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WELCOME ABOARD!

As the owner of a new Rinker Boat, you have every right to be proud of your boat's style, comfort and performance.

The Rinker family began building boats in 1945. Because your Rinker Boat is backed by over 45 years of boat building experience, you can be confident that your craft has been designed, built and tested to give you the ultimate in boating pleasure. During the manufacturing process, Rinker's skillful craftsmen performed testing and inspection in the tradition of meeting or exceeding existing safety and quality standards established by the U.S. Coast Guard.

This manual contains valuable information concerning your boat's operation and care, maintenance, plus tips on boating safety and seamanship. Before putting your boat in the water, read this manual and the engine owner's manual. Then keep both manuals stowed aboard your boat for reference.

We at Rinker Boat Company welcome you to our boating family and wish you many happy hours on your Rinker Boat in the months and years ahead.

YOUR OWNER'S MANUAL CONFIGURATION

Your owner's manual packet contains the Fiesta Vee 300, 260, and 235 owner's manual in a three ring binder. Suppliers of some of the more complex components such as engine(s), generator, electronics, pumps, refrigerator, and air conditioner, supply their own instructional manuals which are included. The suppliers of these products maintain their own manufacturer's warranty and service facilities. It is imperative that you fill out each warranty card and mail it to the manufacturer to inform them that you are a registered owner of the product. Record all information regarding the products on the "Boat Data Record" located in this chapter under Logs & Records. Keep the data form in a safe place at home and not aboard the boat.

The owner's manual should be used as a guide to familiarize yourself with all the systems and components on your Rinker boat. The procedures in this manual will assist you with the safe and proper operation and maintenance of your boat. The level of information may be general in some cases and more detailed in others.

Your owner's manual has been designed with the boat owner/operator in mind. The intent of the manual is to provide sufficient information to allow the user to safely operate and maintain your new Rinker boat.

Your Rinker Boat Owner's Manual is formatted as follows:

GENERAL INTRODUCTION

Included in the General Introduction Chapter of the manual is the welcome aboard message to our new Rinker boating family members, trailering information, construction and standards, dealer and consumer responsibilities, warranty, logs and records, and this synopsis of your Rinker Boat Owner's Manual.

SAFETY

The Safety Chapter contains safety recommendations, safety information and practices, and safety equipment (onboard and underway) which will provide a reasonably safe operating environment. Additionally, specific safety warnings and comments are located throughout your Rinker Boat Owner's Manual where appropriate.

SYSTEMS

The Systems Chapter of the manual provides detailed information covering the electrical, fuel, exhaust, and water systems aboard your new Rinker boat.

COMPONENTS

The Components Chapter provides a detailed explanation of the creature comfort components installed on your new Rinker boat.

GETTING UNDERWAY

The intent of the Getting Underway Chapter is to familiarize the boat owner/operator with necessary information on launching your boat, encountering underway adjustments and situations, to returning from your outing.

PREVENTIVE MAINTENANCE & REPAIR

The Preventive Maintenance & Repair Chapter provides recommendations to keep the boat in sound operational condition, adjustments, and frequency of checks and inspections.

TROUBLESHOOTING

Problems covered in the Troubleshooting Chapter are those that can be resolved by the boat owner/operator.

INTERIOR & EXTERIOR CARE

The Interior & Exterior Care Chapter provides inspection, cleaning and maintenance for your boats interior and exterior features.

WINTERIZING & STORAGE

The Winterizing & Storage Chapter presents information and procedures to follow when your boat will be winterized or stored for extended periods of time.

NAUTICAL GLOSSARY

The Nautical Glossary defines terms associated with your boat and terms you may encounter during your boating experience.

CONSTRUCTION AND STANDARDS

The Standards and Construction of your Rinker boat meets or exceeds U.S. Coast Guard requirements concerning:

- Backfire Flame Arrestors
- Basic Floatation
- Engine and Fuel Tank Compartment Ventilation
- Factory Installed Fuel Systems
- Navigational Lights
- Steering System

Construction of the hull includes up to 11 layers of fiberglass with 4 layers of 24 oz. woven roving. The hull is reinforced with 5 stringers each encapsulated in 4 layers of hand laid fiberglass. The gel coats used are premium Neopentyl Glycol (NPG) rated. The interlocking floor system and full-length fir stringers in waterproof fiberglass provides a tough seaworthy hull. Reasonable care and maintenance will ensure your boat will stay looking new in the years ahead.

TRAILERING

Improper trailering is one of the major causes for damage to the hull. A correctly selected trailer provides you with proper support, safe and easy towing, and ease of unloading and loading in varying weather conditions.

The type and size of the side supports, or pads, is very important. Side supports run lengthwise to the boat and parallel to the keel. Newer trailers feature side supports that are self-adjusting, and a bow pad that can be easily adjusted. This eliminates the task of manually adjusting side supports and keel rollers every time you load your boat. Your Rinker dealer can help you select the trailer that will best fit your boat.

Periodically inspect your trailer to make sure the side supports are in good working condition. **Remember:** The side supports should only be tight enough to keep the boat from leaning side to side. Any unnecessary pressure will damage the hull.

The trailer for your new Rinker boat should be designed and built to carry the full weight of

your boat, engine, and gear while providing support for the hull. Be sure not to overload your trailer by loading the boat with excess baggage, camping equipment, etc. Check the certification label on the frame of the trailer. It is required to show the Gross Vehicle Weight Rating (GVWR). Be sure that the total weight of your boat, engine, fuel, gear and trailer does not exceed the GVWR.

Ensure that your towing vehicle is equipped with a hitch capable of handling the GVWR. The Fiesta Vee 300, Fiesta Vee 260 and Fiesta Vee 235 all require a weight-distributing hitch.

⚠ WARNING

WARNING: Balancing the load on the trailer is extremely important. If weight at the tongue is excessive the tow vehicle will oversteer, a condition that will cause the front end of the vehicle to sway. Conversely, insufficient tongue weight will cause the trailer to fishtail. In both cases, the vehicle will be difficult to handle and at higher speeds the swaying or fishtailing can become uncontrollable.

Tongue weight is generally determined as a percentage of the total weight of the loaded trailer. This would be not less than five percent (5%) and not more than ten percent (10%). Therefore, if the weight of the loaded trailer is 5000 pounds, the weight on the tongue should be more than 250 pounds but less than 500 pounds.

A weight distributing hitch transfers portions of tongue weight to a point between the front and rear wheels of the towing vehicle and to the trailer wheels.

All trailers with a Gross Vehicle Weight Rating (GVWR) of 1500 pounds or greater is required by law to have brakes (State & local laws may vary). The brake system is usually completely self-contained on the trailer and no hook-up is required to the towing vehicle. The trailer is equipped with either drum or disc type brakes. Operation of the brake

within the wheel is no different than that of a standard passenger vehicle. However, the method of actuation requires some explanation. Check with your Rinker dealer for questions regarding the method of actuation.

RESPONSIBILITIES

Dealer

1. The dealer will discuss the terms of all warranties, and stress the importance of registering warranties with the appropriate manufacturers.
2. The dealer will provide instruction for obtaining warranty service.
3. The dealer will go over the pre-delivery service record with you, and then sign it to certify that all work has been accomplished.
4. The dealer will provide you with a thorough instruction in the operation of your boat and all of its systems and components.

Consumer

1. Schedule an appointment with your dealer to go over all warranties. Complete the Rinker Boat limited warranty registration card which is located in an envelope inside the owner's manual packet. Keep a record of the hull number for future reference.
2. Inspect the boat at the time of delivery to ensure that all systems and components are operating properly.
3. Schedule an appointment with your dealer to go over the pre-delivery engine service record. Sign this record to indicate that it has been explained to you by your dealer.
4. Operate all equipment in accordance with the manufacturer's instructions.
5. Rinker Boat recommends that you refer to your engine warranty for initial inspection and service requirements.

6. Perform or provide for the appropriate periodic maintenance outlined in the owner's manuals and service guides.
7. Schedule ahead of time with your dealer, for your boat's 20 hour check-up .

IMPORTANT: Ensure your dealer checks the engine alignment during the 20 hour check-up. The engine alignment check should be performed in accordance with the recommended procedures as stated by the engine manufacturer in the engine manual. Failure to do so could result in drive train damage not covered by warranty.

OWNER'S LOGS & RECORDS

You have been provided with three very useful forms at the end of this section. The **Boat Data Record** is used to record all of your boats important information as well as the major components installed on your boat. Once you have entered all the data, remove this form from your owner's manual and store in a safe place. **Do not** keep this form aboard your boat.

The purpose of the **Travel Plan Log** is to provide a record of your destination, departure and return times, boat description, passenger list, and other information in regards to your trip expectations. At the bottom of the form is an area for listing emergency telephone numbers in case you encounter trouble underway and your return time has elapsed. There is also an entry area for the person filing this report to the proper authorities (in the event of an emergency) to list their name, location, and telephone number. You should make several copies of this form to use during each boating season.

This form is to be left ashore with a responsible person.

The **Fuel Usage Chart** is a handy way to record information covering engine hours, fuel consumption, miles traveled, as well as RPM, Average MPH, and gallons per hour (GPH).

WARRANTY

You are entitled to all the benefits and services set down in the warranties. If a problem arises with your Rinker boat as a result of workmanship or materials, contact your Rinker Boat dealer as soon as possible. Please have your hull identification number, and necessary model numbers on hand for the items that may need service or repair. Your hull identification number is located below the rub rail on the starboard rear corner of your boat.

Boat Data Record

Rinker Model Name Fiesta Vee 260

Hull Identification Number RNK40970D393

Boats Name (if any) _____

State MA Length 28' Beam 8'6"

Servicing Dealership

Name Billerica Yamaha

Address Riveredge Rd

Phone Number 508 667-1518

Fax Number 508 667-7970

owner Fred Sullivan

Purchase Dealership

Name SAME

Address _____

Phone Number _____

Fax Number _____

Sales Wayne Johnson

Hull Color(s) White

Weight 5625 Dry

Draft (drive down) 35" (drive up) 21"

Freeboard (forward) — (aft) —

Engine(s)

Make Mercruiser Model Name 5.7L Bravo II HP 250 Model No. 4-57B1103S

Oil SAE SAE 25W40 Quarts/Engine(s) 6 Oil Filter Type Mercruiser #14957

Port Serial No. OF073221 Transom Plate Serial No. OF113369

Starboard Serial No. — Transom Plate Serial No. —

Drive Unit(s) Gear Ratio 2.20 R

✓ Port Serial No. OF12540 Starboard Serial No. —

Fuel Tank Capacity 75 Gal. Number of Tanks 1 Fuel Filter Type _____

Freshwater Tank Capacity 35 Gal. Number of Tanks 1

Propeller(s) Manufacturer Mercruiser Diameter Bravo II Pitch 21 P

Generator

Make — Model Name _____ Model No. _____

Serial No. _____ Kilowatts _____

Air Conditioner

Make — Model Name _____ Model No. _____

Serial No. _____ BTU _____

Battery Make _____ Type _____

Radio

Make _____ Type _____ Model No. _____ Serial No. _____

Key Numbers Cabin _____ Glove Box _____ Ignition(s) _____ / _____

Additional Equipment _____

Travel Plan Log

1. **Trip Expectations** Departure date/time _____ From _____
Destination _____ or _____
Expected return date/time _____ and in no event later than _____
2. **Boat Description** Boat name _____ Type _____
Color of: Hull _____ Deck _____ Cabin _____ Trim _____
Registration No. _____ Length _____ Make _____
Other physical characteristics _____
3. **Engine(s)** Type _____ HP _____ Fuel Type _____ Gallons _____
4. **Survival Equipment Onboard** (check all that apply) _____ Anchor _____ Cushions _____ Distress Light
_____ Flares _____ Flash Light _____ Food _____ Life Jackets _____ Mirror _____ Paddles
_____ Raft/Dingy _____ Smoke Signals _____ Water
5. **Radio Onboard** (_____ yes _____ no) Frequencies _____
6. **Additional information** _____

7. **Passengers Aboard** Total number _____
Name _____ Age _____ Sex _____ Phone No. _____
Address _____
Name _____ Age _____ Sex _____ Phone No. _____
Address _____
Name _____ Age _____ Sex _____ Phone No. _____
Address _____
Name _____ Age _____ Sex _____ Phone No. _____
Address _____
Name _____ Age _____ Sex _____ Phone No. _____
Address _____
Note: Use additional sheet for more passengers. Additional sheet attached _____ yes _____ no.
If not returned by _____ call one or more of the following emergency telephone numbers:
Coast Guard _____ Local Authority _____ Rescue Center _____
Name of person filing report _____
Location and Telephone Number _____

Rinker Boat recommends filing a copy of this Travel Plan each time you depart in your boat. Leave the form with a responsible person ashore. A relative, friend, marina manager, or dockmaster.

Fuel Usage Chart

[illegible]



WARRANTY FORM

VALIDATION OF WARRANTY REQUIRES THIS FORM TO BE RETURNED BY SELLING DEALER WITHIN 15 DAYS OF RETAIL BOAT SALE. RETURN TO: RINKER BOAT COMPANY, INC., 207 CHICAGO STREET, SYRACUSE, INDIANA 46567 (envelope provided). CONFIRMATION OF REGISTRATION WILL BE MAILED BY FACTORY DIRECT TO CONSUMER.

Serial Number											
R	N	K									
1	2	3	4	5	6	7	8	9	10	11	12

Rinker Model _____

Color Hull _____

Color Seats _____

Date of Sale _____
MO. DAY YEAR

ENGINE SOLD
WITH BOAT:

(MAKE)

(YEAR)

(H.P.)

STEERING:

- ☐ Tiller
☐ Detmar
☐ Teleflex

LEAVE BLANK

RINKER OFFICE
USE FOR
RECEIPT STAMP

OWNER'S NAME (Print): _____

STREET ADDRESS _____

CITY _____ STATE _____ ZIP _____

X
SIGNATURE OF OWNER

RINKER DEALERSHIP: _____

CITY _____ STATE _____ ZIP _____

X
SIGNATURE OF DEALER OR AUTHORIZED AGENT

We Request Your Cooperation In Providing The Following Information. It Is Not A Requirement of Registration.

Is This Your First Boat? Yes _____ No _____. Have You Previously Owned A Rinker Boat?

Yes _____ No _____. Model: _____

Primary Use _____ Owner's _____
Of Boat _____ Occupation _____ Age _____

LIMITED WARRANTY

RINKER BOAT COMPANY, INC. warrants to the Original Consumer Purchaser each new boat to be free from defects in materials and workmanship for a period of One (1) year under normal conditions and recommended use, with the exception of the hull, which Rinker warrants to be free from structural defects in material and workmanship for a period of Three (3) years.

THIS WARRANTY DOES NOT APPLY TO: (1) equipment or accessories not manufactured by Rinker, whether or not warranted, including but not limited to engines, batteries, steering assembly, outdrives, propellers, and controls; (2) any boat which has been repaired or altered in any way so as to affect its use or operation; (3) Gel-Coat cracking or crazing, blistering, or discoloring; (4) windshield breakage; (5) any upholstery damage including but not limited to tears, punctures, fading, or soiling; (6) any boat which was overpowered according to the U.S. Coast Guard recommended engine horsepower on capacity plate; (7) damage caused to fly wheels, rink gears, starters, oil pans, electrical components, and the basic engine by water in the bilge, whether it be fresh or salt; (8) any boat used for racing, commercial, or rental purposes or any boat subject to misuse, negligence, accident or used in any unauthorized manner; (9) machinery or equipment that is not factory installed. Rinker will remedy defects in materials and workmanship covered by this Limited Warranty provided the defective parts or the entire boat are delivered at Rinker's option, to the local dealership or to Rinker's factory. Rinker will elect to remedy the defect by repair or replacement. Warranty performance will commence within a reasonable time after Rinker's receipt of written notice and will be completed within a reasonable time, subject to the availability of parts and scheduling. All incidental expenses incurred by the owner in obtaining warranty service, including transportation of the boat and postage or delivery charges to and from the dealership or factory, shall be borne by the owner. All expenses incurred by Rinker to remedy the defect will be borne by Rinker. RINKER WILL NOT BE LIABLE FOR HAUL-OUT, LAUNCH, TOWING OR STORAGE CHARGES, INCONVENIENCE, LOSS OF TIME, LOSS OF INCOME, OR ANY OTHER SPECIAL OR CONSEQUENTIAL DAMAGES OF ANY KIND OR NATURE.

Rinker must be notified in writing of any defect within a reasonable time after discovery of the defect and in no event later than thirty (30) days after expiration of the applicable warranty period. No action to enforce this warranty shall be commenced later than six (6) months after expiration of the applicable warranty period.

THIS WARRANTY IS EXPRESSLY IN LIEU OF ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, AND IN LIEU OF ALL OTHER OBLIGATIONS OR LIABILITIES ON THE PART OF RINKER. IMPLIED WARRANTIES, IF ANY, GIVEN BY LAW SHALL BE LIMITED TO THE DURATION OF THIS WRITTEN LIMITED WARRANTY. NO PERSON HAS THE AUTHORITY TO ENLARGE, AMEND, OR MODIFY THIS WARRANTY.

SOME STATES DO NOT ALLOW THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES AND/OR LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS, SO THE ABOVE LIMITATIONS MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE.

To validate this Warranty, the boat registration card must be filled out and returned to the Rinker factory within (15) days of the original purchase. Federal law requires all boat manufacturers to notify first time owners in the event certain defects are discovered or the manufacturer fails to comply with the regulations. The failure of any purchaser to fill out and return the warranty registration card may make it impossible for Rinker to give direct notice to such purchaser.

Due to continuing improvements and changes in product features and options, Rinker reserves the right to make changes at any time, without notice, in specifications, equipment, materials, and to discontinue models, without any obligations to maintain spare parts or to make corresponding changes in products previously manufactured.

Rinker Boat Company, Inc.

207 Chicago Street
Syracuse, IN 46567

0177Q

White — Manufacturer's Copy, Yellow — Owner's Copy, Pink — Dealer's Copy

RB 015-688

Effective 4-1-92

HAZARD COMMUNICATION STATEMENTS

Rinker Boat uses five levels of advisory and cautionary statements throughout your Rinker Boat Owner's Manual to call attention to special information, operating procedures and safety precautions. Statements, set off with a signal word, are to identify the level of significance that it conveys.

Advisory Statements

Advisory statements consist of two levels; **NOTE** and **IMPORTANT**. Advisory statements alert you to conditions that effect equipment operation, maintenance and servicing practices.

A **NOTE** statement is a general advisory statement relating to equipment operation and maintenance procedures. A **NOTE** statement draws attention to information that is of more importance than normal text.

An **IMPORTANT** Statement is an advisory statement or procedure intended to prevent damage to the equipment or associated components. Not adhering to the content of an **IMPORTANT** statement could result in damage to the equipment.

Hazard Seriousness Level

Signal words (**DANGER**, **WARNING** and **CAUTION**) used throughout your Rinker Boat Owner's Manual identify the levels of hazard seriousness. Their selection is based on the likely consequence of human interaction with a hazard in terms of:

1. The degree of severity.
(Minor injury, severe injury, death)
2. The probability of severity.
(WILL result in, COULD result in)

Not following the recommendations contained in any of these statements may result in some form of personal injury. Definitions for

identifying hazard levels with their respective signal words are:

DANGER

DANGER: Immediate hazards that **WILL** result in severe personal injury or death.

WARNING

WARNING: Hazards or unsafe practices that **COULD** result in severe personal injury or death.

CAUTION

CAUTION: Hazards or unsafe practices that **COULD** result in minor personal injury or product or property damage.

RECOMMENDATIONS

Your safety, also the safety of your passengers and your new Rinker Boat, is your responsibility. You should fully understand and become familiar with the following safety precautions before launching your Rinker boat:

- Your boat and equipment should be kept in safe operating condition. Make a practice of inspecting the hull, engine, safety equipment and all boating gear.
- Maximum **CAUTION** should be exercised when fueling your boat. Be aware of the boats fuel tank capacity and fuel consumption for frequently used RPMs.
- Ensure sufficient fuel is on board for anticipated cruising requirements. Keep an adequate reserve of fuel in case your plans change due to weather or other circumstances.

- Be sure that regulation lifesaving and fire extinguishing equipment is on board, noticeable, accessible and in safe operating condition. Your passengers should be familiar with the operation and location of equipment.
- Keep an eye on the weather. Be aware of possible changing conditions by checking local weather reports prior to departure. Strong winds and electrical storms should be monitored closely.
- Accurate updated charts of your boating area should always be on board your boat.
- Prior to departure file a Travel Plan with a responsible person ashore.
- Always operate your boat with care, courtesy and common sense.
- At least one other passenger aboard should be instructed in the basic operating procedures in handling your boat. This is in case you unexpectedly become unable to do so.
- Do not allow passengers to ride on parts of your boat other than designated seating areas.
- All passengers should remain seated while the boat is in motion.
- Do not use the swim platform or boarding ladder while the engine(s) are running.
- Understand and obey the Rules of the Road. Always maintain complete control of your boat.
- Do not overload or improperly load your boat.

The presence of the boat's capacity plate does not override your responsibility to use common sense or sound judgement. The capacity of your boat will be reduced by turbulent water and unfavorable weather conditions. You should have prior knowledge of weather reports and water conditions.

Safe Boating Courses

Your local U.S. Coast Guard Auxiliary and the U.S. Power Squadrons offer comprehensive safe boating classes several times a year. You may contact the Boat/U.S. Foundation at 1-800-336-BOAT (2628), or in Virginia 1-800-245-BOAT (2628). For a course schedule in your area you may also contact your local U.S. Coast Guard Auxiliary or Power Squadron Flotilla for the time and place of their next scheduled class.

Rules of the Road

Your Rinker boat is subject to U.S. Coast Guard-enforced marine traffic laws known as ***"Rules of the Road."*** There are two sets of rules — the United States Inland Navigational Rules and the International Rules. The United States Inland Rules are applicable to all vessels inside the demarcation lines separating inland and international waters. The ***"Rules of the Road"*** can be obtained from your local U.S. Coast Guard Unit or the United States Coast Guard Headquarters (1300 E. Street NW, Washington, D.C. 20226) in the publication titled, ***"Navigational Rules, International-Inland."***

"Aids to Navigation" (U.S. Coast Guard pamphlet #123) explains the significance of various lights and buoys. This and other pamphlets, including the ***"Boating Safety Training Manual,"*** and ***"Federal Requirements For Recreational Boats"*** are also available from the U.S. Coast Guard Headquarters.

Because of proposed alterations in buoys and markers, Rinker Boat advises you to contact the U.S. Coast Guard to stay informed of impending changes. If you have a ship-to-shore radio telephone aboard, heed storm warnings and answer any distress calls. The spoken word ***"MAYDAY"*** is the international signal of distress. ***"MAYDAY"*** **should NEVER be used unless there is present danger — an emergency — and you are in need of immediate assistance.**

Drugs and Alcohol

In the interest of safety, refrain from the use of Drugs and/or Alcohol while operating your boat. Operation of motorized vessels while under the influence carries a significant penalty. The use of Drugs and/or Alcohol will decrease your reaction time, impair your judgement, and inhibit your ability to safely operate your boat.

ONBOARD

Federal law requires you to provide and maintain safety equipment on board your Rinker boat. The items listed here are for your boating safety. Please refer to Federal, State, and Local Laws for a complete list of required equipment.

Personal Flotation Devices (PFDs)

United States Coast Guard approved wearable personal flotation devices of Type I, II, or III must be on board your Rinker Boat. The PFDs must be of a suitable size for each person aboard and shall be in serviceable condition and readily accessible.

- **PFD Type I, Wearable** This PFD has the greatest required buoyancy. Its design allows for turning most unconscious persons in the water from face down position to a vertical or slightly backward position. Type I is most effective for all waters, especially offshore when rescue may be delayed.
- **PFD Type II, Wearable** Type II turns its wearer the same as Type I, but the turning action is not as pronounced as the Type I. The Type II will not turn as many persons under the same conditions as a Type I.
- **PFD Type III, Wearable** Type III allows the wearers to place themselves in a vertical or slightly backward position. Type III has the same buoyancy as a Type II PFD. It has little or no turning ability.

Your Rinker boat also must have one throwable PFD Type IV device on board. The Type IV device can be thrown to a person in the water and grasped and held by the user

until rescued. The design does not allow for it to be worn. The most common Type IV PFDs are a buoyant cushion and/or ring buoy. The throwable Type IV PFD shall be immediately available for use, and in serviceable condition.

Fire Extinguishers

The Fiesta Vee 300 comes equipped with an automatic engine compartment fire extinguishing system. There also must be one U.S. Coast Guard approved hand portable Type B-I fire extinguisher on board and is the responsibility of the owner.

The Fiesta Vee 260 must be equipped with at least two U.S. Coast Guard approved hand portable Type B-I fire extinguishers. If not, then at least one Type B-II approved portable fire extinguisher.

The Fiesta Vee 235 requires at least one U.S. Coast Guard approved hand portable Type B-II fire extinguisher.

All fire extinguishers should be mounted in a readily accessible location away from the engine compartment. All persons on board should know the location and proper operation of the fire extinguishers.

If your fire extinguisher has a charge indicator gauge, cold or hot weather may have an effect on the gauge reading. Consult the instruction manual supplied with the fire extinguisher to determine the accuracy of the gauge.

Visual Distress Signals

Visual Distress Signal equipment is required and may be of the pyrotechnic or non-pyrotechnic type. The regulation requires all recreational boats when used on coastal waters, which includes the Great Lakes, territorial seas and those waters directly connected to the Great Lakes and the territorial seas, up to a point where the waters are less than two miles wide, and the boats owned in the United States when operating on the high seas, to be equipped with visual distress signal equipment.

Pyrotechnic and non-pyrotechnic equipment must be U.S. Coast Guard approved, in serviceable condition and stowed in a readily accessible location. Equipment providing a date for serviceable life, must be within the specified usage date shown.

Pyrotechnic equipment:

Pyrotechnic U.S. Coast Guard approved visual distress signals and associated equipment include:

- Red flares, hand held or aerial
- Orange smoke, hand held or floating
- Launchers for aerial red meteors or parachute flares

Non-pyrotechnic equipment:

- Orange distress flag
- Electric distress light

No single signaling device is ideal under all conditions for all purposes. Consideration should be given to carrying various types of equipment. Careful selection and proper stowage of visual distress equipment is very **IMPORTANT** if young children are frequently aboard.

Horn

The Fiesta Vee 300 and Fiesta Vee 260 must be equipped with a hand or power operated mechanical device that can produce blasts of two-second duration. It must be audible at a distance of at least one mile.

The Fiesta Vee 235 must be equipped with a device that can produce a sound, which can be mouth, hand, or power-operated. It must produce a blast of two-second duration and audible at a distance of at least one-half mile.

Boat Registration

Federal and state laws require that every boat equipped with propulsion machinery of any type must be registered in the main state of usage. Registration numbers and validation stickers must be displayed on the boat according to regulations. The registration certificate must be carried on board when the boat is in use.

Discharge of Oil

The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into or upon the navigable waters of the United States or the waters of the contiguous zone if such discharge causes a film or sheen upon or a discoloration of the surface of the water or causes a sludge or emulsion beneath the surface of the water. Violators are subject to a penalty of \$5,000.00.

Disposal of Plastics & Other Garbage

Plastic refuse dumped in the water can kill fish and marine wildlife, and can foul vessel propellers and cooling water intakes. Other forms of waterborne garbage can litter our beaches and make people sick. Because of this, U.S. Coast Guard regulations completely prohibit the dumping of plastic refuse or other garbage mixed with plastic into the water anywhere, and restrict the dumping of other forms of garbage within specified distances from shore.

ILLEGAL TO DUMP

INSIDE 3 MILES (and in U.S. Lakes, Rivers, Bays and Sounds)

- **PLASTIC**
- **DUNNAGE, LINING AND PACKING MATERIALS THAT FLOAT**
- **ANY GARBAGE EXCEPT DISHWATER/GRAYWATER/FRESH FISH PARTS**

3 TO 12 MILES

- **PLASTIC**
- **DUNNAGE, LINING AND PACKING MATERIALS THAT FLOAT**
- **ANY GARBAGE NOT GROUND TO LESS THAN ONE SQUARE INCH**

12 TO 25 MILES

- **PLASTIC**
- **DUNNAGE, LINING AND PACKING MATERIALS THAT FLOAT**

OUTSIDE 25 MILES

- **PLASTIC**

The U.S. Coast Guard has issued these regulations to implement Annex V of the International Convention for the Prevention of Pollution from Ships, 1973, commonly known as Annex V of the MARPOL (Marine Pollution) Treaty 73/78. They apply to all U.S. vessels wherever they operate (except waters under the exclusive jurisdiction of a State), and foreign vessels operating in U.S. waters out to and including the Exclusive Economic Zone (200 miles).

The regulations require U.S. recreational boaters, if your boat is 26 feet or more in length, to affix one or more USCG Trash Dumping Restrictions placards to your boat. The placard warns against the discharge of plastic and other forms of garbage within the navigable waters of the United States, and specify discharge restrictions beyond the territorial sea (the territorial sea generally ends 3 nautical miles from the seashore). In addition, the placard must contain the warning that a person who violates these requirements is liable to civil (\$25,000) and criminal (imprisonment) penalties. The placard also must note that State and local regulations may further restrict the disposal of garbage.

Operators shall ensure that one or more placards are displayed in prominent locations and in sufficient numbers, so that they can be observed and read by the crew and passengers. These locations might include embarkation points, food service areas, galleys, garbage handling spaces, and common deck spaces frequented by passengers and crew.

Placards may be purchased from local marinas, boat dealers, and marine equipment suppliers.

UNDERWAY

Weather

Storms rarely appear without considerable advance notice. Accurate weather information from meteorological observation and reporting stations is available. Weather bureaus have failures in their predictions or

information gathering equipment. There is no substitute for a strong understanding of what action to take when the weather takes a turn for the worst. Many cruiser clubs fly weather signals. You should learn to recognize these signals, and listen to your local forecasts before leaving port.

Fog

Fog is a result of either warm-surface or cold-surface conditions. You can judge the likelihood of fog formation by periodically measuring the air temperature and dew point temperature. If the spread (difference) between these two temperatures is small you likely will incur a fog situation. Remember the following guidelines:

- As fog sets in take bearings, mark your position on the chart while continuing to log your course and speed.
- Ensure all persons on board have put on their personal floatation devices.
- If equipped with sounding equipment, you should take soundings and match them with soundings on your charts.
- Station a person forward of the boat as a lookout.
- Reduce your speed. From time to time stop engine(s) and listen for other fog signals.
- Sound the horn or fog bell intermittently to warn others.
- If there is any doubt in continuing your boats movement, anchor. Listen for other fog signals while continuing to sound your fog horn or bell.

Storms

The present and forecasted weather conditions are of primary consideration, but a threat of the possibility of storms should always be a concern. Observance of the following information will help in your safety afloat if storms occur:

- Keep a watch on the horizon for approaching storms.

- Turn radio on. Dial in local weather station and monitor forecast.
- The best possible situation is to return to a safe port if time allows.
- Close portals and hatches and secure them. Stow all loose gear below deck and tie-down any gear on deck.
- Reduce speed as the seas build. Ensure all persons on board have put on their personal floatation devices.
- Place a sea anchor out to maintain stern or bow into seas. If there is no sea anchor aboard use a canvas bucket or any object that will offer resistance.
- Radar reflectors (if installed on your boat) should be 18 inches diagonally and placed 12 feet above waterline.

Fire

A fire aboard your boat is a serious emergency, you must work quickly to implement safety procedures. Fire on board a boat requires immediately stopping the engine(s).

- If the fire occurs in the engine compartment, shut off the fuel supply immediately.
- Have all persons on board put on their personal floatation devices.
- If the fire gets out of control, make a distress signal, and call for help on the radio.
- All persons aboard should jump overboard and swim a safe distance away from the burning boat.

IMPORTANT: All persons on board should know the location and proper operation of the fire extinguishers.

Collision

If a serious collision occurs you should first check the condition of persons aboard and

then inspect the boat to figure out the extent of damage.

- Prepare to help the other craft unless your passengers or boat is in danger.
- If the bow of the other boat penetrated your boat's hull, prepare to plug the fracture once the boats are separated.
- Shore up the hole with a spare life jacket or bunk cushion inside your boat.
- While plugging the hole, trim weight to get portion of boat where hole exists out of water during repairs.
- If the extent of damage places your boat in a possible sinking condition have all persons on board put on their personal floatation devices.
- If your boat has a radio, contact (VHF channel 16 or 22 CB radio) the U.S. Coast Guard or other rescue authorities immediately.

Running Aground

If your boat runs aground, check persons on board for injury and inspect damages to the boat or propeller(s). If possible, shift weight of passengers or gear to heel boat while reversing engine(s).

WARNING

WARNING: Do not use deck hardware for grounding or towing. Rinker Boat recommends that you use a commercial towing service if your boat becomes grounded.

Navigational Aid Chart

The following Navigational Aid Chart contains information concerning:

- Whistle Signals
- Storm Warnings
- Bridge Signals
- Buoy description and information

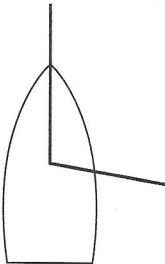
REMEMBER THESE RULES

1. **OVERTAKING - PASSING:** Boat being passed has the right-of-way. **KEEP CLEAR.**
2. **MEETING HEAD ON:** Keep to the right.
3. **CROSSING:** Boat on right has the right-of-way. Slow down and permit boat to pass.

← PORT

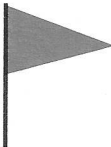
STARBOARD →

Yield
right-of-way
to boats
in your
DANGER
ZONE!




DANGER
ZONE
(Dead ahead
to 2 points
abaft your
starboard
beam)


STORM WARNINGS



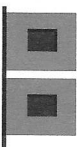
RED FLAG
Small craft
(winds to
33 knots)



2 RED FLAGS
Gale
(winds up to
47 knots)



SQUARE
RED FLAG
BLACK BOX
(Storm)



2 SQUARE
RED FLAGS
BLACK BOX
(Hurricane)

WHISTLE SIGNALS

ONE LONG BLAST: Warning signal
(Coming out of slip)

ONE SHORT BLAST: Pass on my port side


TWO SHORT BLASTS: Pass on my starboard side


THREE SHORT BLASTS: Engine(s) in reverse


FOUR OR MORE BLASTS: Danger signal


BRIDGE SIGNALS

SOUND

VESSEL: Open


BRIDGE: OK



No


VESSEL: Replies:


RADIO: VHF CH. 13



VISUAL

VESSEL: Open

BRIDGE: OK or 

Same

Same

No

LATERAL AIDS AS SEEN ENTERING FROM SEAWARD

<p style="text-align: center;">PORT SIDE ODD NUMBERED AIDS</p> <p>■ GREEN LIGHT ONLY</p> <p>FLASHING </p> <p>OCCULTING </p> <p>QUICK FLASHING </p> <p>ISOPHASE </p> <div style="text-align: center;"> <p>LIGHTED BOUY</p> </div> <div style="text-align: center;"> <p>CAN</p> </div> <div style="text-align: center;"> <p>DAYMARK</p> </div>	<p style="text-align: center;">SAFE WATER MID-CHANNELS OR FAIRWAYS NO NUMBERS — MAY BE LETTERED</p> <p>□ WHITE LIGHT ONLY MORSE CODE</p> <p>Mo (A) □ □ □ □ □ □</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>SPHERICAL</p> </div> <div style="text-align: center;"> <p>MR</p> </div> <div style="text-align: center;"> <p>LIGHTED AND OR SOUND</p> </div> </div> <p style="text-align: center;">PREFERRED CHANNEL NO NUMBERS — MAY BE LETTERED</p> <p>COMPOSITE GROUP FLASHING (2 + 1)</p> <p>□ □ □ □ □ □</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>GR "C" FI (2 + 1)</p> </div> <div style="text-align: center;"> <p>RG "B" FI (2 + 1)</p> </div> </div> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>CAN</p> </div> <div style="text-align: center;"> <p>NUN</p> </div> </div> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>JG</p> </div> <div style="text-align: center;"> <p>JR</p> </div> </div>	<p style="text-align: center;">STARBOARD SIDE EVEN NUMBERED AIDS</p> <p>■ RED LIGHT ONLY</p> <p>FLASHING </p> <p>OCCULTING </p> <p>QUICK FLASHING </p> <p>ISOPHASE </p> <div style="text-align: center;"> <p>LIGHTED BOUY</p> </div> <div style="text-align: center;"> <p>NUN</p> </div> <div style="text-align: center;"> <p>DAYMARK</p> </div>
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Additional Equipment

Rinker Boat recommends additional safety equipment on board to help make your boating experience safer and more enjoyable:

- Anchor and line
- Boat hook
- Bucket & sponge
- Commonly used spare parts
- Compass, navigational charts
- Distress signal kit
- Docking and towing lines
- Engine & Accessories Manuals
- Engine lubricating oil
- Extra keys
- Extra V-belts
- Fenders
- First aid kit
- Flashlight & extra batteries
- Manually operated bilge pump
- Owner's Manual
- Paddle
- Portable plastic fuel can (Recommend seven gallons or less)
- Replacement light bulbs
- Ship-to-shore radio
- Spare fuel & oil filters
- Spare propeller with fastening hardware
- Spare set of spark plugs and ignition parts
- Tool kit

HAZARD COMMUNICATION LABELS

Some or all of the hazard communication labels shown below can be found in various locations onboard your Rinker boat. If your boat is missing any of these labels, notify your Rinker dealer for replacement.

Note: Respective labels are determined by the standard and/or optional equipment that is actually installed onboard your boat upon delivery.

CAUTION

TRIM TABS SHOULD BE USED FOR PORT TO STARBOARD TRIM ADJUSTMENT. EXCESSIVE DOWN TAB MAY RESULT IN POOR HANDLING CHARACTERISTICS. DO NOT RUN TABS DOWN IN FOLLOWING SEA CONDITIONS.

WARNING

Gasoline vapors can explode:

Before starting engine:

- Check engine compartment for gasoline or vapors.
 - Operate blower for 4 minutes.
- Run blower below cruising speed.

WARNING

**GENERATOR AND AIR CONDITIONING
UNITS MUST NOT BE OPERATED IF
THE BOAT'S FORWARD MOTION IS TO
EXCEED IDLE SPEED.**

**RINKER BOAT COMPANY, INC.
SYRACUSE, INDIANA**

**THIS BOAT COMPLIES WITH U.S. COAST GUARD SAFETY
STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION**

**APPLY THE PROPER DECAL TO THE DASHBOARD
OR OTHER APPROPRIATE LOCATION:**

AUDIO WARNING HORN WILL SOUND WHEN:

1. ENGINE OIL PRESSURE IS TOO LOW,
2. ENGINE TEMPERATURE IS TOO HOT, OR
3. DRIVE OIL LEVEL IS TOO LOW.

TO TEST AUDIO WARNING HORN:

1. TURN KEY TO "ON" POSITION (ENGINE OFF)
2. WAIT 7 TO 14 SECONDS FOR HORN TO SOUND.

**FOR MORE INFORMATION, CONSULT YOUR OPERATIONS
AND MAINTENANCE MANUAL.**

**ALL UNITS
EQUIPPED WITH
DRIVE RESERVOIR
HAVING LOW
OIL LEVEL SWITCH**