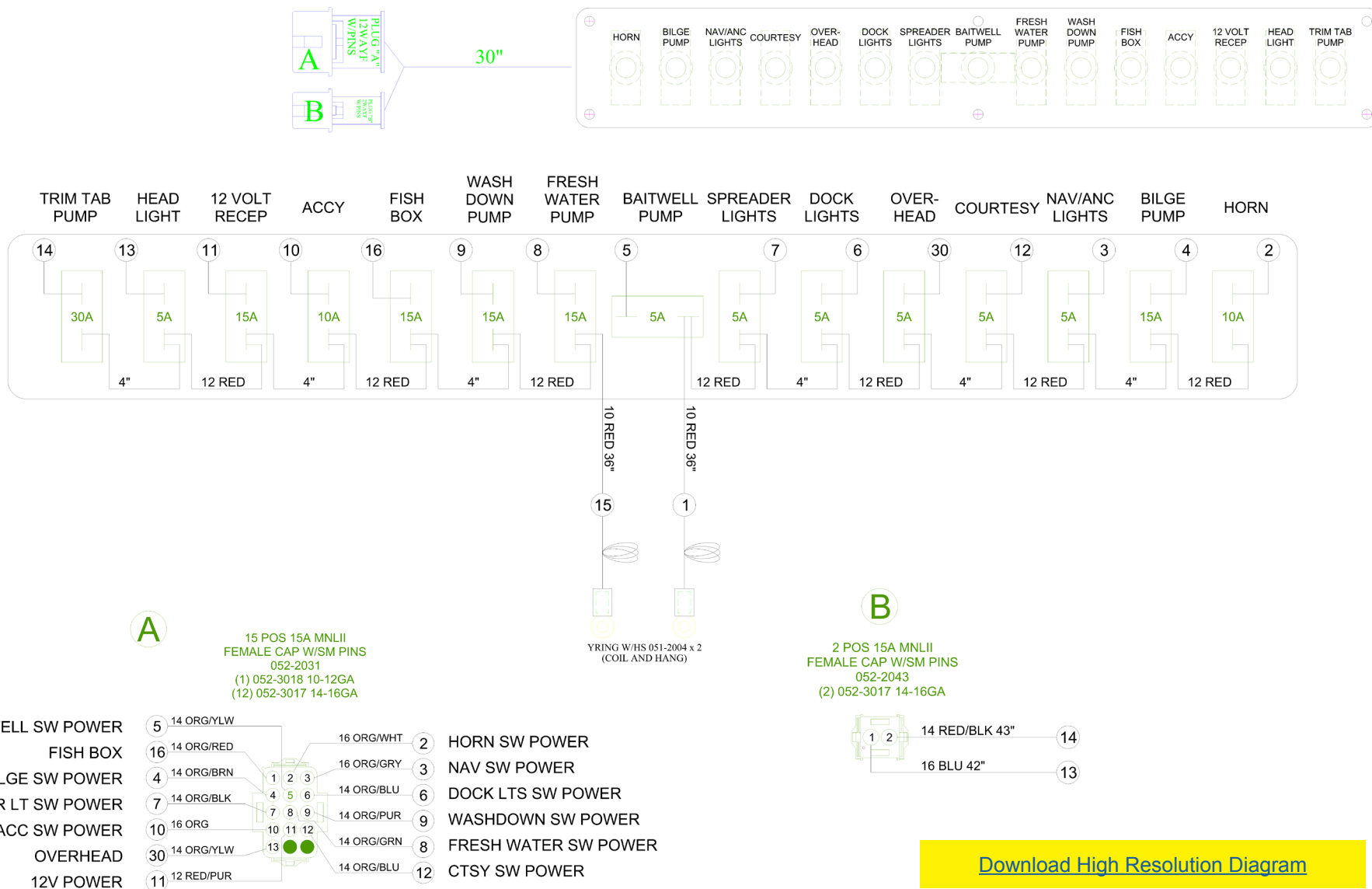
Bay Boat Wiring Harness



[Download High Resolution Diagram](#)

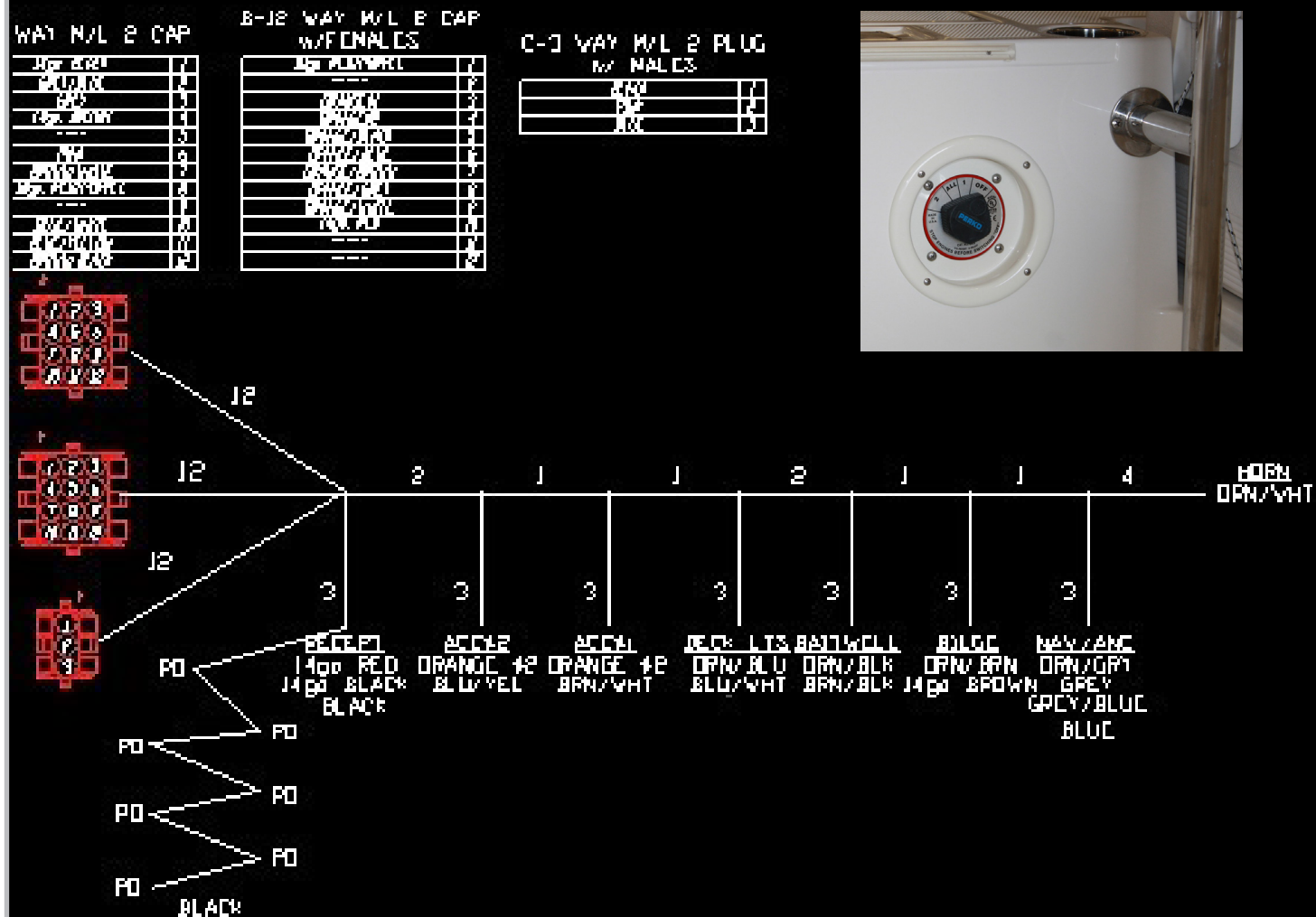


Breaker Panel Schematic

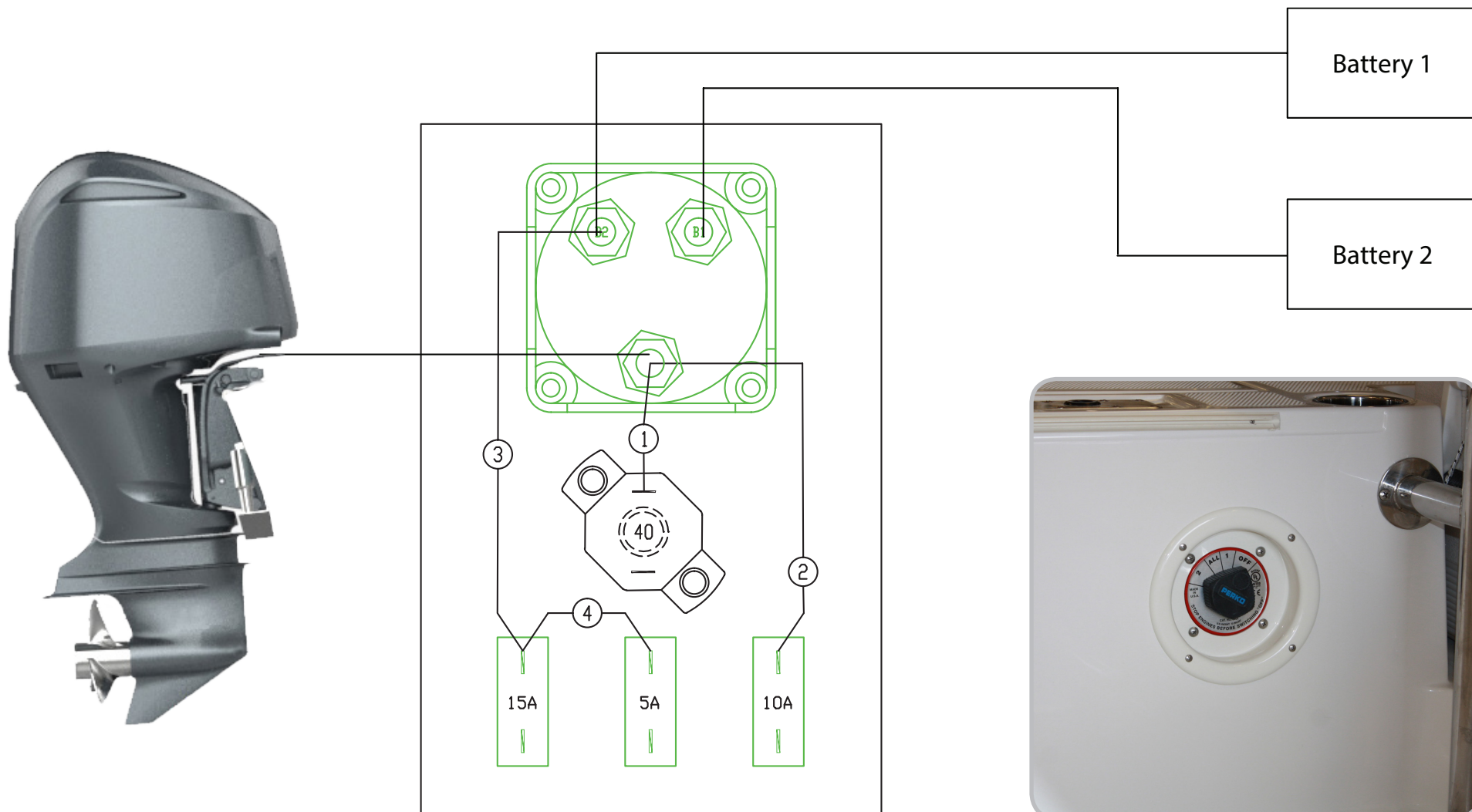


[Download High Resolution Diagram](#)

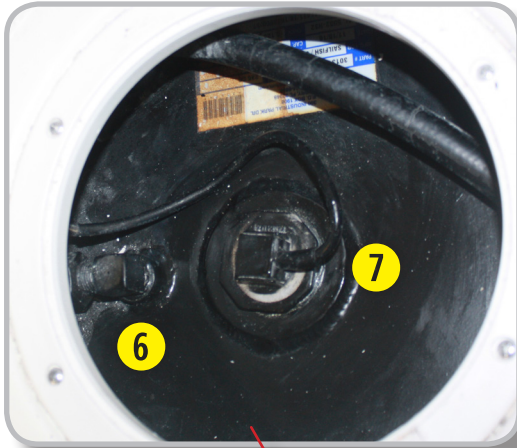
Switch Panel Schematic



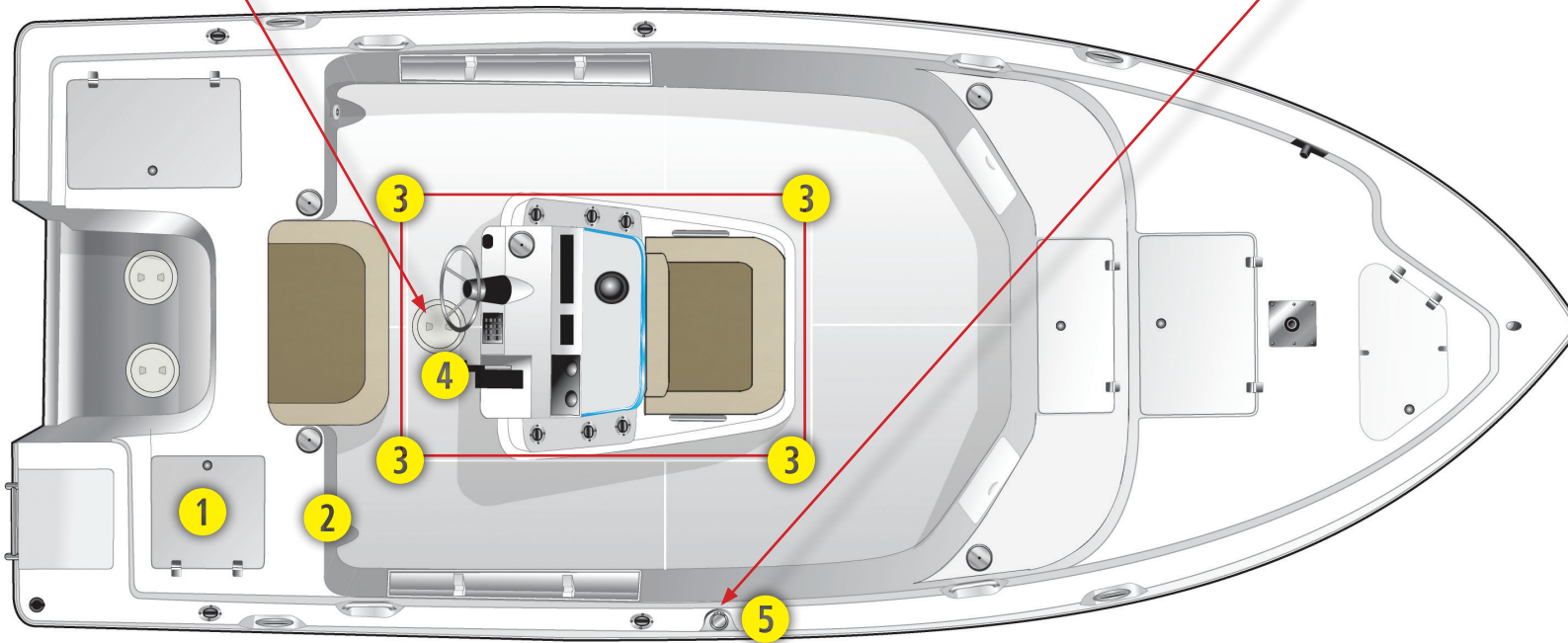
Battery Switch Wiring



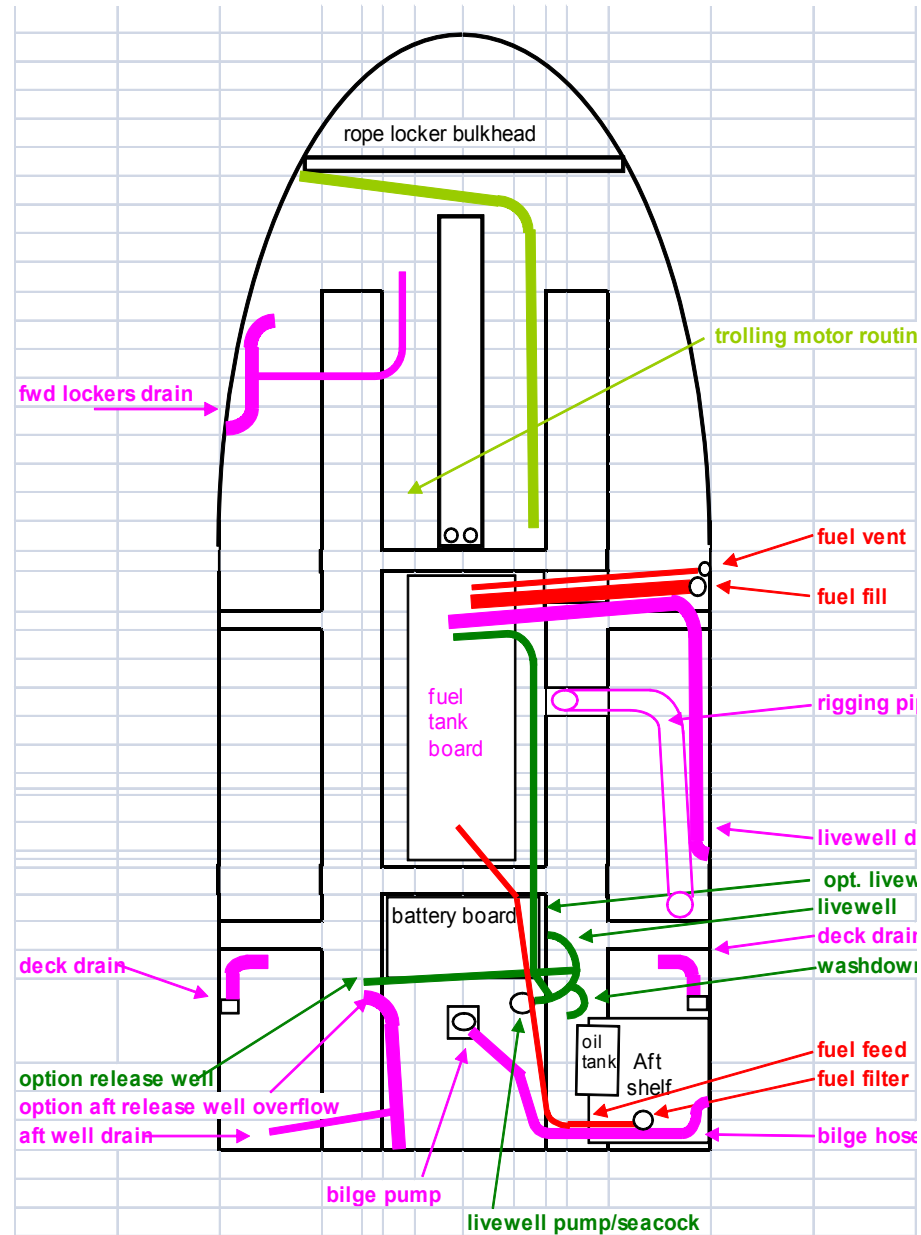
Fuel System Layout



Key	Description
1	Primer Bulb
2	Fuel Filter Access - Yamaha Only
3	Fuel Tank Location
4	Inspection Plate
5	Fuel Fill
6	Fuel Pickup
7	Fuel Sender



Plumbing Diagram





UFLEX Steering System

UFLEX has been the choice for steering for Sailfish boats for the last three years because of the quality of the USA built products.

Every helm comes standard with 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 please refer to your UFLEX owner's manual or view it electronically at http://uflexusa.ultraflexgroup.com/public/File/UFLEX2013_USA.pdf





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 - Yamaha Only

All Sailfish Boats Rigged with Yamaha motors are factory installed with 10 Micron Yamaha fuel water separators. Each engine will have its own filter. These filters can be accessed in the bilge access door located at the aft of the boat. For more information on these filters please review your Yamaha Owner's Manual

Console Area



Key	Description
1	Guage and Switch Panel
2	Binnacle
3	Optional Trim Tabs
4	Tilt Helm with Steering Wheel
5	Ignition Switch Panel
6	Large Panels for easy access to Console Components



Bilge Pumps

All Sailfish Boats are furnished with Rule Bilge Pumps. These pumps have an external Float Switch. This is engaged when the water level rises in the bilge and the float rises in the switch causing the pump to turn on. The pump will continue to run until enough water is removed for the float to drop back down, disengaging the pump.

The pump also has 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.



Key	Description
1	External Float Switch
2	Bilge Pump



Raw water Washdown system

The raw water wash down on your Sailfish Boat is powered by a Shur-flo Pro Blaster Pump which creates a pressurized system, once the pump is turned on and pressure is created the pump will shut down until more pressure is needed.

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



Livewell Operation



Instructions

- Make sure the seacock below the baitwell pump is in the open position.
- Turn on the livewell switch.
- Adjust the black aerator in each livewell to the desired flow (shown in CLOSED picture).
- You can operate both at the same time or just one by adjusting the flow.
- In order to fill the livewell, place the stand pipe with the strainer into the drain hole.
- To drain the livewell remove the stand pipe and the water will flow out the drain hole.



Trim Tab Maintenance Tips



Cleaning

The attractive surface appearance of stainless steel cannot be regarded as completely maintenance-free. Our 304 Series Stainless Steel may in fact stain, discolor, or accumulate a layer of surface contamination (dirt and grime) during the normal course of the life cycle.

Minute particles of dust and rust may adhere to the stainless steel during shipping, installation or storage at OEM or retail locations.

Also, please remember that some types of stainless steel fasteners tend to “bleed” over the tabs and onto the boat. To achieve maximum corrosion resistance, the surface of the stainless steel must be kept clean and free of all these contaminants.

NOTE: Lenco RECOMMENDS AN ACID AND WATER SOLUTION TO CLEAN THE TRIM TAB BLADES. MARYKATE'S ON & OFF PRODUCT IS A GOOD CHOICE. RINSE THOROUGHLY UPON COMPLETION. BIODEGRADABLE, BUT PLEASE FOLLOW THE MANUFACTURER'S INSTRUCTIONS BEFORE APPLYING.

Sacrificial Anodes for your Lenco SS Trim Tabs

Be aware that stray currents in your marina or in a visiting marina can cause damage to your trim tab blades if not protected by sacrificial anodes.

- The addition of anodes on each tab will deter electrolysis.
- Do not paint under the anode or the anode itself.
- Check Anode condition frequently. Replace when necessary.

Visual inspection of system

- Periodically inspect all wires, mounting brackets, and hardware for damage.
- Make sure all mounting brackets are secure and working properly.
- Periodically test system for smooth operation.



Vinyl Care and 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) tablespoon of ammonia; one-fourth (1/4) cup of Hydrogen Peroxide, three-fourth (3/4) cup of water, Rinse / Dry

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

E. Hemisphere Ink Remover, Rinse / Dry

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

Do's & Don'ts

Do's

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

Don'ts

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

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!**

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.



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.

Soft Scrub, Rubbing Compounds, etc.)
Strong cleaners (409, Engine
Degreasers, Bilge Cleaners, Teak
Cleaners, Bottom Cleaners, etc.)

Harmful Cleaners

Bleach (Chlorox, etc.)
Mild abrasive cleaners (Ajax, Comet,



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

Caring for Stainless Steel



The information provided is designed to give you a thorough understanding of the factors that can impact the appearance of your anodized aluminum. 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.



Regular cleaning with fresh water and a soft cloth will keep and protect your windshield, window, or hatch for years.

GLASS

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.

PLASTIC TYPE WINDSHIELDS

Never use glass cleaning solutions or dry cloth to clean Plexiglas. Never use acetone, benzene, carbon tetrachloride, or lacquer thinner. The only acceptable cleaners are a small amount of denatured alcohol, clean water, or a commercially available plastic polisher specific for the purpose. Use a soft rag and wash off the plastic windshield first with lukewarm water to avoid scratching the surface.

WINDOW CHANNELS

Clean window channels with mild detergent only. Channels can be sprayed with silicon aerosol while sliding the glass back and forth.

STAINLESS STEEL

Polish with commercially available metal polishes. A boat or car wax periodically applied will offer extra protection against the elements.

PAINTED SURFACES

Clean with fresh water periodically. Touch up scratches and areas where paint has chipped off with touch-up spray paint. Touch up kits are available from the factory. Boat top clips – never slide along windshield framework.

To change clip location, snap on and off the aluminum top track.

SIDE WING VENT ADJUSTERS

Use care when opening and closing vent. Do not force.

Never ground windshield with any electrical devices or appliances.

Never use the windshield as a mooring cleat for tying off to a dock, pier or another boat. Never use the windshield as a tie-off attachment for trailering purposes.



Your Boat's Gel Coat Finish

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

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

Overall Maintenance

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

Note: Do not use caustic or highly alkaline (high pH) cleaners or those containing ammonia. These type of cleaners may darken white or off-white weathered gel coat surfaces. A chemical reaction producing staining occurs if these type of cleaners are used on weathered gel coat. However, the stain may be removed with a rubbing compound or by lightly sanding with 400 grit sandpaper followed by an application of rubbing compound and a thorough waxing.

Cleaning

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

Waxing

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

Compounding

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

Discoloration Removal

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



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.

