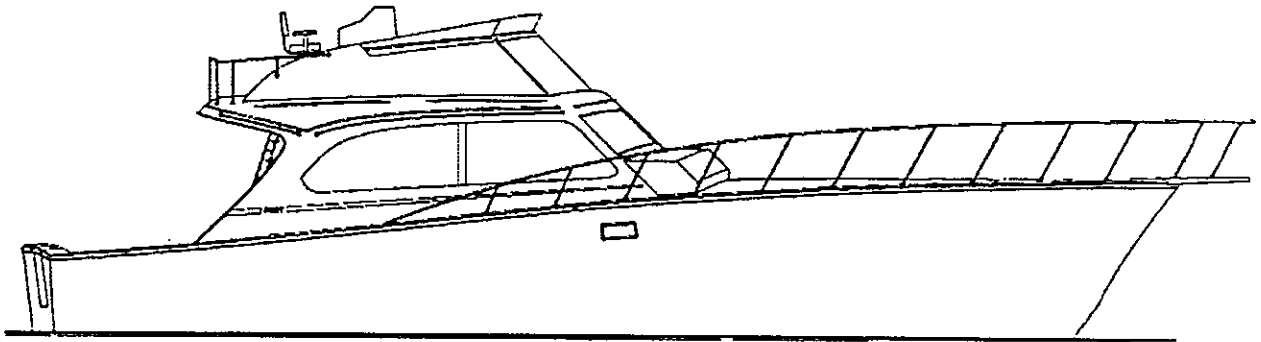


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Nothing in this manual is meant, in any way, to supplement, alter or supplant the ONE YEAR LIMITED WARRANTY set forth in other documents provided to the purchaser. The purchaser is specifically directed to that Warranty document to ascertain the extent and limitations of the warranty provided by POST MARINE COMPANY, INC.

This manual was produced in order to assist the purchaser in the care and maintenance of his or her Post Yacht. The reader is reminded that variations and tolerances exist between different vessels and that specifications may change.

POST MARINE COMPANY, INC. ASSUMES NO LIABILITY AND MAKES NO WARRANTIES CONCERNING THE ACCURACY OF THE CONTENTS OF THIS MANUAL.

The descriptions and illustrations appearing in this manual are not binding. Post Marine Company, Inc. reserves the right to make at any time changes or modifications to the yacht without necessarily bringing this manual up-to-date.

The information, illustrations, and procedures in this manual pertaining to equipment on the yacht (such as engines, generator, etc.) were included in this manual for your convenience. The information contained in the other manufacturer's manuals is the correct information and where this information varies from the information contained in this manual, the information contained in the other manufacturer's manual should be used.

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SECTION 1 BOATING SAFETY / GENERAL INFORMATION

REQUIRED SAFETY EQUIPMENT

The U.S. Coast Guard requires that every boat has specific equipment on board. There are also local agencies which require additional equipment, so find out if your local regulations require more equipment than the list of Coast Guard requirements below. Refer to the U.S. Coast Guard's publication "Navigational Rules, International-Inland" and "Federal Requirements for Recreational Boats" for details about required safety equipment. As the boat owner, you are responsible for supplying all required safety equipment.

FIRE EXTINGUISHER

Your yacht is equipped with an automatic/manual fire extinguisher system in the engine compartment. In addition, you must be equipped with at least one B-I type or two B-II type hand portable fire extinguishes that are approved for marine use. They should be classified to extinguish Type B (gasoline, oil, or grease) fires. Your fire extinguishes should be easily accessible, and each passenger should be aware of its location. The fire extinguishes should be checked at least once a year to make sure it is fully charged.

CLASSIFICATION OF FIRES

For all practical purposes there are three general classes of fire that may be encountered onboard. These are :

Class A Fires

Fires in ordinary combustible material such as wood, cloth, paper, rubber, and many plastics. The most effective extinguishing agent for this class of fire is water (a bucket of water or a wash down hose can be used). The next most effective is a Class ABC portable dry chemical extinguisher followed by a portable Halon 1211 Extinguisher.

Class B Fires

Fires in flammable liquids, diesel fuel, greases, oil base paints, lacquers, and flammable gases. The portable dry chemical extinguishes, or the manual/automatic fire extinguisher system (engine compartment only) should be used on this class of fire. Water should never be used as it will only "scatter" the fire.

Class C Fires

Fires involving energized electrical equipment where the electrical non-conductivity of the extinguishing media is of prime importance. The portable dry chemical extinguishes, or the manual/automatic fire extinguisher system (engine compartment) should be used on this class of fire. Water should never be used on energized equipment due to the electrical shock hazard. When electrical equipment is de-energized, extinguishes for Class A or Class B fires may be used safely.

CAUTION



Have the fire extinguishes replaced as soon as possible. Fire extinguishes cannot be re-charged.

REQUIRED SAFETY EQUIPMENT (Continued)

PERSONAL FLOTATION

Each passenger must have a U.S. Coast Guard approved personal flotation device. They should be stored where they can be reached easily and quickly. These flotation devices must be in good condition and the appropriate size for the intended wearer. Small children and non-swimmers should wear their flotation devices at all times. Also, the boat is required to carry an approved type 4 throwable flotation device, such as a ring buoy or boat cushion.

HORN

Your yacht is equipped with a horn capable of making an efficient sound signal.

VISUAL DISTRESS SIGNALS

Coast Guard approved visual distress signals are required when operating in U.S. waters and on the high seas. The visual distress equipment must be in serviceable condition and stowed in a readily accessible location. Everyone on board should be made aware of the location. Coast Guard approved visual distress signals and equipment include:

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

The following is information on handling Visual Distress Signals (VDS) taken from the Coast Guard Boating Safety Circular 54.

All recreational boats used on coastal waters and the high seas must carry Visual Distress Signals (VDS). The proper storage, handling and disposal of pyrotechnic Aerial and hand-held) VDS devices is important. Devices that are damaged or wet will not perform in the manner the manufacturer intends.

STORAGE

Store pyrotechnic VDS devices in a cool, dry place protected from rain, spray and high humidity if possible. The law requires that they be "readily accessible," where the boat operator can reach them quickly and safely for use under all conditions.

Boat operators who frequently carry young children should be particularly careful in selecting a safe storage area and in purchasing devices that are packaged in a tough material and that are not easily ignited should they fall into the hands of children. *Make sure adults know how to use them and children can't reach them.*

Take care to prevent puncturing or otherwise damaging the covering of a pyrotechnic VDS device.

SECTION1 BOATING SAFETY / GENERAL INFORMATION

VISUAL DISTRESS SIGNALS (Continued)

HANDLING

Hand-held pyrotechnic devices, such as flares and smoke signals, may expel ash and slag as they burn. Even though these particles burn quickly, they can cause painful burns or ignite materials that burn easily. The flare itself is very hot and can start a fire if it is dropped. Therefore, when they are ignited, these devices should be held over the side of the boat, so that hot slag cannot burn the person who holds the device or damage the boat.

Aerial devices that are pistol launched or hand-held parachute flares and meteors have many characteristics of a firearm and must be handled with the same caution and respect. Also, no aerial pyrotechnic device should be fired straight up or in such a direction that it may land on the boat in distress, another boat or on land and cause a fire.

Pistol-launched devices may require special ammunition unique to the particular pistol launcher. Some pistol manufacturers caution against the use of another manufacturer's ammunition.

Some aerosol oils used as preservatives are reported to cause the primer in some ammunition to fail to fire because it attacks the mercuric fulminate in the shells. Petroleum jelly is preferable.

DISPOSAL

Coast Guard approved pyrotechnic VDS devices carry an expiration date that cannot exceed 42 months from the date of manufacture. The Coast Guard recommends their disposal after such time has passed, however, if they are in good condition (packaging and devices), they may be kept onboard to supplement the required number of approved devices that have not expired.

Hand-held pyrotechnic devices that have expired or are no longer in serviceable condition may be set off if local regulations do not prohibit it, just not on or near the water. In jurisdictions where it is illegal to burn expired and unserviceable devices, the packages should be opened so the material is exposed and then dropped in a bucket of water for 24 hours. This will inert the material in any such device and then it can be buried.

AERIAL DEVICES SHOULD NOT BE FIRED OFF ANYWHERE AS A MEANS OF DISPOSAL!

LIGHTING

Your boat is equipped with running and navigation lights that meet the latest requirements for inland and international waters. The navigation lights should be on when operating the boat between one-half hour before dusk and on-half hour after dawn.

ADDITIONAL INFORMATION

For more information on Coast Guard required safety equipment refer to the U.S. Coast Guard publication CG-290 or call the U.S. Coast Guard Boating Safety Hotline at 800-368-5647.

ADDITIONAL RECOMMENDED EQUIPMENT

In addition to the required safety equipment, we also recommend the following:

- VHF radio
- Anchor with chain and line
- Sea anchor
- Spotlight or flashlight
- Navigational charts of the area
- Mooring lines (2)
- Towline
- Drinking water and food
- First air kit
- Compass
- Boathook

SUGGESTED BOATING CLASSES AND READING MATERIALS

Like a car, boats must be operated according to safety rules and traffic regulations. Although we included some basic tips on boating in this manual, a thorough review of the safety rules and regulation for boating is beyond the scope of this manual.

We strongly support the work of the United States Coast Guard Auxiliary and the United States Power Squadrons. If you are new to boating, we urge you to avail yourself of the opportunity to attend the instruction classes sponsored by these fine organizations. In addition, we recommend that you read the following:

Piloting, Seamanship and Small boat Handling
(Chapman)

Motor Boating and Sailing
Post Office Box 2319 - F.D.R. Station
New York, NY 10022

The Complete Book of Maintenance and Repair
Dave Kendall
Doubleday & Co.
Garden City, NY 11530

Boatmans Handbook by Tom Bottomly
Motor Boating and Sailing
Post Office Box 2319 - F.D.R. Station
New York, NY 10022

Pleasure Boating and Seamanship
U.S. Coast Guard Auxiliary
306 Wilson Road Oaklands

For information on free boating courses in your area call the Boating Education Hotline 1-800-336-BOAT (1618).

SECTION 1 BOATING SAFETY / GENERAL INFORMATION

GENERAL SAFETY PRECAUTIONS

The following tips will add to your boating safety and pleasure:

WHILE OPERATING BOAT

1. Before operating your boat, study all Operating and Maintenance Manuals for the boat. Make sure you thoroughly understand how to operate the boat and all the systems. Proper operation and maintenance will result in operator and passenger safety, optimum performance, and longevity of your boat.
2. Be sure each person who operates the boat is properly instructed in its safe operation and is aware of the fundamentals of operating your boat in case of an emergency.
3. Make sure everyone onboard knows where the personal flotation devices are located and how to use them.
4. Make sure everyone onboard knows where the visual distress signals devices and fire extinguishes are located and how to use them and the automatic/manual fire extinguisher system.
5. Fill out a float plan (see form on page 1-17) and leave it with a responsible person. This is valuable information needed in case of a mishap and you do not return on time. It is your responsibility to let this person know you have returned.
6. Watch the weather. If you are caught in a storm, reduce speed and head into the wind/waves. Head for the nearest shelter.
7. When venturing into unknown waters, consult with people familiar with the boat area. Obtain a chart for new areas whenever possible.
8. Always keep the engine, generator, steering gear, etc. clean, properly serviced and maintained. Make sure batteries are kept charged.
9. Recommend boat shoes or tennis shoes to your passengers rather than street shoes or bare feet.
10. Keep your boat speed under control. Respect for other boaters and those on shore is common courtesy. In addition, the operator is responsible for any injury or damage caused by the boat's wake. Your wake could swamp or damage a smaller craft and endanger its passengers. Stay alert to areas having signs posted "No Wake Zone".



WARNING

Speed must be adjusted to suit sea conditions according to accepted principles of good seamanship for the safety of personnel and to prevent possible damage to the yacht and its contents. When operating at high speed or in rough seas, personnel should remain seated and braced at all times.

11. While under way, make sure passengers are riding in safe positions. Make sure passengers use the handhold and rails while moving around the boat.

GENERAL SAFETY PRECAUTIONS (Continued)

WHILE OPERATING BOAT (Continued)

12. Never operate or allow anyone to operate your boat while under the influence of drugs or alcohol.
13. Raise and lower your arms repeatedly if you are having trouble. Other signals include waiving a shirt tied to a pole, repeatedly sounding your horn, flying your boat's ensign upside down, and lighting flares.
14. Be very careful when fueling your boat. Make sure you have enough fuel on board for anticipated cruising requirements.
15. Observe all safety placards as shown below.

WHILE WORKING ON BOAT

1. When working on engine or generator, keep immediate area free of all bystanders.
2. Observe all safety regulations for the safe handling of fuel. Do not fill tank while engine is running. While filling the tank keep heat, sparks, and open flame away. Do not smoke. Keep all doors, hatches, etc. closed. Carefully clean up any spilled fuel immediately.
3. Never put maintenance fluids in glass jars. Do not keep oil rags on the boat.
4. Keep clear of all rotating parts on the engines and generator. Never operate the engines or generator with any guard removed. Keep hands and loose clothing away from moving parts. Do not wear jewelry while working near engines or generator. If you have long hair, tie it back.
5. Shut off the engine and/or generator and remove battery cables (to avoid accidental starting) before working on any part of the engine or generator.
6. Always allow sufficient time for engine or generator to cool down before working on them. Never touch hot exhaust manifolds, exhaust pipes, etc.
7. Never smoke while servicing batteries. Hydrogen gas given off during charging is explosive. Connect batteries correctly. A direct short across battery terminals can cause an explosion. Connect the ground lead last.
8. Do not attempt repairs or maintenance you do not understand or have the proper tools for. Have the repair or maintenance performed by your dealer or another dependable service center.
9. Remove all tools, electrical cords, and other loose items from the engine and generator before starting.
10. Always make sure the exhaust system on the engines and generator is gas tight.
11. Be sure your onboard spares are in good condition. Always replace any part removed from the spare parts kit. Use only U.S. Coast Guard approved parts or parts that are certified for marine use.
12. Be careful while working around the Bonding System. Do not damage the bonding wires. refer to Chapter 3 Description for additional information.

SECTION 1 BOATING SAFETY / GENERAL INFORMATION

GENERAL SAFETY PRECAUTIONS (Continued)

CARBON MONOXIDE

The operation, mooring, and anchoring in an area containing other boats may be in an atmosphere containing CO that is not of the operator's marking. An operator, likewise, needs to be aware of the effect of his actions on other boats. Of prime concern is the operation of an auxiliary generator with boats moored along side each other. Be aware that the operation of other vessel's equipment may affect the carbon monoxide concentration on your vessel.



WARNING

Exhaust gases contain carbon monoxide (CO), an odorless and colorless gas. Carbon monoxide is poisonous and can cause unconsciousness and death. Symptoms of carbon monoxide poisoning can include:

Dizziness

Nausea

Headache

Weakness and sleepiness

Throbbing in temples

Muscular twitching

Vomiting

Inability to think coherently

IF YOU OR ANYONE ELSE EXPERIENCE ANY OF THESE SYMPTOMS, GET OUT INTO THE FRESH AIR IMMEDIATELY. If symptoms persist, seek medical attention.

Carbon monoxide can accumulate in cabins and under canvas. If your boat is equipped with canvas that encloses the aft cockpit and the propulsion equipment, do not operate the boat with this canvas closed.

WEATHER

Although storms can come up without advance notice, in most cases there are indications of an approaching storm. Check the weather forecast before you leave the dock. Since weather conditions can change rapidly, you should monitor the weather station on your marine radio, if equipped, or be sure to keep a portable radio onboard and turned to a station with frequent weather reports. Some areas fly weather signals. Learn to recognize these signals.

If you are caught in a storm, take these precautions:

- Have all personnel onboard put on their personal flotation devices.
- Close all 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.

FOG

If you get caught in a fog, remember the following guidelines:

- If you have charts on board, take your bearings as fog sets in, mark your position, and continue to log your course and speed. If you do not have the proper charts, head for shore at the first sign of fog.
- Have all persons on board put on their personal floatation devices.
- If you have sounding equipment, take soundings regularly and match them with depths shown on the charts.
- Reduce your speed. Occasionally stop the engines and listen for other fog signals.
- Sound your horn intermittently to warn others of your position.

SWIMMING

The propellers on your boat are dangerous while turning and can pull a swimmer into them and severely injure or kill the swimmer. Before letting anyone swim near your boat, shut down the engines. Make sure all swimmers are warned to stay clear of all underwater gear whether or not the boat is in operation.

MAN OVERBOARD

If a person should fall overboard, quick action can avert a tragedy. As soon as a man overboard situation is noted, throw a life ring or buoyant object to the person. When retrieving the person, be very careful of the propellers. If possible, shut down the engines while the person is re-entering the boat.

LIFE RAFTS

The American Boat and Yacht Council recommends Type II life rafts on boats cruising medium distances offshore and on large lakes and bays which require a high degree of self sufficiency. It is specified that the raft shall accommodate all persons aboard. Type II inflatable life rafts contain at least two separate air chambers, which may be in one tube, and self-erecting canopy.

Type III life rafts are recommended for boats cruising medium distances offshore, on protected waters or along the seashore, where self-sufficiency is unnecessary.

Check the life rafts regularly for deterioration. Refer to the manufacturer's information for specific maintenance and operation.

ACCIDENT REPORTING

Federal regulations require boat operators, that are involved in an accident, to submit a written report within 48 hours, if a person disappears, dies within 24 hours, or requires medical attention. If property damage exceeds \$500, the report must be submitted within 10 days. In the event of death or disappearance, notification is required immediately. These reports can be submitted to the State Boating Law Administrator. Forms can be obtained through USCG, harbor patrol offices, sheriff and police stations.

SECTION 1 BOATING SAFETY / GENERAL INFORMATION

FIRE PREVENTION

Spontaneous combustion can occur on boats when ventilation is not adequate to dispel fumes. Oily or paint saturated rags left in an unventilated area have been known to cause spontaneous fires. Never store any combustibles such as paint or oily rags in the engine compartment. Do not store flammable cleaning fluids on board. Make sure below deck areas are kept clean. Immediately clean up any fuel and oil spill. Discard oily rags on shore.

Make sure all fire extinguishes are maintained properly and are ready for an emergency. Make sure everyone onboard knows where they are and how to operate them.

It is important to have a "fire fighting plan" developed so that in the event of an onboard fire, designated personnel know how to respond. The first minute or so after a fire occurs is critical in achieving success. Just as you would do in a building, hold fire fighting drills.

Also, a "fire evacuation plan" should be developed to ensure that all personnel (other than those designated to fight the fire), are moved to on-deck areas immediately upon the detection of a fire. In case of a need to abandon ship, make sure everyone knows about the location and use of emergency equipment such as life jackets, visual distress signals, first aid kits, life raft, etc. Help from other vessels, the Coast Guard, etc. should be summoned at once.

RADAR REFLECTOR

A radar reflector is essential for detection of your boat by larger vessels. It must be positioned high on the boat. A simple large metal pan can be used in an emergency. Commercial radar reflectors are available and are much less cumbersome and specifically designed for the purpose.

REGISTRATION NUMBERS

Federal and state laws require that a power boat be registered in the state where it is principally used. Both registration numbers and validation stickers must be displayed according to the regulations, and the registration certificate must be carried on board. The boat's serial number, required on the registration form, is found on the upper right hand corner of the transom.

SUGGESTED TOOLS, MATERIALS, AND SPARE PARTS

In addition to the safety equipment listed above, we suggest that the following tools, materials, and spare parts be carried onboard.

TOOLS

Adjustable wrench

Multi-bladed knife

Screwdrivers (slotted & Phillips)

Needlenose pliers

Box end wrench set

Tubing wrenches

Hammer

Extra batteries for flashlight

Vise grips

SUGGESTED TOOLS, MATERIALS, AND SPARE PARTS (Continued)

MATERIALS

Plastic marine tape	Hydraulic fluid
Electrical tape	Roll of flexible wire
Spare fuses	

SPARE PARTS

Spare propeller and hardware	Water pump impeller
Engine belts	

GENERAL INFORMATION ON BOAT HANDLING

The best method of learning how to handle your Post yacht and obtaining the best performance from the yacht is to practice and experiment. After several hours of operation, you should experiment with throttle settings to discover the setting that will be the most comfortable and economical range for your particular loading conditions.

We suggest that you make a speed/RPM chart in order to obtain the most economical operation. Operate the boat at various speeds and check the fuel consumption. Determine the amount of operating time remaining when the fuel gauge drops into the red band. Make a log of this type of information and have it available when operating your yacht.

In addition, you may want to determine the following:

- Minimum speed for effective steering.
- Turning radius at different speeds.
- Response to steering at low speeds.
- Acceleration and deceleration rates.
- Time and distance to bring the boat to a stop at different speeds.
- Control of the boat using both engines (transmissions) and rudder in close quarters.

Twin screw boats are easy to maneuver. The boat will run ahead or backward in a straight line when both engines are working together at the same speed. During backing, the rudders can be used to steer to port as well as starboard. Most close-in maneuvering is accomplished without using the rudders.

Moving ahead on one engine will cause the bow to swing away from the running engine side and to move forward at the same time. Backing up with one engine will cause the bow to swing toward the running engine side and the boat to move backward.

Since rudders need water velocity across them for effective action, it is important to use the engines for maneuvering at low speed. When leaving the dock the engines can be used to get the yacht moving in the right direction as shown.

A tight turn to starboard can be made by putting the port engine in forward at idle speed and the starboard engine in reverse. Operate at idle speed only.

SECTION 1 BOATING SAFETY / GENERAL INFORMATION

GENERAL INFORMATION ON BOAT HANDLING (Continued)

A tight turn to port can be made by putting the starboard engine in forward and the port engine in reverse. Operate at idle speed only.



CAUTION

When operating with one engine shut down, be careful to avoid any situation where water can enter the dead engine through its exhaust. Water entering an engine can cause serious damage.

Running both engines in the same direction at different speeds will cause the boat to move in the direction dictated by the faster engine but its influence will be modified by the slower engine.

You should always keep both engines running when underway. If it is necessary to shut down an engine, be very careful when slowing down, backing up, or running in a following sea. These situations are conducive to allowing water in the exhaust system.

BOAT SPEED

Boat speed is dependent on many factors and cannot be guaranteed. These factors will vary with differing conditions. Some of the factors are:

ENGINE EFFICIENCY

Engines operate most efficiently at the RPM stated in the Engine Operating Manuals. Efficiency will decrease if normal care and maintenance is not performed. If the engines are neglected, power will drop and speed will decrease. In addition, expensive repairs may become necessary. Be sure to follow all instructions in this manual as well as the Engine Operating Manual.

WEATHER CONDITIONS

Weather conditions affect engine performance. An increase in engine room temperature from 90°F to 130°F could result in a 4 percent decrease in horsepower. Barometric pressure and humidity both influence horsepower too. The cumulative effect of the weather alone could amount to a ten percent (10%) loss in horsepower on some hot days.

EXTRA LOAD

The extra load resulting from personal equipment and gear and passengers being added to the yacht may result in a decrease in speed. The extra load could be water in the bilge. A barrel of water weighs over 400 pounds. This additional weight will reduce boat speed and when added to other extra loads, may result in a significant reduction in performance. Keep the bilges dry to eliminate the extra load.

MARINE GROWTH

Growth on the bottom of the yacht will increase resistance and decrease speed. This will also increase fuel consumption. Keep the bottom clean.

BOAT SPEED (Continued)

DAMAGED UNDERWATER GEAR

Damage to the propeller, shafts, or struts could result in loss of speed and performance. This will also result in excessive vibration which can damage the boat, engines and other components. If the underwater gear is damaged, avoid operation of the yacht and have it repaired as soon as possible.

The condition of your propeller is a major influence on the performance of your yacht. Your yacht is equipped with the best size propeller for normal conditions. If you have unusual uses or weight conditions, you may require different propellers for different applications. It is advisable to keep an extra propeller on board. A damaged propeller can affect your yacht's top speed, cause vibrations or a sudden drop in RPM's, or increase fuel consumption.

DISCHARGE REGULATIONS

The U.S. Coast Guard requires your yacht display one or more placards in prominent locations, so that they can be read by the crew and passengers. The placard must include the following information:

1. The discharge of plastic or garbage mixed with plastic into any water is prohibited.
2. The discharge of all garbage is prohibited in the navigable waters of the United States and in all other water within three nautical miles of the nearest land.
3. The discharge of dunnage, lining, or packing materials that float is prohibited within 25 nautical miles of the nearest land.
4. Other unground garbage may be discharged beyond 12 nautical miles from the nearest land.
5. Other garbage ground to less than one inch may be discharged beyond three nautical miles of the nearest land.
6. A person who violates the above requirements is liable for a civil penalty of up to \$25,000, a fine of up to \$50,000, and imprisonment for up to five years for each violation.
7. Regional, state, and local restrictions on garbage discharge may also apply.

Each placard must be at least nine inches wide and four inches high, made of a durable material, and printed with letters that are at least 1/8 of an inch in height. If the placards on your yacht are damaged or lost, contact your Post dealer for replacement placards.



CAUTION

Dumping raw sewage is illegal in the United States inland and coastal water. It may be done when in international ocean waters.

SECTION 1 BOATING SAFETY / GENERAL INFORMATION

TOWING OR BEING TOWED

Post Marine does not recommend that your yacht be used to tow another vessel. The yacht is not designed for towing and doing so could result in damage to the yacht and injury to personnel.



WARNING

When under tow, the tow lines will be under stress. If a tow line should break, it could snap-back and injure personnel.

If your yacht requires towing, Post Marine recommends that you obtain the service of a licensed, professional towing service. If it is necessary to have your yacht towed by another vessel, observe the following:

The tow line should be formed as a bridle by passing the line completely around the hull. Pad the line wherever it comes into contact with the yacht to prevent chafing. The tow line should be a minimum of twice the length of the towing boat, the longer the better. Do not use deck hardware or cleats for towing.



CAUTION

Do not use deck hardware for towing. The stress may exceed the strength of the hardware and cause damage to the yacht as well as create a hazard.

The towed boat should always have someone at the wheel, since the boat may swing off course. Watch the action of the towing boat, if she slows down try to turn astern to avoid hitting her stern. Start the tow off slowly. A steady pull at a moderate speed should be used during the tow. It is important to keep the slack out of the propeller area.

Keep everyone on both boats clear of the tow line. It can break and fly in either direction and cause injury. Always watch the tow line.

GROUNDING

Your Post Marine 42 draws 4'; the 47 draws 4' 4". If your yacht becomes grounded, and a propeller is in mud or sand, do not try to power off. The mud or sand could cause damage to your underwater gear. Try to float your boat off by moving passengers or heavy objects from the point the boat is grounded. Once the yacht is re-floated, use the boathook to push the boat clear.

When boating in salt water keep in mind the changing of the tide. If you become grounded on an incoming tide, you can wait until the tide is high enough to re-float your boat. If you are grounded on an outgoing tide, you may have to act quickly to re-float your yacht.

If you cannot re-float your yacht, set an anchor out to keep the yacht from becoming driven further aground. Set the anchor to counter the action of the wind or current. The anchor can also be used to pull the yacht free.

Many inland areas have rocks and stumps which could crack or puncture a fiberglass hull. Be sure you know the area your boating in, remember, care should be taken in shallow water.

ANCHORING

The size of your yacht and the type of lake, sea, or river bottom in your boating area should determine the size and type of anchor. The anchor rode length should be 4 to 7 times the depth of the water. Increase this length in strong winds and currents.

A 3 to 4 foot length of chain between the anchor and the anchor rode will help to prevent the line from chafing on rough obstacles and will also help hold the anchor flukes down for more secure anchoring.

To anchor, head the yacht into the wind or current to stop the forward motion. Make sure your anchor line is secured and runs under the bow rail. Lower the anchor line slowly as the wind or current forces the yacht backward. Reverse engines if necessary. Before stopping engines, to make sure anchor is set or dragging, take a gradual strain off the rode then pull firmly.

Even while anchored, your yacht will swing with the wind, so do not anchor close to other boats or objects. In addition, remember that it is illegal to tie your yacht to navigational aids, such as buoys and markers.

To retrieve the anchor, slowly drive the yacht to the point directly above the anchor. Pull upward on the anchor line until the anchor is retrieved. If the anchor is difficult to breakout, tie off the anchor line while directly over the anchor and slowly motor forward to break the anchor out..

WARNING



Never anchor off the stern of the boat, especially in strong winds or currents. The weight of the stern and flat surface to the seas can easily cause water to enter over the transom and swamp the boat.

If a windlass is installed, use extreme caution when using the anchor windlass. Keep all body parts, particularly hands and feet away from the windlass while it is in operation. Do not use the windlass to pull the boat to the anchor nor to break the anchor out of the bottom. Attach the rode to a cleat and use the boat.

SECTION 1 BOAT SAFETY / GENERAL INFORMATION

MAINTENANCE ACCESS

Your Post Marine yacht has been designed to provide good access to components requiring maintenance. This access to components located in the bilge is provided by lifting hatches in various areas of the yacht.

THRU-HULL FITTINGS

Normally, either a thru-hull fitting is mounted where it can be seen without moving anything or it is under a bilge deck with a small hatch directly above it.

CHAIN LOCKER

Access to the chain locker is obtained through the forward bulkhead in the forward stateroom.

ACCESS HATCHES

Access hatches in the cabin and staterooms deck provide access to various components as follows:

Forward Bilge Pump - Forward stateroom

Shower Sump - Passageway

Toilet Thru-Hull Valve and Waste Manifold - Passageway

Water Tanks Drain Hose - Under cockpit

Holding Tank Drain Valve - In bilge forward of steps on Post 42; in bilge in master stateroom on Post 47

MASTER CONTROL PANEL

The Master Control Panel is located in the Salon on the aft starboard side.

ENGINE COMPARTMENT

The engine compartment is accessible by raising the hatch in the cockpit in front of the cabin entrance.

BOAT RECORD

The Boat Record is provided to record information about the yacht and its components. This record should be filled out by the selling Dealer at the time of delivery.

GENERAL SPECIFICATIONS

	Post 42	Post 47
	U.S.(Metric)	U.S.(Metric)
Length Overall	42'10" (13.06 M)	46'9" (14.25 M)
Beam	15'9" (4.80 M)	15'9" (4.80 M)
Draft	4'0" (1.22 M)	4'4" (1.32 M)
Freeboard Forward	6'4" (1.93 M)	6'4" (1.93 M)
Freeboard Aft	3'3" (0.99 M)	3'3" (0.99 M)
Height - Waterline to top of flybridge console	13'8" (4.17 M)	13'8" (4.17 M)
Waterline to top of hardtop	16'11" (5.16 M)	16'11" (5.16 M)
Gross Weight	42,996 lbs. (19,580 kg)	49,668 lbs. (22,549 kg)
Fuel Capacity	520 gal. (1,968.2 L)	635 gal. (2,403.5 L)
Fresh Water Capacity	120 gal. (454.2 L)	120 gal. (454.2 L)

Owner's Name _____ Phone _____

Address _____

Dealer _____ Phone _____

Address _____

Boat Name _____ Hull Number* _____

Delivery Date _____ Registration No. _____

ENGINE AND TRANSMISSION

Engine Mfr _____ Model _____

Serial No.: Port _____ Starboard _____

Transmission Model/Maker _____

Serial No.: Port _____ Starboard _____

Anti-Freeze Type/Maker _____ Lube Oil Capacity _____

Lube Filter - First _____ Second _____

Fuel Filter - First _____ Second _____

Replacement Element - Oil _____ Fuel _____

Transmission Oil Type _____

FLOAT PLAN

Below is a float plan form which can be copied and used for each trip you may take. This form should be completed and left with a reliable person who can be depended upon to notify the proper authorities should you not return as scheduled. Do not file the float plan with the Coast Guard or other authorities. They do not have the capability to keep track of the plan. Be sure to notify the person with your float plan of any changes in the plan and when you return to prevent false alarms about your safety.

Name of operator _____ Age _____

Address _____

Phone No. _____

Boat Make _____ Model _____

Length _____ Hull color _____ Deck color _____

Registration No. _____ Home Port _____

Radio Frequencies _____ Equipment on board, _____

Fuel Capacity _____ Water Capacity _____

Distinguishing features _____

Departed from _____

Date _____ Time _____

Destination _____

Stops _____

Estimated time of arrival: Date _____ Time _____

Name, age, addresses and phone number of other persons on board



SECTION 2 SYSTEMS DESCRIPTION

GENERAL

The information contained in this manual pertains to both the Post 42 and Post 47 models. The illustrations used may be from one model or the other and except where necessary are typical for both models. Some of the systems and components in this manual may be standard on one model and optional on the other or may be optional for both models.

ENGINES AND TRANSMISSIONS

GENERAL

This manual does not provide details on the engines. Necessary information concerning the engines is in the Operation and Maintenance Manual for the engines which has been supplied by the engine manufacturer. You are urged to familiarize yourself with it. The life and performance you receive from your engine depends greatly upon the way it is cared for. Following a good maintenance schedule will result in many hours of pleasurable boating.

Your Post yacht is equipped with two Detroit Diesel (Post 47) or Volvo Penta (Post 42) engines. The engines are battery started through remote controls. Mounted on each engine is an alternator that maintains the charge of the batteries. The engines are electronically controlled and require constant electrical power.

The engines are located below the floor of the main cabin. Access to the engines for daily inspection is obtained through an access hatch in the cockpit.

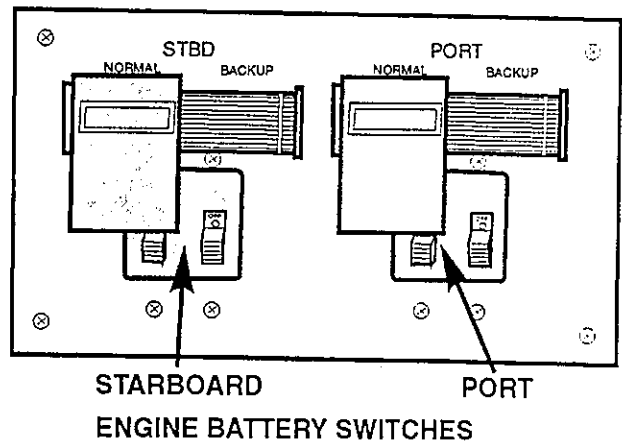


Figure 2-1 Volvo Engine Battery Switches

ENGINE ALARM SYSTEM

Each engine is protected by an alarm system. The alarm system checks the engine oil pressure, water temperature and engine water level. Should the temperature exceed a set limit, water level drop below a set limit, or if oil pressure drops below a set limit, the alarm system will indicate a problem. On Detroit Diesel DDEC engine the system will set a fault code and sound a beeper. On Volvo engine, the system will sound a buzzer.

The alarm system will activate when first starting the engine and then stop when proper engine oil pressure has been reached. This provides the operator with an indication that the engine alarm system is operating.

If the system activates at any time other than starting or if the warning does not go off after the engine starts, immediately shut down the engines. Check the engines and determine the cause for the alarm. Have the cause corrected before restarting the engine.

See Figure 2-10 The exhaust system has a separate audible / visual alarm system for high exhaust temperature. If the alarm system activates, shut down the engine and determine the cause for the alarm.

CAUTION



Operating the engine after the alarm system indicates a problem can cause extensive damage to the engine. Make sure the cause of the alarm is corrected before restarting engines.

CONTROLS

Ignition And Start Switches

See Figure 2-2. Power to the engine controls is supplied from the battery switches located on the overhead of the aft engine compartment.

See Figure 2-3. Power to the IGNITION switches on the bridge is controlled by the IGNITION CONTROLS breaker switches marked IGNITION PORT and IGNITION STBD in the Master Control Panel.

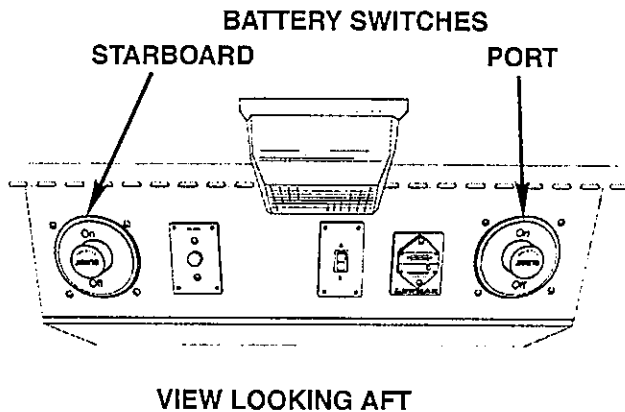


Figure 2-2 Battery Switches

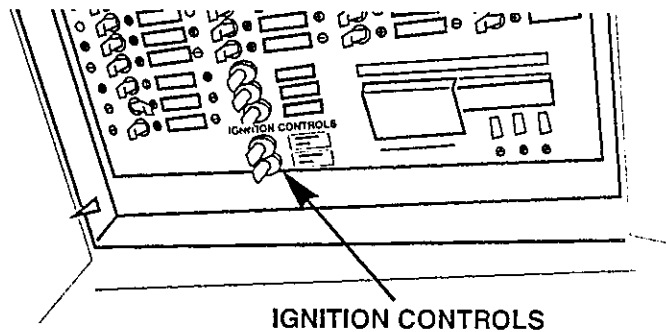


Figure 2-3 Master Control Panel

Post 47

See Figure 2-4. The power supply to each engine START switch is controlled by the IGNITION switch on the bridge switch panel. To turn the ignition on rotate the switch to the right. With the NAV/ANCHOR switch on, an indicator in the top of the switch knob will light when the switch is on. Do not leave the IGNITION switch on when the engines are not running.

CAUTION



Leaving the IGNITION switch on when the engine is not running will cause the hour-meter to run and buzzer alarms to go off.

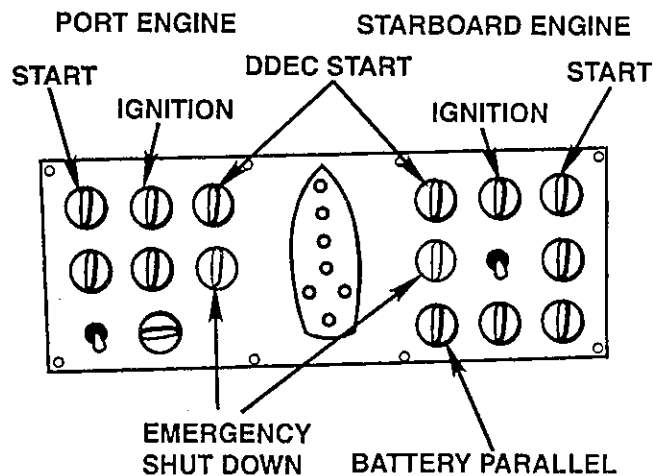


Figure 2-4 Bridge Switch Panel - Post 47

See Figure 2-4. The START switch is turned to the right and held when starting the engine. As soon as the engine starts, release the switch. When starting, do not operate the starter for prolonged periods if the engine fails to start.

SECTION 2 SYSTEMS DESCRIPTION

ENGINE AND TRANSMISSIONS

CONTROLS (Continued)

Post 42

See Figure 2-5. The engine switch is a key switch similar to a car. Setting the switch to position "I" provides power to the engine and instruments. To start the engine, with the transmission in NEUTRAL, rotate the switch to position "III" and hold it until the engine starts. After the engine starts, release the switch and it will return to position "II".

NOTE

The engines are equipped with a neutral safety switches and will not crank unless they are in neutral.

Parallel Start Switch

See Figures 2-4 and 2-5. On the bridge switch panel is the BAT PARALLEL switch. This switch is used to connect both banks of batteries to one engine during starting in case one battery is low and for cold weather starting. Rotating and holding the switch to PORT connects the batteries to the port engine; rotating the switch to STBD connects the batteries to the starboard engine. The switch will return to off when released.

NOTE

The parallel start switch should not be held for longer than 30 seconds at a time.

Throttle Control

The engine throttle control levers are located directly to the starboard of the steering wheel (see Figure 2-20 / 2-21). The lever closest to the wheel controls the port engine, the outboard lever controls the starboard engine. Each lever is connected by cables and linkage to the engine fuel distributor. Moving the lever up opens the fuel distributor and increases engine speed. The throttle should be moved smoothly and slowly.

Be careful not to step on or bend the cables and linkage in the engine compartment in any way. This could cause them to bind. Very little adjustment or service is required after they have been adjusted properly by the Factory.

When starting the engine, make sure transmission controls are in neutral. Turn the START switch and hold it. As soon as engine starts release the switch and check that the oil pressure rises. Run the engines at part throttle for about 5 minutes to allow them to warm up before applying a load.

Shut Down Switch

See Figures 2-4. On Detroit Diesel engines, there is a SHUT DOWN switch for each engine. Turning these switches will stop the engines. On Volvo Penta engines, the engine is shut down by rotating the key switch to position "O".

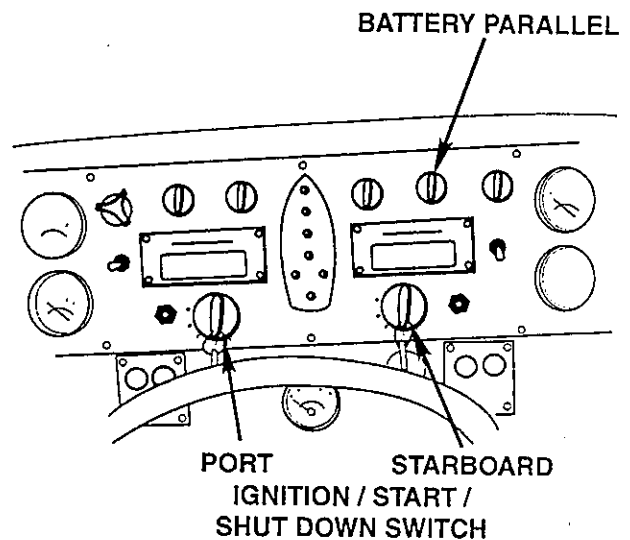


Figure 2-5 Bridge Switch Panel - Post 42

ENGINE SYNCHRONIZER

Post 47

See Figure 2-6. Detroit Diesel DDEC engines have an electronically controlled synchronizer system. The port throttle lever is set as the master throttle by the factory. You can change this setting, refer to Detroit Diesel Operating Instructions.

When the synchronizer is off, the engines are controlled by their separate throttle control. Pressing the "ENGINE SYNC" button turns the system on and both engines are under the control of the master throttle lever. With the system on, the LED above the button will be lit. For additional information, refer to Detroit Diesel Operating Instructions.

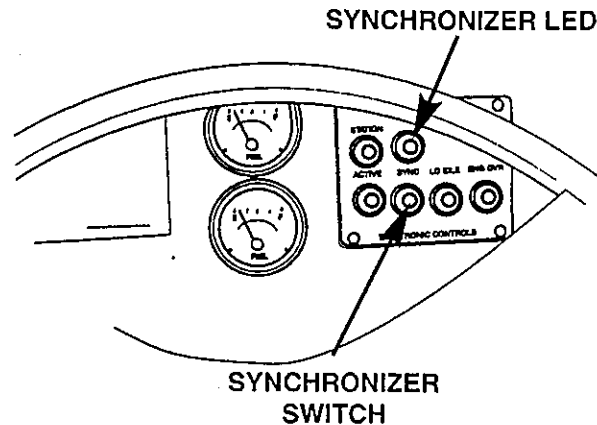
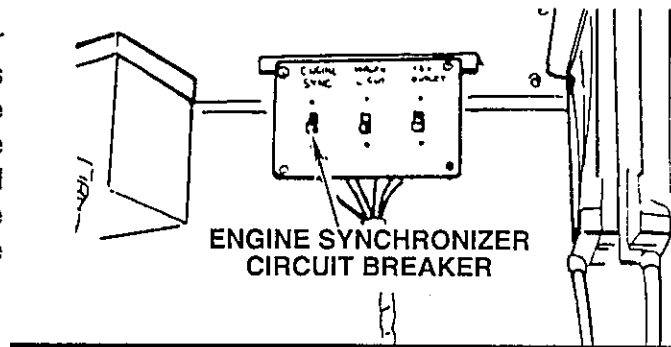


Figure 2-6 Detroit Diesel DDEC Synchronizer Switch

On the Post 47 with a Glendinning Synchronizer system, power to the synchronizer switch is controlled by a circuit breaker switch located in the interior of the command console accessible from the forward access door. The synchronizer is controlled by a switch on the command console. With the NAV/ANCHOR switch on, an indicator light on the switch lights to indicate when the synchronizer is on.



NOTE

The boat may not achieve maximum speed with the synchronizer on.

Post 42

See Figure 2-7. On Volvo engine, the synchronizer system is built into the engine computer. The engines must be above approximately 800 RPM for the system to work. Both engine controls must be used and the engines must be within 100 RPM for the automatic synchronizer system to take over.

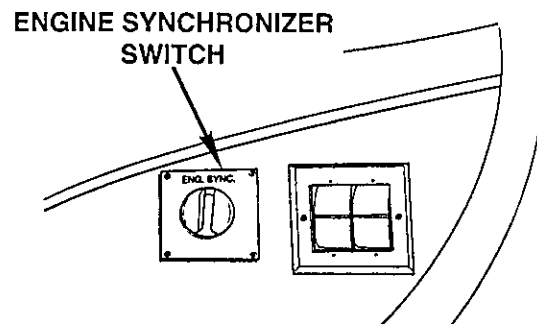


Figure 2-7 Engine Synchronizer Controls

The synchronizer system is controlled by the circuit breaker located in the interior of the command console and the synchronizer switch on the command console. With the NAV/ANCHOR switch on, an indicator light on the switch lights to indicate when the synchronizer is on.

ENGINE AND TRANSMISSION INSTRUMENTS

NOTE

The instruments have a tolerance for accuracy. In addition, each engine may operate at differing values at the same RPM. As long as the instruments are reading within the proper operating range, the engines are running properly.

SECTION 2 SYSTEMS DESCRIPTION

ENGINES AND TRANSMISSIONS

ENGINE AND TRANSMISSION INSTRUMENTS (Continued)

Bridge Engine and Transmission Instruments

See Figure 2-8 for Post 47 and Figure 2-9 for Post 42. The instruments are located on the command console and consist of;

- Tachometer - indicates engine speed in RPM
- Engine Oil Pressure Gauge - indicates pressure of engine oil - normal oil pressure is 0 to 150 PSI.
- Engine Coolant Temperature - indicates temperature of engine coolant - normal operating temperature is 176 to 185°F (80 to 85°C).
- Transmission Oil Pressure Gauge - indicates pressure of transmission oil - normal oil pressure is 275 to 350 PSI.

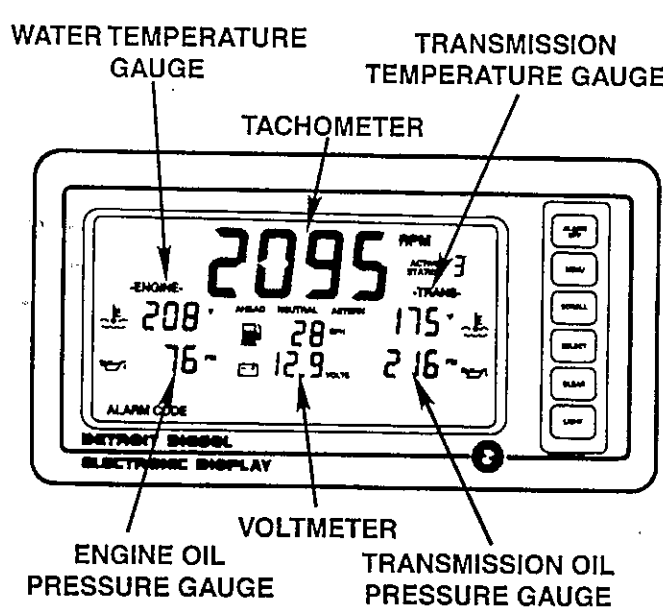


Figure 2-8 Engine Instruments - Post 47

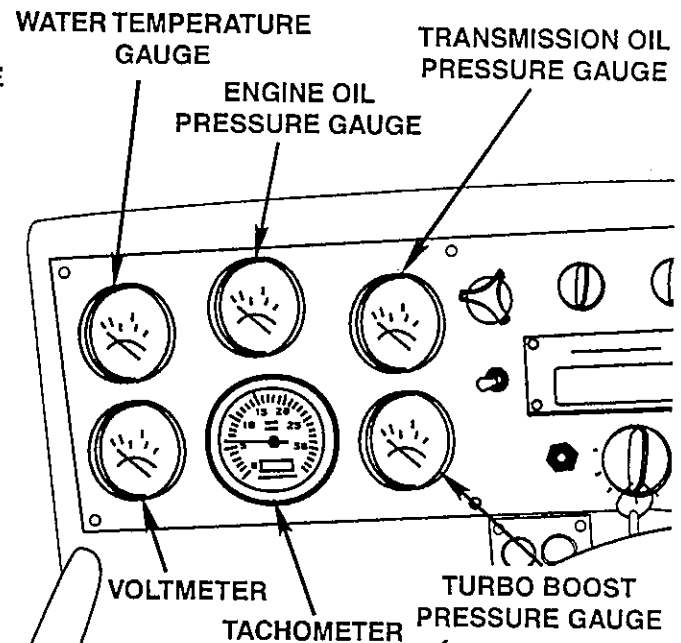


Figure 2-9 Engine Instruments - Post 42

- Voltmeter - indicates battery condition when engines are not running and battery charging voltage when engines are running. Below 11 volts indicates a very poor battery charge and generally occurs after prolonged periods in which the boat is not used. If the condition lasts for more than 15 minutes with the engines running have the battery or alternator belt checked.

Between 12 and 14 volts indicates a good battery condition. Above 14 volts is a normal condition when engine speed has been increased. If this condition lasts for more than 15 minutes, have the voltage regulator checked. Above 15 volts indicates an excessive charging rate and normally is an indication of a malfunction in the system.

EXHAUST SYSTEM

The exhaust system is designed to reduce the sound of the engine and prevent water from entering the engine.

NOTE

The engine cooling system sea water is discharged overboard through the exhaust system. With the engine running, you should check to see if water is being discharged. This indicates that the cooling system is operating properly.

See Figure 2-10 The exhaust system has an audible / visual alarm system for high exhaust temperature. If the alarm system activates, shut down the engine and determine the cause for the alarm.

Both engines should be kept running while underway. If one engine must be shut down be very careful when slowing down, backing up, or running in a following sea. These conditions can admit water into the exhaust system which could cause severe engine damage. If it is necessary to operate the boat on only one engine for more than one hour, secure propeller shaft from turning. Turning shaft for more than one hour without engine running could cause the transmission to overheat and cause extensive damage to the transmission.

COOLING SYSTEM

The cooling system on your boat is a closed system. Fresh water is used to remove heat from the engine. Sea water is taken in through the thru-hull valves by the raw water pump and circulated through the heat exchanger where the fresh water is cooled by the sea water. The sea water is then sent to the exhaust outlet. The thru-hull valves must be open before starting the engines.

NOTE

Sea water intakes are protected by an external wedge type self cleaning strainer.

The level of the fresh water coolant can be checked on the expansion tank in front of the engine. Engines require the cooling system to be chemically treated to keep it free from rust and sludge. Refer to the Engine Operation and Maintenance Manual for additional information.



WARNING

Do not remove the pressure cap on the heat exchanger when engine is hot. Allow the engine to cool and then open pressure cap slowly to allow pressure to vent as coolant under pressure may boil over and cause personal injury.

ALIGNMENT

Engine alignment with the propeller shaft is critical for smooth operation of the boat. Sometimes shaft alignment will change slightly after the boat is in use. Therefore, occasional re-checking by your Dealer or marina is recommended particularly if there is vibration. A drumming sound and/or vibration will usually accompany a misalignment condition.

SECTION 2 SYSTEMS DESCRIPTION

ENGINES AND TRANSMISSIONS

TRANSMISSION

General

The transmission is a three position transmission; Forward, Neutral, and Reverse. The position of the transmission is controlled by the transmission control lever on the command console. The transmission should only be shifted with engine speed at or below 1000 RPM.

The transmission contains a hydraulic sump and pump separate from the engine. Transmission oil level can be checked by the filler cap and dipstick assembly. The dipstick has a full mark. Refer to the transmission manual for additional information.

Transmission Controls (See Figure 2-20 and 2-21)

The transmission shift levers are located directly to the port side of the steering wheel. The lever closest to the wheel controls the starboard transmission, the outside lever controls the port transmission.

Each lever has three positions; FORWARD (up), NEUTRAL (center), and REVERSE (down). The neutral position contains a detent positioning pin. This detent can be felt when the control is in exact neutral.

CAUTION



Do not shift the transmission at engine speeds above 1000 RPM. Shifting above 1000 RPM could severely damage the boat, transmission, and engine.

BRIDGE SYSTEMS INDICATOR

See Figure 2-10. Located in the center of the bridge control panel is an outline of the yacht with indicator lights to show the status of the following system:

- Bilge Pumps - forward and aft pumps
- Generator
- High Exhaust Temperature - port and starboard engines
- Fire System
- Bilge Blower

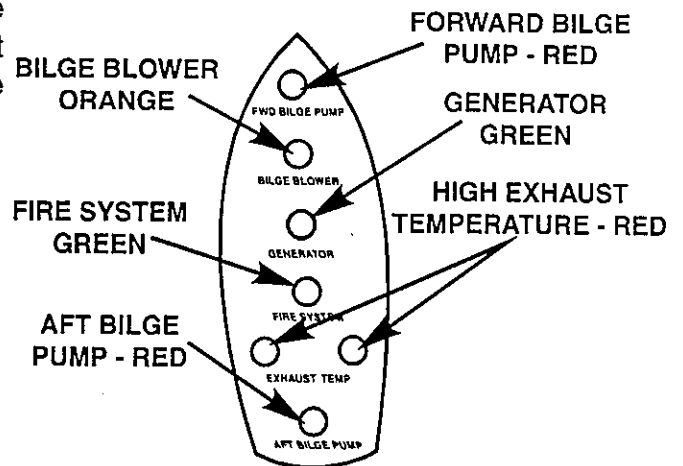


Figure 2-10 Bridge Systems Indicator

MARINE COMPASS

The marine compass is sensitive and can be deflected and its usefulness impaired by other instruments or objects containing iron, magnets or electrical current carrying wires in its vicinity. A newly installed compass may require adjusting to compensate for these influences if they are found to be present. The compensation or adjusting should be done by a qualified and competent compass adjuster.

STEERING

See Figure 2-11. Your Post yacht is equipped with a modern manual hydraulic steering system. The system consists of the helm unit at the steering wheel, three hydraulic lines (port, starboard, and return), a reservoir mounted in the command console, a relief valve and a cylinder and linkage attached to the rudders accessible through the hatches in the cockpit, and the rudders.

The reservoir unit contains a level indicator, pressure gauge and an air charge fitting. The normal operating pressure as indicated on the gauge should be 20 to 30 PSI. If pressure drops steering will be lost. As a temporary measure, you can connect a hand pump to the reservoir air charge fitting and charge the system to 30 PSI. If pressure drops have the system thoroughly inspected by your Dealer or marina as soon as possible. The fluid level should be between 1/2 and 2/3 full.

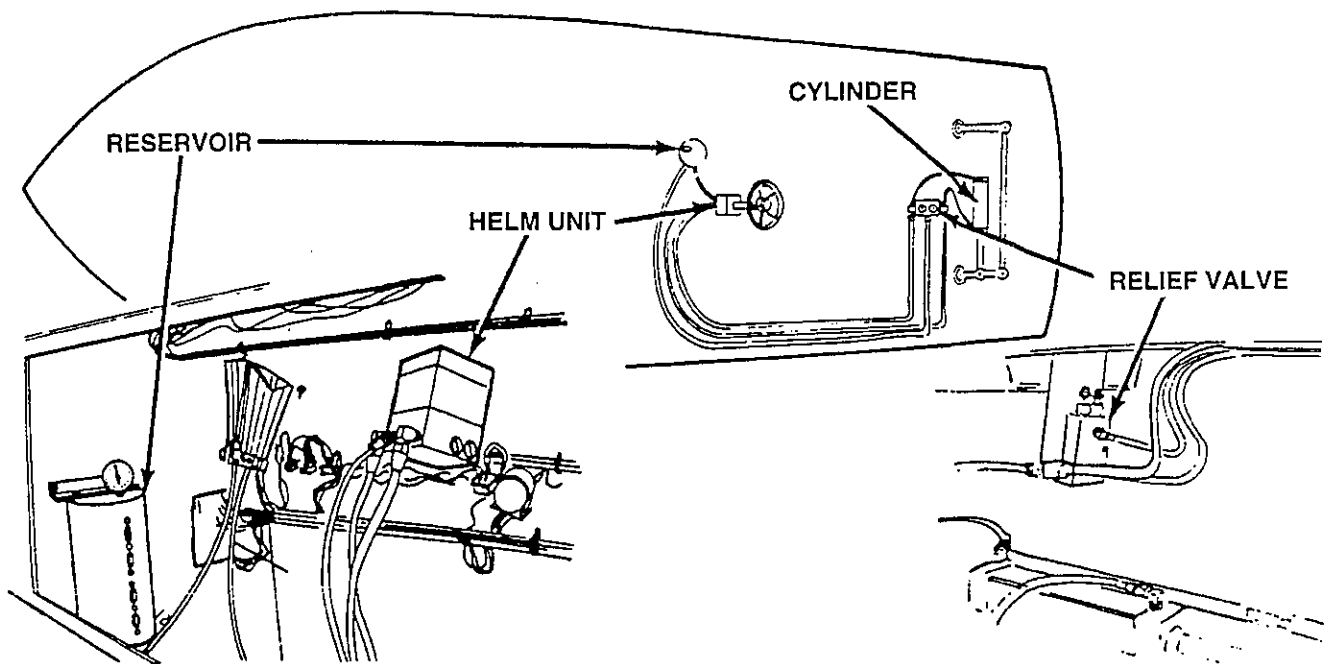


Figure 2-11 Steering System

PROPELLER SHAFTING AND UNDERWATER HARDWARE

PROPELLER SHAFT

The propeller shaft is made of a high strength stainless steel alloy which has both excellent corrosion resistance and very high strength. For the length and diameter of the propeller shaft, refer to the Boat Record page. The shaft is tapered and keyed at both ends for connection to the engine and installation of the propeller.

SECTION 2 SYSTEMS DESCRIPTION

PROPELLER SHAFTING AND UNDERWATER HARDWARE

STRUT

The propeller shaft is supported by a manganese bronze V strut fastened to the bottom of the hull. The strut contains a replaceable bearing to minimize wear and protect the shaft where it passes through the strut hub.

SHAFT LOG AND SEALS

See Figure 2-12. The shaft log is a bronze tube that provides an opening through the boat bottom for the propeller shaft. The shaft driplless seals are connected to it by a short length of flexible hose. The driplless seals are water cooled from the engine raw water system for heat reduction.

The driplless seals prevent water leakage around the shaft and into the boat. Two spare seals and the mounting case are installed on the shaft by the factory. The mounting case is also the tool for setting the new seal in place.

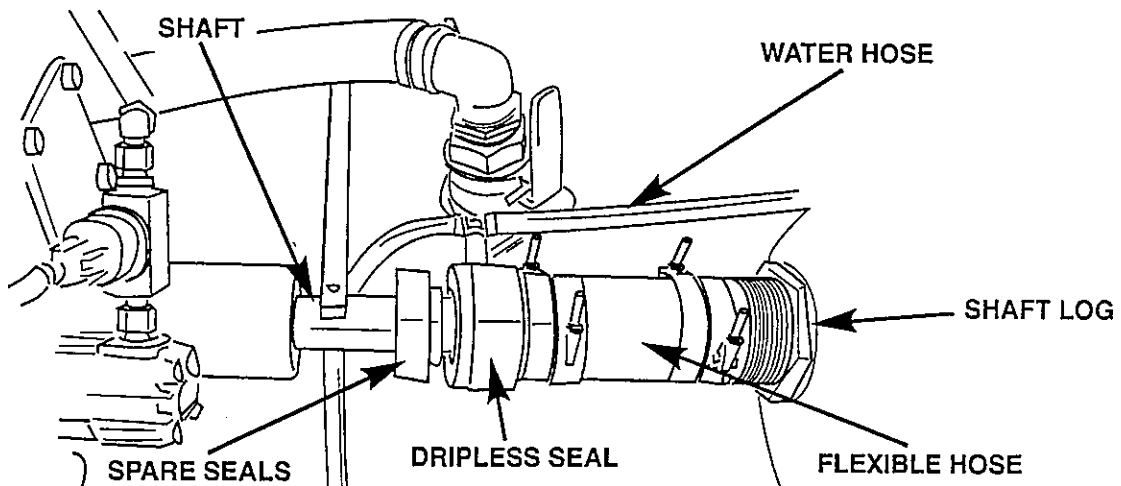


Figure 2-12 Propeller Shaft Seals

PROPELLER

The propellers supplied with your Post yacht have been selected as the best propeller for average usage for your yacht. The propellers are multi-bladed Nibral.

NOTE

Changes in propeller sizes to suit other conditions are the prerogative of the owner and Post assumes no liability for changes.

RUDDERS

Your Post yacht is equipped with dual manganese bronze rudders. The rudder shaft log provides an opening through the boat bottom for the shaft. Driplless seals are installed on the rudder shafts to prevent water leakage around the shaft and into the boat.

TRIM TABS

The trim tabs installed on your Post yacht are used to level out the boat depending on the loading of the boat and to obtain the most efficient planing angle. The trim tabs are controlled by a set of switches on the bridge command console and the breaker switch TRIM TABS on the DC Master Control Panel.

The trim tabs contain 2 zinc anodes to prevent decomposition of the trim tabs. The anodes are not bonded to the internal bonding system. These anodes should be checked frequently and replaced when decomposition is noticed.

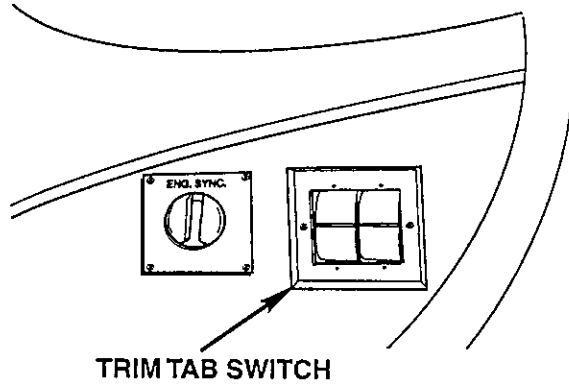


Figure 2-13 Trim Tab Switches

FUEL SYSTEM

GENERAL

The fuel system consists of 1 fuel tank (Post 42) or 2 fuel tanks (Post 47), fuel supply and return lines for each engine and the generator, primary fuel filter for each engine (beside the stairwell from the cockpit - Post 47; rear of engine - Post 42) and generator (below generator), secondary fuel filter (secondary) on each engine and a fuel filter on the generator, the filler fitting on the gunnels marked for DIESEL and the fuel gauges in the command console. The starboard filler supplies the aft tank and the port filler supplies the forward tank. Each fuel tank vent is equipped with a Racor Lifeguard Fuel / Air Separator. The separator allows fuel vapors to escape but not the fuel.

In compliance with U.S. Coast Guard regulations, each fuel line has a separate fuel filter and shut-off valve between the tank and the engine. The fuel shut-off valves are located on the aft end of the tanks.

FUEL TRANSFER

See Figure 2-14. On the Post 47, the fuel tanks have a fuel transfer pump which can pump fuel from one tank to the other. The pump will transfer approximately 3 gallons per minute.

The transfer pump is controlled by the FUEL TRANS PUMP switch on the bridge switch panel and a selector switch for pumping "FROM AFT" tank or "FROM FWD" tank.

The FUEL TRANS PUMP switch has an indicator light on the top of the switch which lights when the switch is on. The engine can use any good grade diesel fuel.

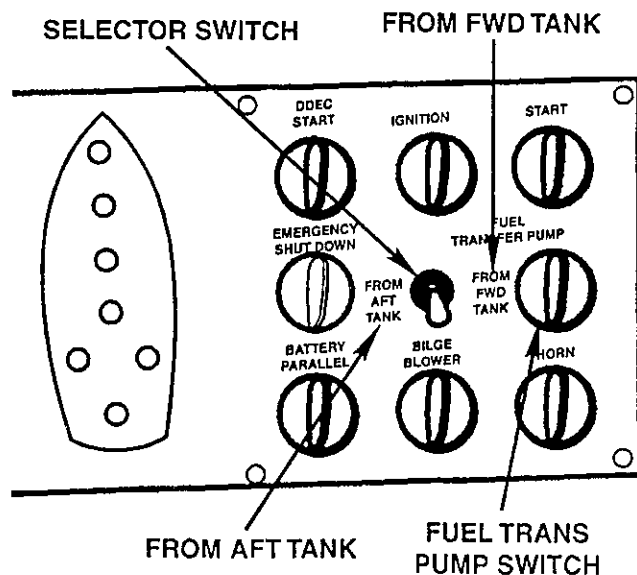


Figure 2-14 Fuel Transfer Pump Controls

SECTION 2 SYSTEMS DESCRIPTION

FUEL SYSTEM

FUEL TRANSFER (Continued)

See Figure 2-15. The fuel transfer pump is located inboard of the starboard engine. There is an inline shutoff valve on either side of the pump. The shutoff valves should be closed whenever fuel is not being transferred.

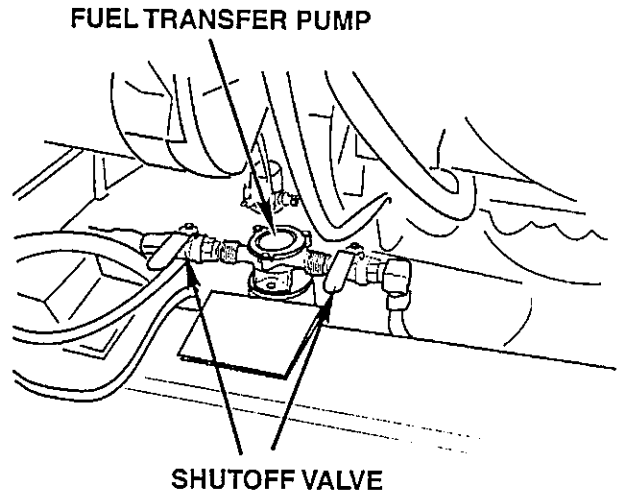


Figure 2-15 Fuel Transfer Pump

FUEL TANKS

See Figure 2-16 and 2-17. The fuel tank(s) are a corrosion-resistant aluminum tank with a capacity of 524 (Post 42) and 635 (Post 47 - total) gallons. On post 47, there is a fuel pick-up tube on the aft end of the forward tank for the generator and fuel pick-up tubes on the aft end of the aft tank under the cockpit for the port and starboard engines. On Post 42, all three pick-up tubes are located on the aft end of the tank under the cockpit. A fuel shutoff valve for each engine and the generator is located at the fuel tanks. The fuel is returned to the forward end of each tank.

Each tank contains an electrical fuel gauge sending unit which provides an electrical signal to the fuel gauges on the bridge indicating the fuel level in the tank. A fuel vent and fill fitting is provided in the tank.

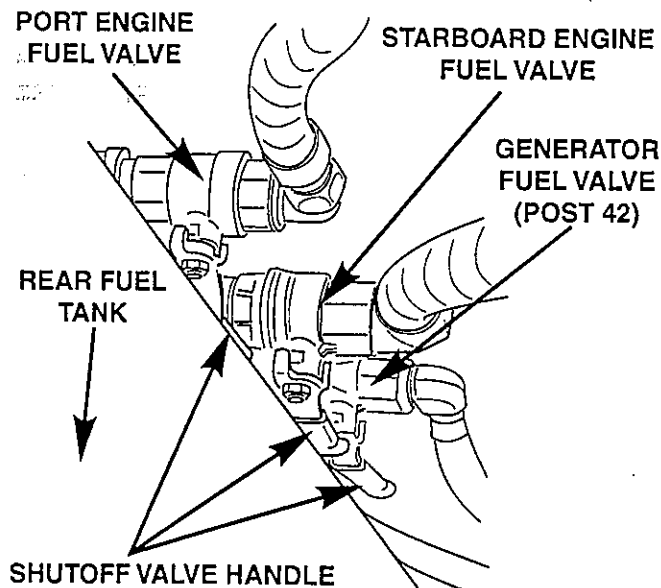


Figure 2-16 Post 42 Fuel Shutoff Valve

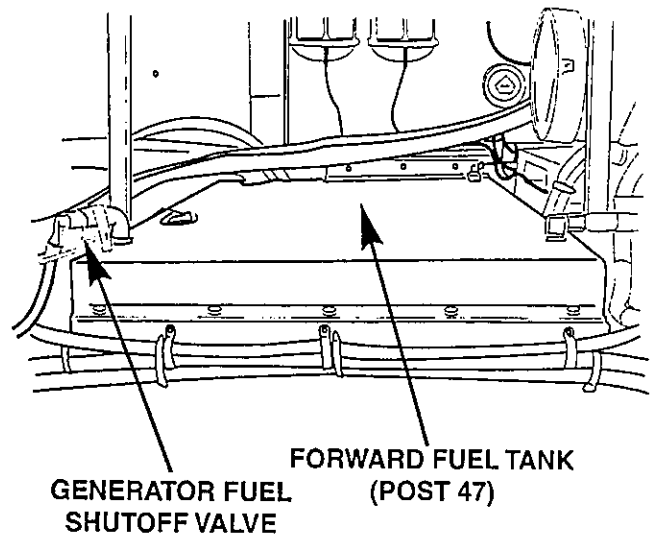


Figure 2-17 Post 47 Forward Tank Fuel Shutoff Valves

FUEL GAUGE

See Figure 2-18. The electric fuel gauge(s) are located on the bridge instrument panel; on the Post 47 the forward tank on top and aft tank on bottom. The fuel gauge indicates the amount of fuel remaining in its respective tank.

NOTE

The fuel gauge has a tolerance for accuracy. You should determine your average fuel consumption and always make sure you have sufficient fuel.

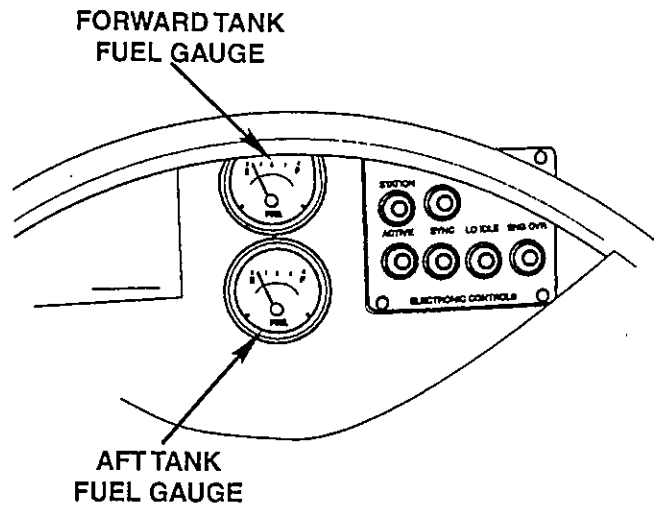


Figure 2-18 Fuel Gauges - Post 47

FUEL FILTERS

See Figure 2-19. The primary fuel filters for the engines are located beside the stairwell for the Post 47 and behind the engine on the Post 42. The primary fuel filter for the generator is located under the generator. The generator secondary fuel filter is located on the generator. The secondary fuel filter for each engine is located on the forward inboard side of the engine. The filters contain replaceable elements.

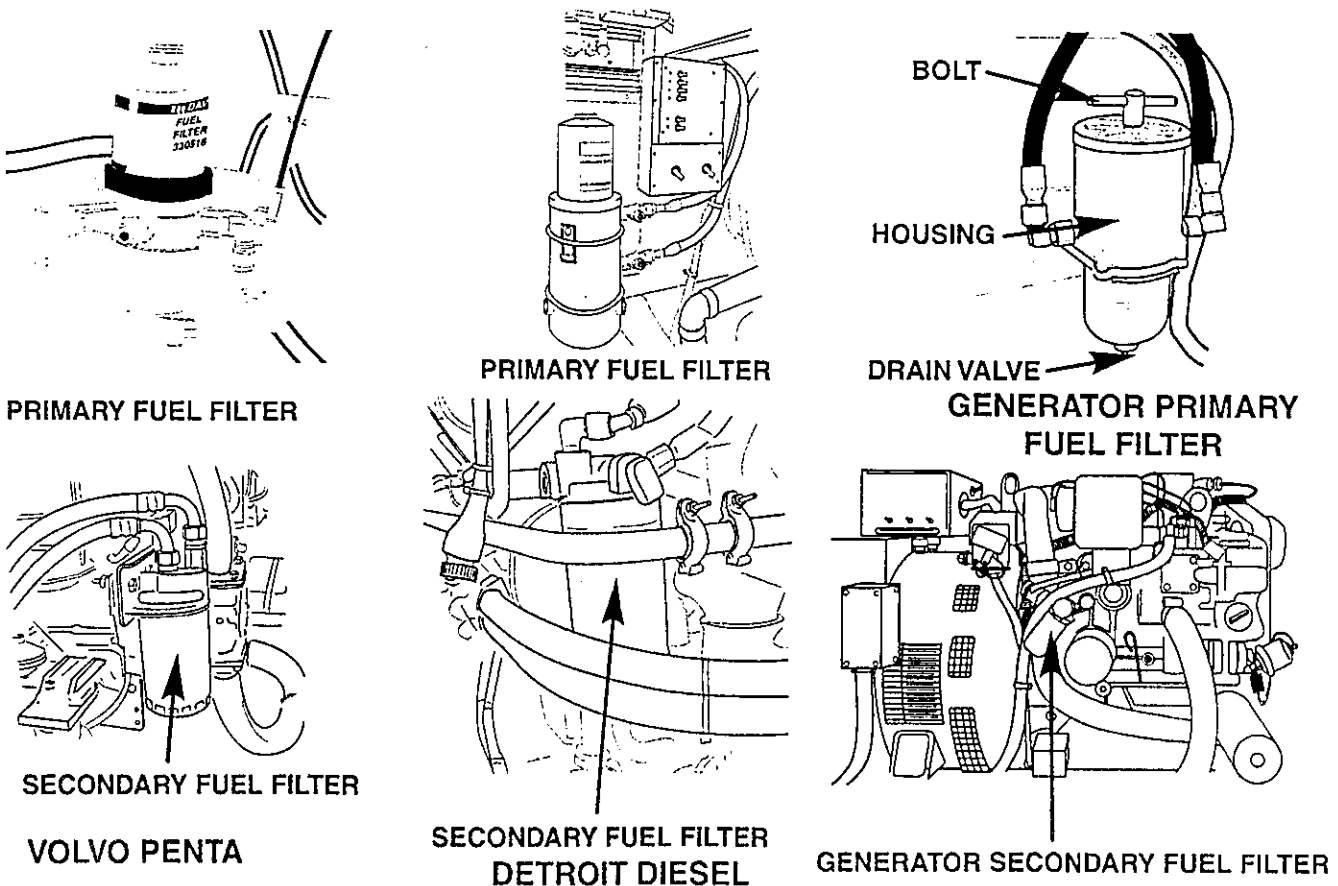


Figure 2-19 Engine and Generator Primary and Secondary Fuel Filters

SECTION 2 SYSTEMS DESCRIPTION

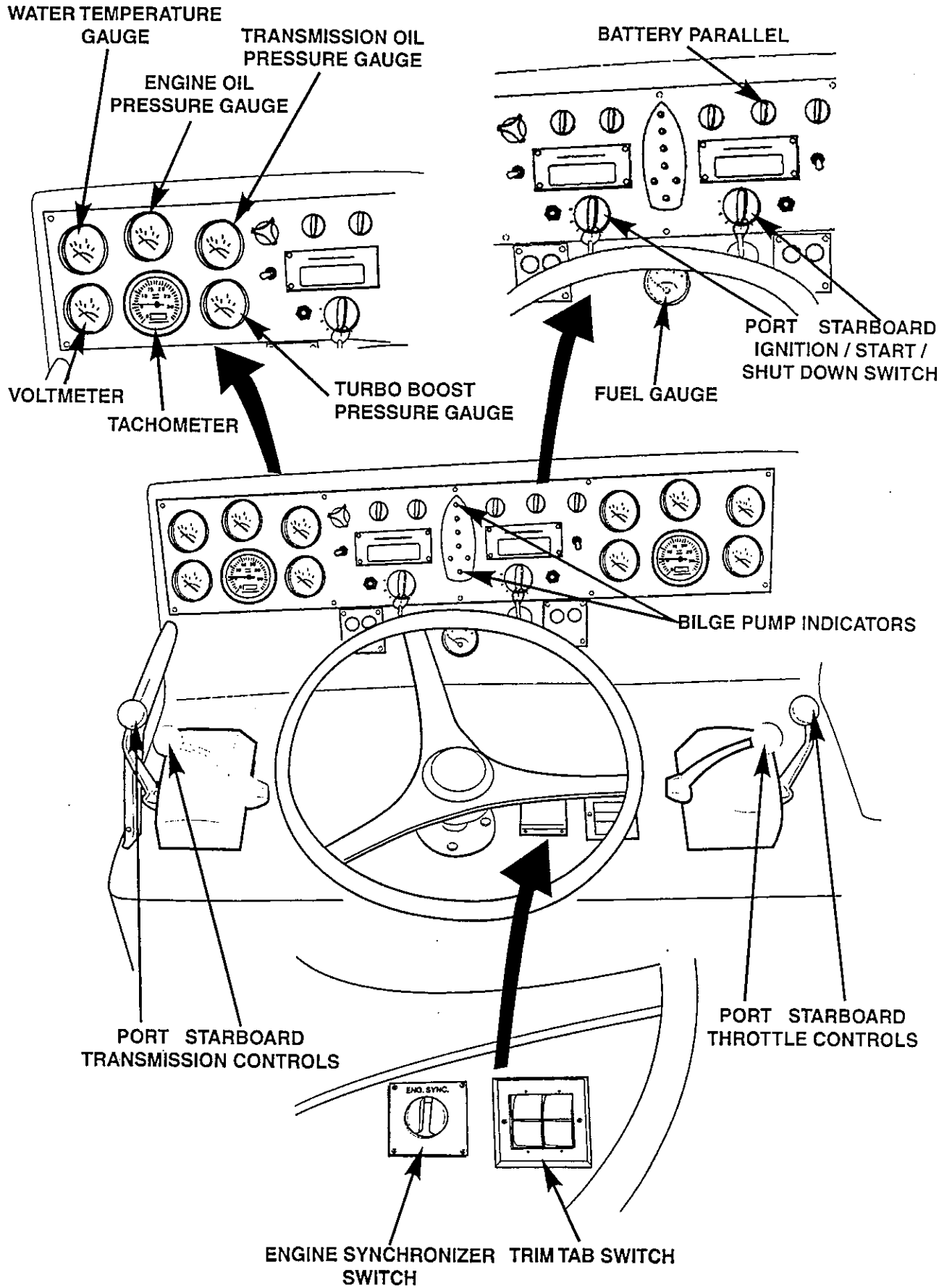


Figure 2-20 Bridge Command Console - Post 42

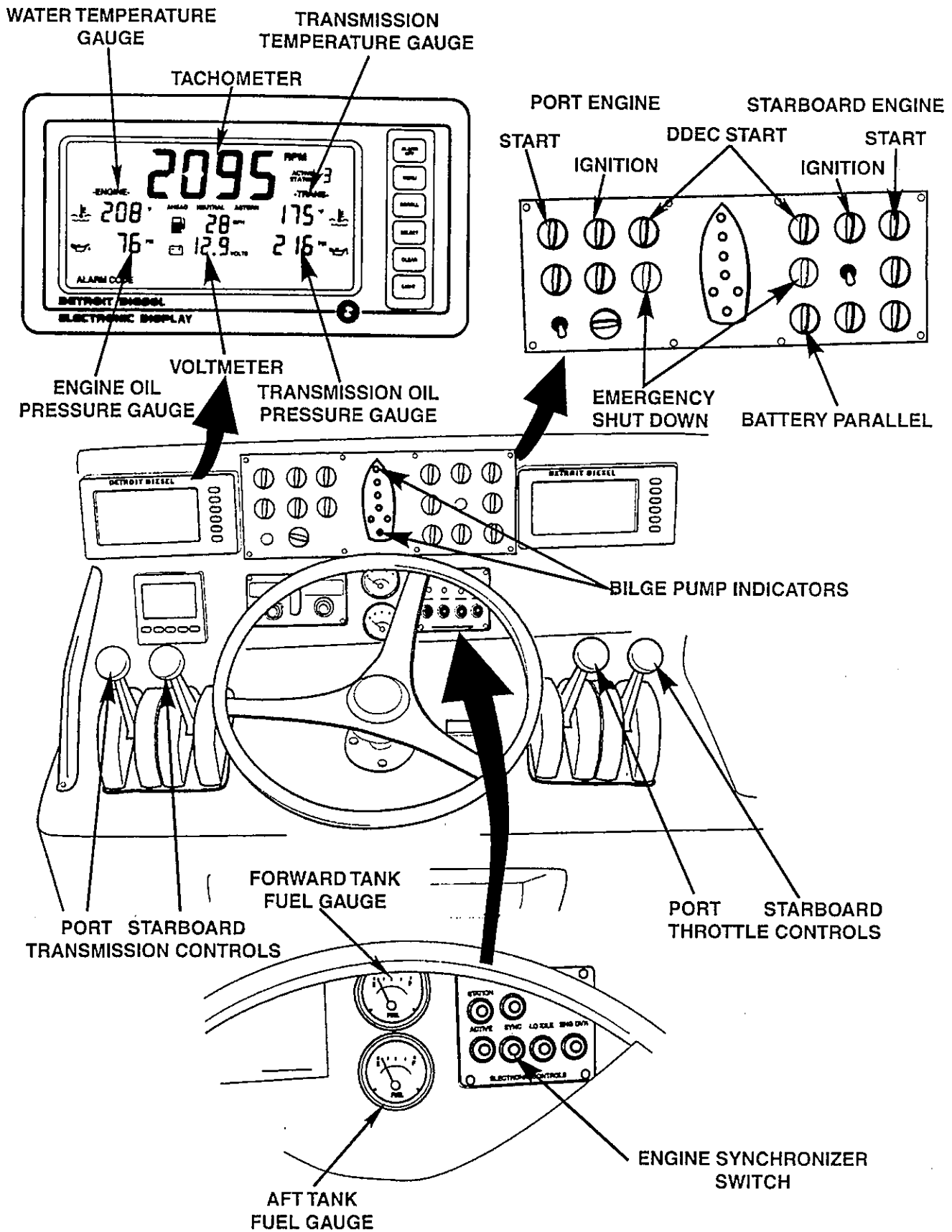


Figure 2-21 Bridge Command Console - Post 47

SECTION 2 SYSTEMS DESCRIPTION

ELECTRICAL SYSTEMS

GENERAL

Your Post yacht has a 12V DC negative ground and a 110/220 VAC electrical system. The DC system is powered by the 4 engine batteries which are charged by the engines' alternators and converters (battery chargers) powered by the 110V AC system from either the shore power or the generator. The AC system is a 3-wire system powered by either the generator or the 220 Volt, 50 Amp shore power inlet. The generator has a battery for starting which is also charged by the converter. The AC and DC circuits are protected by circuit breakers.

The individual AC and DC circuits are controlled by breaker switches in the Master Control Panel (Figure 2-22). The breaker switch locations in the Master Control Panel shown in this manual are the standard position. The actual position of the breaker switches on your yacht may vary.

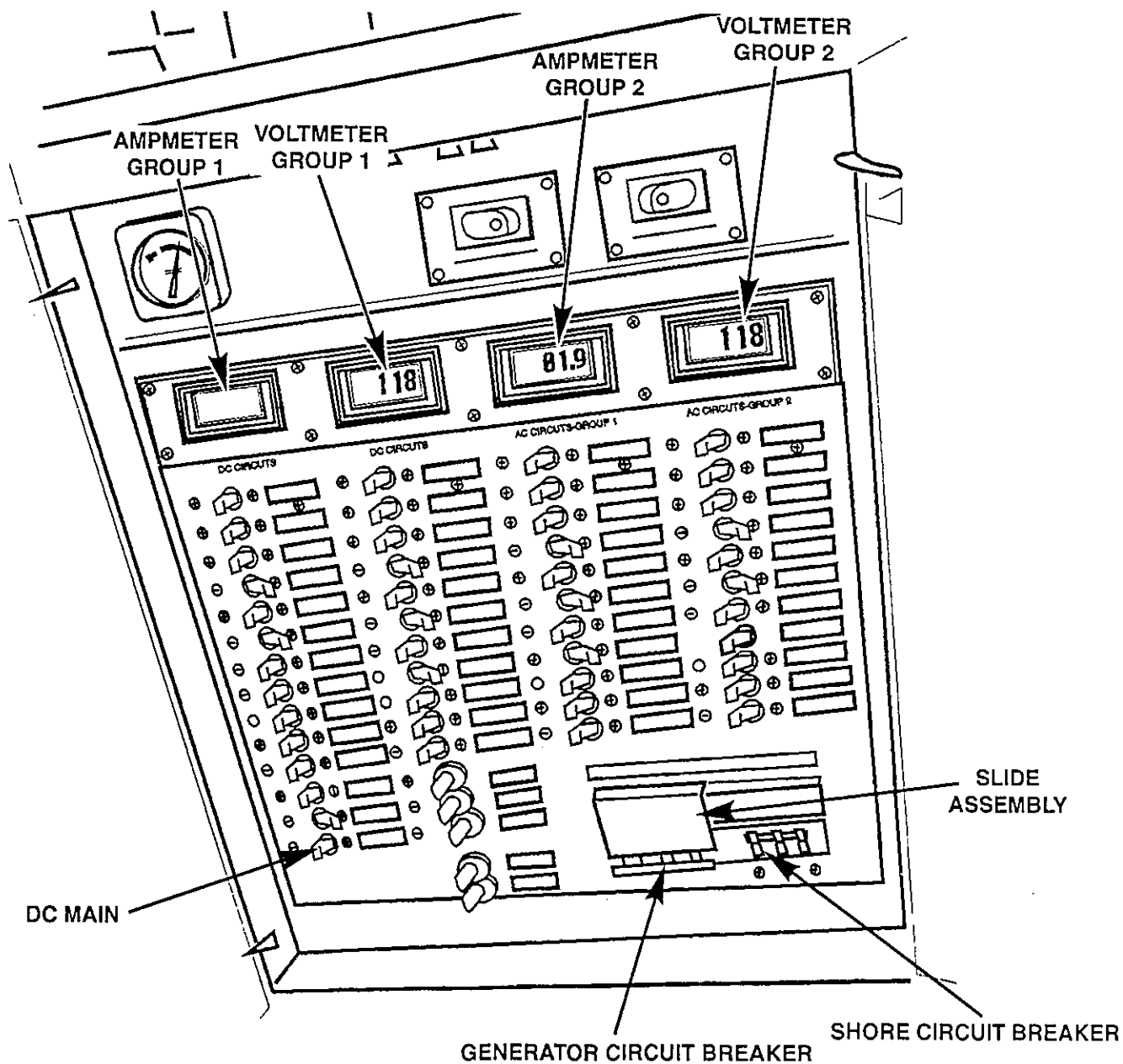


Figure 2-22 Master Control Panel

DC ELECTRICAL SYSTEM

The 12 volt DC electrical system installed in your Post yacht has been tested before delivery to the Dealer. The system utilizes color-coded and numbered appliance grade wiring and is properly secured to prevent accidental damage.

CAUTION



Alterations and/or additions should only be made according to U.S. Coast Guard and ABYC regulations by a competent electrician.

Prior to doing any welding including the aluminum rails, disconnect the batteries and the engine electronic control. Refer to the engines owners Manual.

The DC system derives its power from the batteries which are kept charged by the engine alternators. Converters are also installed on the boat. These devices convert 120V AC current from either the generator or shore power into 12V DC power and will charge the batteries without running the engines.

The engine batteries are located in the engine compartment in the well behind the port and starboard engines. They are connected to the electrical system by way of battery switches located on the aft engine compartment overhead. The generator battery is located in the forward port side of the compartment. It is connected to the generator by a battery switch.

The negative terminal of each batter is attached to the grounding terminal located outboard and aft of each engine.. This is known as a "negative ground system" and is the approved system for marine DC electrical systems. If any additional DC items are added to the boat's electrical system, they must be adaptable to the negative ground DC system. Before adding any items, have your Dealer make a careful analysis of the DC power needs of your yacht.

In addition to the battery negative terminal, the negative terminal of the engine, engine alternator and starter, windlass, Master Control Panel, battery chargers, and optional bridge electronics panel are connected to the grounding terminals. the generator battery negative terminal is connected to the port grounding terminal.

CAUTION



Always disconnect the battery cable before doing any work on the engine electrical, alternator wiring, or boat wiring.

SECTION 2 SYSTEMS DESCRIPTION

DC ELECTRICAL SYSTEM (Continued)

See Figure 2-23. The overhead panel located in the center aft of the engine compartment contains battery switches for the engines, 12V DC main, and bilge pump.

See Figure 2-22. DC power to the various systems is distributed by the Master Control Panel through the breaker switch marked DC MAIN on the panel.

AC ELECTRICAL SYSTEM

See Figure 2-22. The 120V AC system is a 3 wire grounded system. It is protected by circuit breakers for the shore power inlet and the generator in the Master Control Panel. The generator is protected by a remote circuit breaker located next to the generator.

See Figure 2-24. AC power is supplied either from the generator or from the shore power inlet to the Master Control Panel. The shore power inlet is located on the starboard forward side of the cockpit.

Breaker switches at the Master Control Panel supply power to various 120V appliances as well as standard 120V outlets. Outlet circuits in the galley and head are protected by a G.F.I. (ground fault interruption) system. This system is designed to prevent accidental shock.

An optional Cablemaster system may be installed. This system is controlled by the DC breaker switch in the Master Control Panel and the switch in the starboard side forward side of the cockpit.

The AC Master Control Panel contains breaker switches to select the source of AC power. The AC power can be set to SHORE or GENERATOR.



Wait two minutes before switching AC power from either generator to shore or shore to generator power.

CAUTION

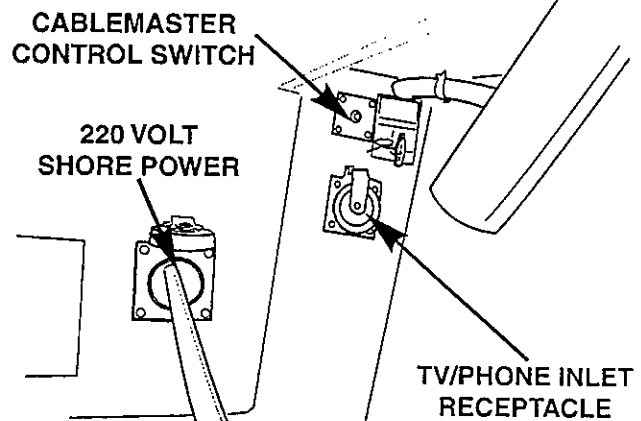
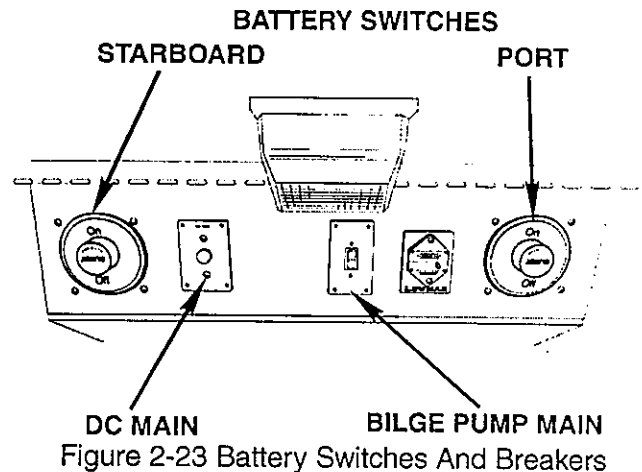


Figure 2-24 Shore Power Inlet

RUNNING / ANCHOR LIGHTS

See Figure 2-25. The running / anchor lights are controlled by a breaker switch in the Master Control Panel and a toggle switch on the Bridge Switch Panel. The toggle switch is a three position switch. With the switch in the center position, the lights are off. Setting the switch to the "RUN" position lights the port and starboard running lights, the transom light and front half of the light on the hard top. Setting the switch to the "ANCR" position turns out the port and starboard running lights and the transom light and turns on both the front and rear halves of the light on the hard top.

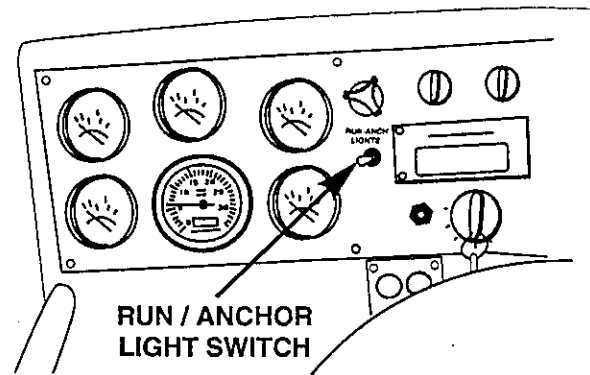


Figure 2-25 Anchor / Running Lights Switch

ELECTRICAL BONDING SYSTEM

The Electrical Bonding System has three functions:

- Protect components from electrolysis damage
- Bleed static electric charges to ground (the water)
- Equalize voltage potential between components

Whenever two dissimilar metals are placed in a conducting fluid (sea water is a very good conducting fluid), the metal parts will corrode. Since the ocean itself acts like a dissimilar metal, any underwater metal part will corrode. To protect against this, all underwater components are connected to the Electrical Bonding System (see Figure 2-26). The Bonding System is then connected to a zinc which is mounted on the stern under water. This sacrificial zinc anode will corrode protecting the underwater components.

Since fiberglass is a poor conductor of electricity and can store a large charge of static electricity, if there is electric leakage from an electrical component, or if lightning should strike the hull, it could build up a very large charge. The Electrical Bonding System dissipates any stray electric charges. The system connects the major parts of the yacht above waterline, particularly all the metal parts to a wire which runs throughout the yacht and is connected to each thru-hull fitting. Any stray static charge which could develop on the yacht is immediately conducted to the water ground.

If two pieces of equipment have different potentials two hazardous situations could occur. At a low potential difference in voltage, a current could pass between the two pieces along some conductor and the conductor could heat up enough to cause a fire. At a high potential difference in voltage, if someone touched both pieces of equipment at the same time, that person would become the conductor and receive a potentially dangerous electrical shock. The Electrical Bonding System, along with the other grounding systems, makes sure that all pieces of electrical equipment on the yacht are at the same voltage potential.

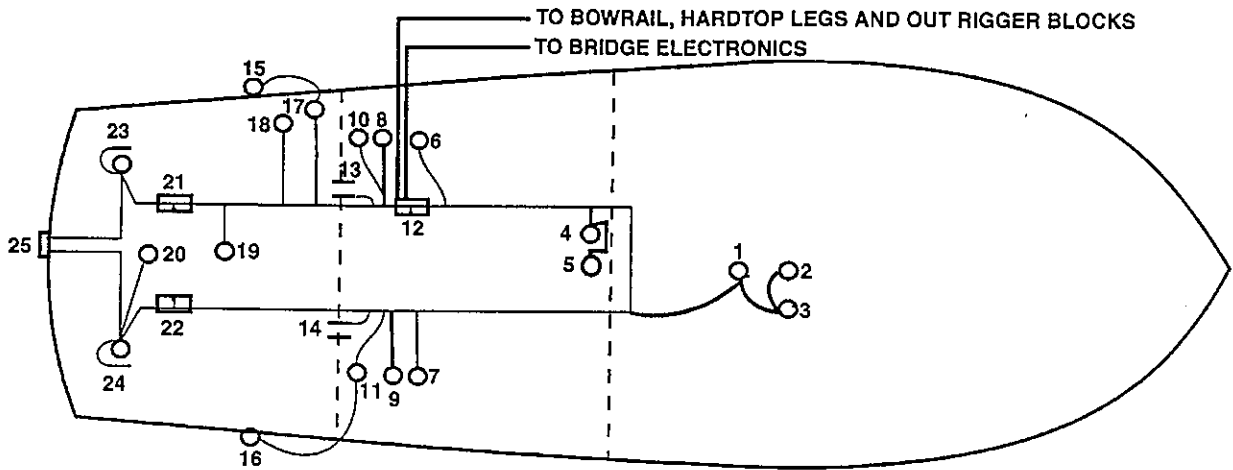


WARNING

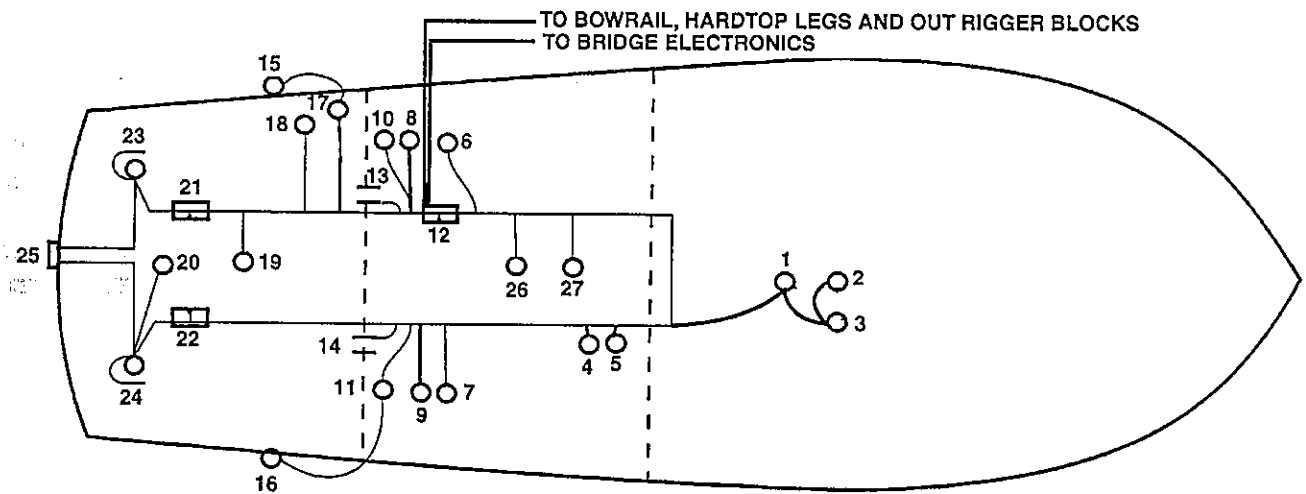
The sacrificial zinc anode should be inspected periodically and replaced when necessary. It is essential to maintain the integrity of the Electrical Bonding System. Never break the connections between components and the system or cut the system itself. Always make sure any new electrical component, metal fixture or thru-hull fitting is connected to the system. Make sure that the grounds of any added electrical components are connected at the appropriate electrical panel and not to the Electrical Bonding System.

SECTION 2 SYSTEMS DESCRIPTION

POST 42



POST 47



- | | |
|---|--|
| 1 Holding Tank Thru-Hull Valve | 15 Port Fuel Filler Tube |
| 2 Toilets Discharge Thru-Hull Valve | 16 Starboard Fuel Filler Tube |
| 3 Toilets Intake Thru-Hull Valve | 17 Sea Water Washdown Thru-Hull Valve |
| 4 Generator Raw Water Thru-Hull Valve | 18 Live Baitwell Intake Thru-Hull Valve |
| 5 Air Conditioning Intake Thru-Hull Valve | 19 Aft Fuel Tank Sender |
| 6 Port Engine (Transmission Bellhousing) | 20 Aft Fuel Tank |
| 7 Starboard Engine (Transmission Bellhousing) | 21 Port Strut Board |
| 8 Port Propeller Shaft | 22 Starboard Strut Board |
| 9 Starboard Propeller Shaft | 23 Port Rudder Stuffing Box and Plate |
| 10 Port Engine Raw Water Thru-Hull Valve | 24 Starboard Rudder Stuffing Box and Plate |
| 11 Starboard Engine Raw Water Thru-Hull Valve | 25 Zinc Anode |
| 12 Dyna Plate | 26 Fwd Fuel Tank |
| 13 Port Shaft Stuffing Box | 27 Fwd Fuel Tank Sender |
| 14 Starboard Shaft Stuffing Box | |

Figure 2-26 Electrical Bonding System

ELECTRICAL BONDING SYSTEM (Continued)

All the components located in the bilge are bonded, as shown in Figure 2-26, to the dyna plate located behind the port engine. In addition, the bow rail, hardtop legs and out rigger blocks are bonded directly to the dyna plate. The terminal block on the bridge is bonded directly to the dyna plate.

FRESH WATER SYSTEM

GENERAL

See Figure 2-28. The fresh water system consists of 2 water tanks with a total capacity of 120 gallons, AC (standard on Post 47) and DC (standard on Post 42 and optional on Post 47) fresh water pumps with built-in check valve, dockside water inlet with built-in pressure regulator and check valve, water filler on port side of cockpit, water tank gauge in galley, hoses to the water heater, sinks, and showers with drain valves throughout. Access to the water tanks drain hose is under the cockpit.

The AC fresh water pump is controlled by the WATER PRESSURE breaker switch and the DC water pump is controlled by the FRESH WATER PUMP breaker switch on the Master Control Panel. When the switch is ON, the pump will run until the system is pressurized. An automatic pressure switch will shut the pump off until a faucet is opened. This pressurizes both hot and cold systems. The tanks and entire fresh water system should be drained for winterization (see Storage, Section 5).

The system contains a remote AC water pump primer switch next to the WATER PRESSURE breaker switch in the AC Master Control Panel marked RESET. This switch will operate the AC water pump if the prime is lost.

FRESH WATER TANK

See Figure 2-27 The fresh water filler is located on the port side of the cockpit. This filler is used to fill all water tanks.



CAUTION

When filling the water tanks, do not leave the hose unattended. The supply system could over-pressurize the tanks and damage them.

NOTE

Before filling the water tanks, make sure the water supply is for drinking. Not all water at dockside is for drinking. Check with the dockmaster to be sure.

The fresh water system is connected to the fresh water washdown valve. This provides fresh water for washing down the yacht.

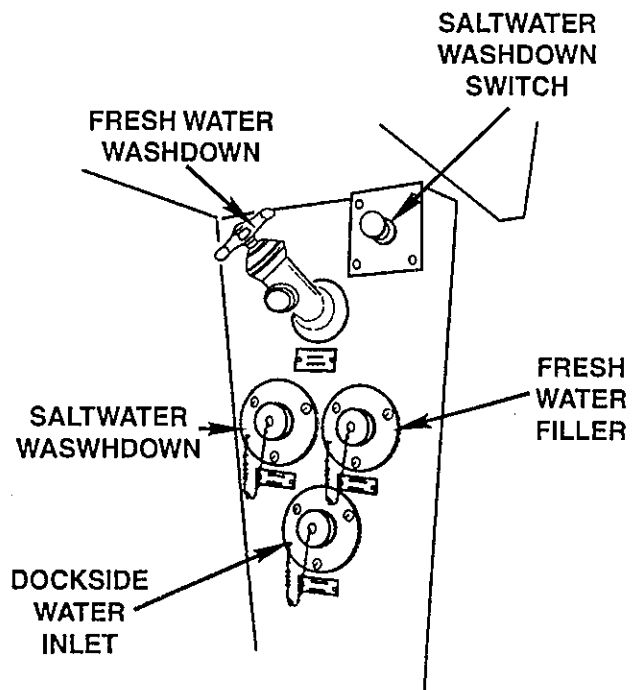


Figure 2-27 Dockside Water Inlet

SECTION 2 SYSTEMS DESCRIPTION

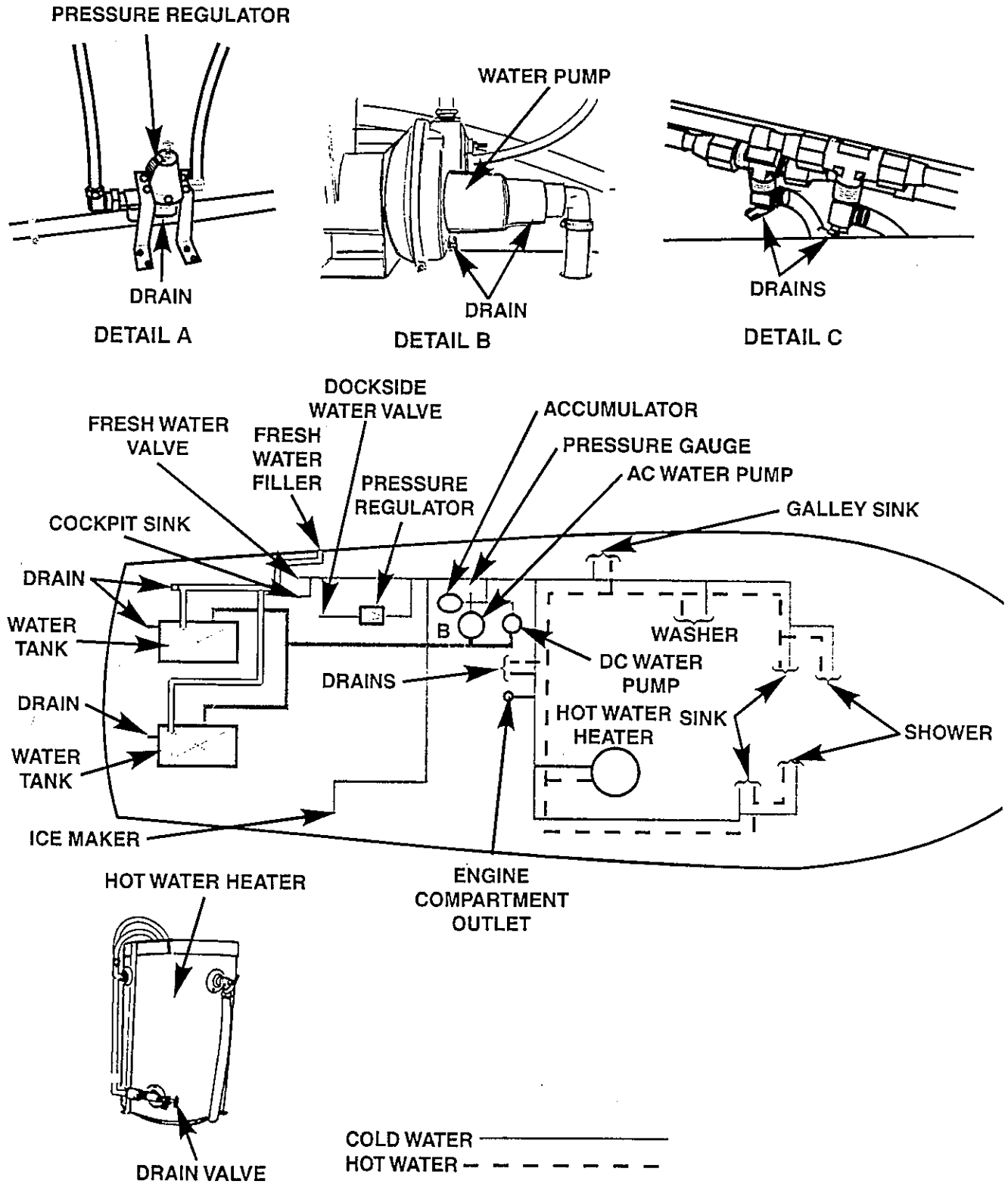


Figure 2-28 Fresh Water System

FRESH WATER SYSTEM (Continued)

DOCKSIDE WATER

See Figure 2-27. Dockside water inlet is located on the port side of the yacht in cockpit. Connecting a garden hose from a local water source to the inlet will provide water at dockside without using the water pump.

The pressure regulator reduces the pressure of the "city water" supply to match the lower pressure of the onboard system. The check valve in the pump prevents back-flow into the tank. Therefore, this dockside inlet will not fill the tanks.

NOTE

When using dockside water, switch the onboard FRESH WATER PUMP breaker switch off to prevent cycling due to pressure differences.



CAUTION

Always disconnect the dockside water inlet when the boat is unattended. The sudden rupture of an inside water line could very quickly flood the boat with an endless supply of water.

SHOWER

To operate the shower, either shore power or generator power must be supplied to the hot water heater and the WATER HEATER, WATER PRESSURE and SHOWER PUMP breaker switches "ON". Adjust the water mix in the shower and use as at home.

See Figure 2-29. The water from both showers drain into an enclosed plastic sump containing a pump. The sump pumps the water directly overboard. The sump is located in the bilge under the floor in the forward stateroom. The sump pump is powered by the SHOWER PUMP breaker switch on the Master Control Panel.

The sump will require periodic cleaning to prevent buildup of hair, etc. If the shower does not drain properly, first check the sump.

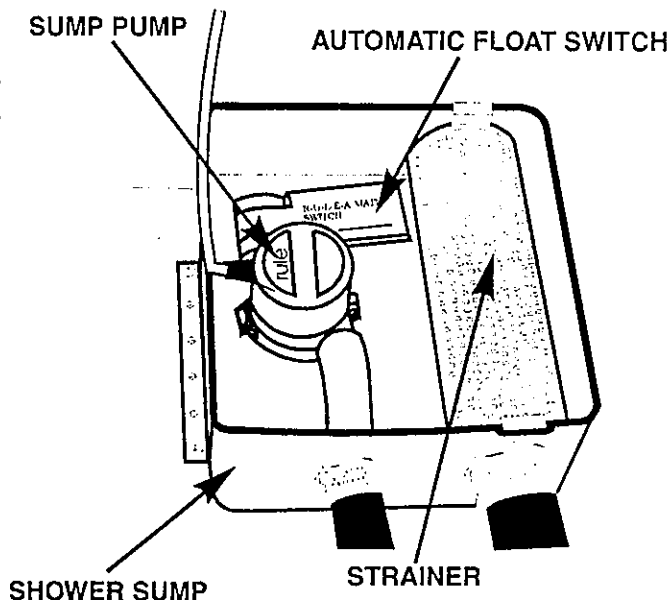


Figure 2-29 Shower Sump Pump

HOT WATER HEATER

The hot water heater operates on the 110V electrical system. It is controlled by the WATER HEATER breaker switch on the AC Master Control Panel. The tank capacity is 20 gallons. The water to the tank is supplied by the fresh water pump from the water tanks. To fill the water heater tank, open a hot water faucet and allow all air to escape. Allow time for the tank to reach full temperature before using hot water.

SECTION 2 SYSTEMS DESCRIPTION

NOT WATER HEATER (Continued)



Be sure the water heater is full of water before the breaker switch is switched "ON". Failure to do so will damage the heating elements and is not covered under warranty.

CAUTION

INSTANT HOT WATER (OPTIONAL)

Your Post yacht may have an instant hot water system (optional). This system is controlled by the INSTANT HOT WATER breaker switch on the AC Master Control Panel, provides instant hot water at the sink.

SEAWATER SYSTEM

SEA WATER WASHDOWN

See Figure 2-30 The sea water washdown system is controlled by the WASHDOWN PUMP breaker switch on the DC Master Control Panel and a switch (Figure 2-26) on the forward port side of the cockpit. The system contains a thru-hull valve located forward port side of cockpit bilge.

To operate, open the thru-hull valve and connect a hose to the water valve in the cockpit. Activate the sea water pump by setting the breaker and cockpit switches to "ON".

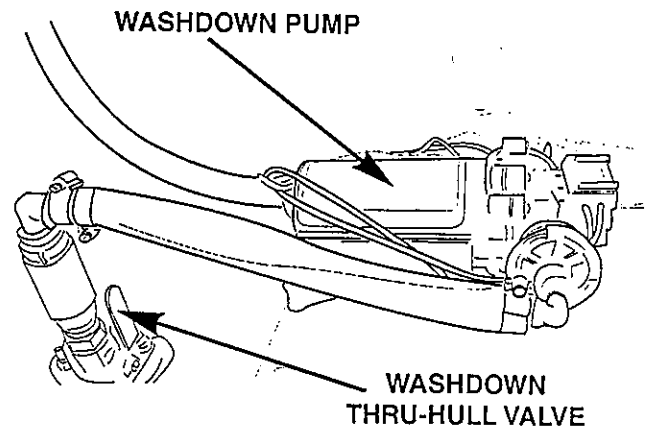
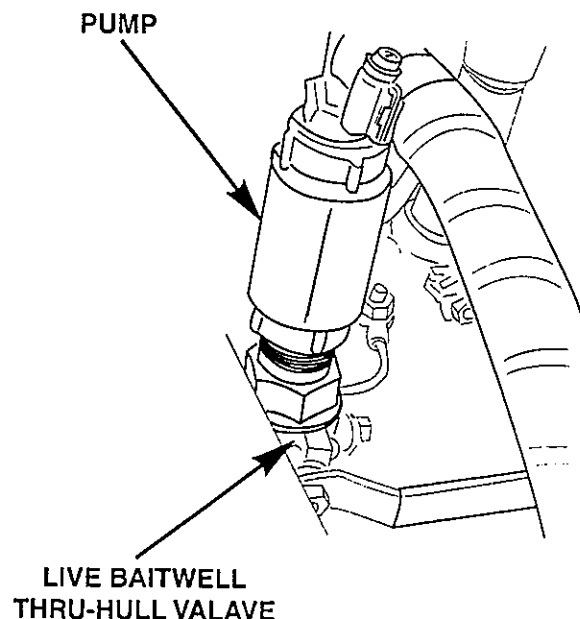


Figure 2-30 Seawater Washdown Thru-Hull Valve And Pump

LIVE BAITWELL (OPTIONAL)

See Figure 2-31. The sea water supply to the live baitwell is provided by a pump located forward port side of cockpit bilge. The pump is controlled by a breaker switch marked LIVE BAITWELL on the DC Master Control Panel and a switch on the forward port side of the cockpit.

To operate, open the thru-hull valve and set the breaker switch to ON. Set the Baitwell Switch to CHARGE. To drain the baitwell, set the Baitwell Switch to DISCHARGE. The water will be pumped out through the transom.



LIVE BAITWELL THRU-HULL VALVE

Figure 2-31 Live Baitwell Thru-Hull Valve

BILGE PUMPS

There are two bilge pumps; one in the bilge below the master stateroom and one under the cockpit deck. The automatic bilge pumps are wired directly to the battery through a circuit breaker marked BILGE PUMP MAIN (see Figure 2-23) on the starboard breaker panel and the FWD BILGE and AFT BILGE switches in the Master Control Panel (see Figure 2-32).

NOTE

The BILGE PUMPS selector switches in the Master Control Panel must be left in the "AUTO" position.

The bilge pumps can be turned on manually by setting the selector switches to "MAN" and setting the FWD BILGE and/or AFT BILGE breaker switches ON.

See Figure 2-10. An indicator on the bridge command console will light when the pumps come on.

See Figure 2-33. The pumps contain a float switch. When the water level reaches a set level, the float switch will turn on the bilge pump automatically. The pumps should be checked occasionally for obstructions.

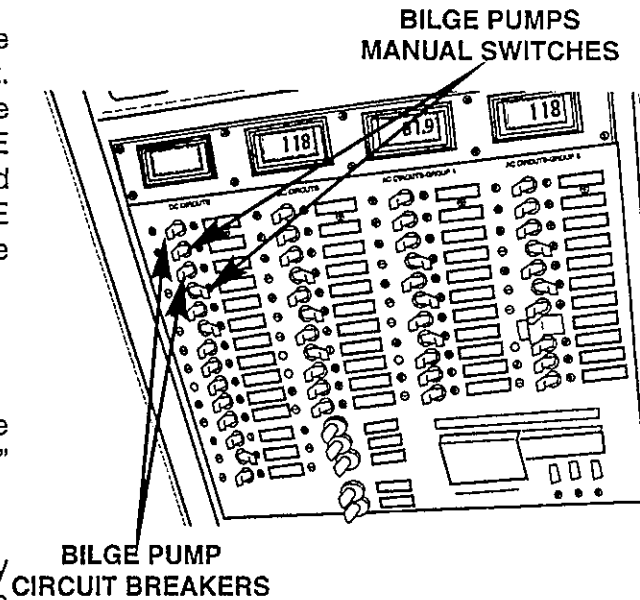


Figure 2-32 Bilge Pump Switches

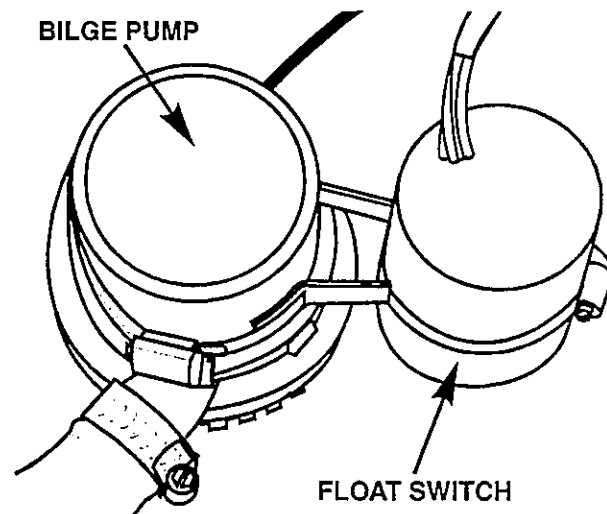


Figure 2-33 Bilge Pump

TOILET AND HOLDING TANK

TOILETS

See Figure 2-34 Your yacht contains one (Post 42) or two toilets (Post 47) with pump(s), and a holding tank. The toilet(s) are electrical toilets controlled by the breaker switches marked HEAD STBD and PORT on the Master Control Panel and a lever on the toilet. The toilet(s) are water conservation type with a normal flush and a short flush cycle. The short flush cycle is controlled by a switch on the lever.

SECTION 2 SYSTEMS DESCRIPTION

TOILETS (Continued)

To flush, push the lever back toward the wall and release. This starts automatic timed flush which rinses and evacuates the bowl. Pulling the lever forward, momentarily, then releasing it will stop the timed flush.

Pulling the lever all the way forward and holding it evacuates the bowl without bringing in additional water.

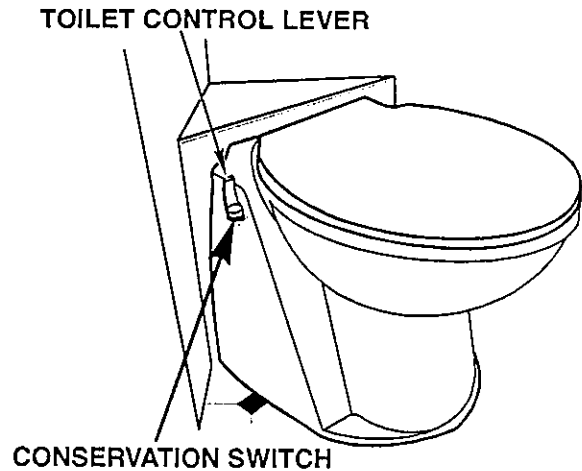


Figure 2-34 Toilet Control

See Figure 2-35. Sea water for both toilets is taken in through a thru-hull valve located in the bilge in the passageway. The pump in the toilet takes the sea water into the toilet.

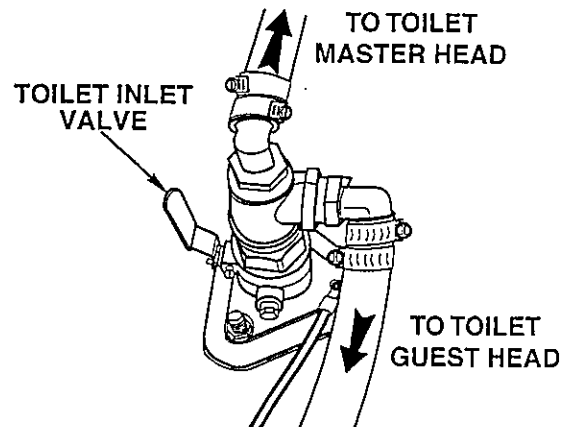


Figure 2-35 Toilet Thru-Hull Inlet Valve

See Figure 2-36. The pump in the toilet pumps the water to the waste manifold. Depending on the position of the valves in the waste manifold, the waste is then either pumped directly overboard or to the holding tank. The waste manifold is located in the bilge in the passageway near the toilet thru-hull inlet valve.

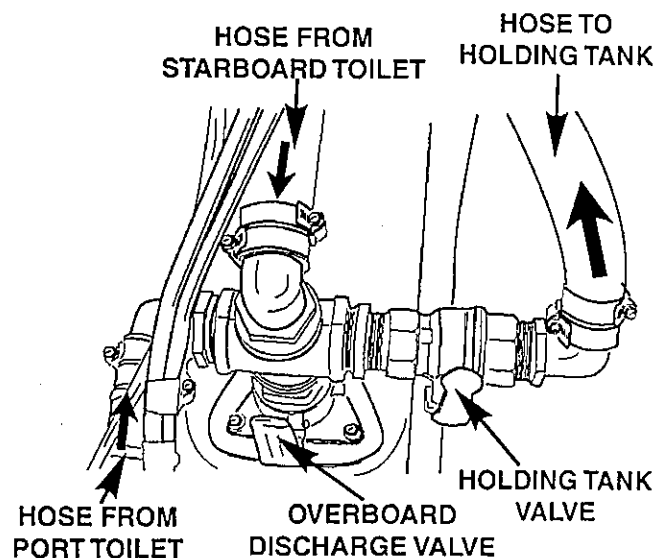


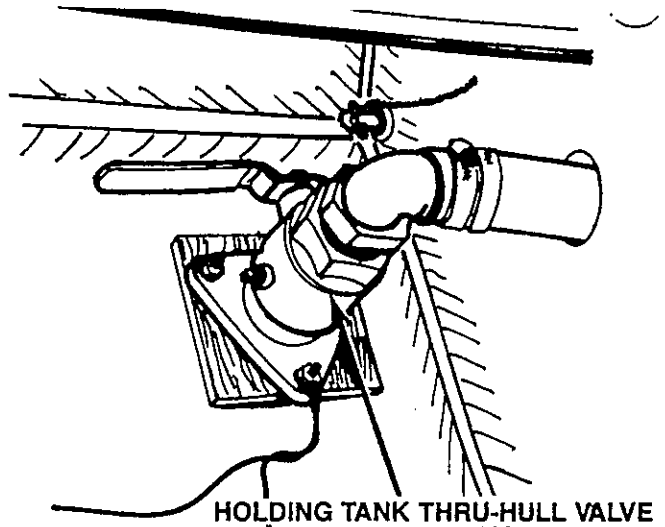
Figure 2-36 Waste Manifold

TOILET AND HOLDING TANK (Continued)

HOLDING TANK

See Figure 2-37 The holding tank will hold 31 gallons. To empty the holding tank, Post recommends the use of a dockside pump-out facility.

Where permitted, the holding tank can be drained directly overboard by opening the thru-hull valve located in the bilge in the forward, port side of the engine compartment. The boat must be under way to drain the holding tank.



HOLDING TANK THRU-HULL VALVE
Figure 2-37 Holding Tank Thru-Hull Valve

See Figure 2-38. The level in the holding tank is indicated by lights on the panel in each head. One indicator lights when the tank is EMPTY, 3/4 full and FULL.

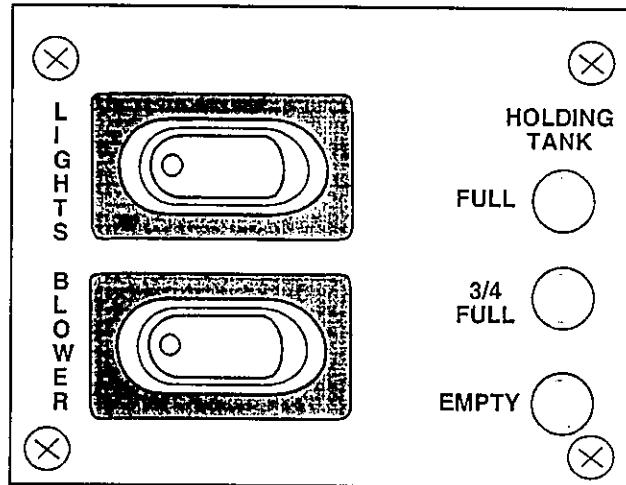


Figure 2-38 Holding Tank Indicators

SECTION 3 OPERATION

INTRODUCTION

The information contained in this manual pertains to both the Post 42 and Post 47 models. The illustrations used may be from one model or the other and except where necessary are typical for both models. Some of the systems and components in this manual may be standard on one model and optional on the other or may be optional for both models.

Although most people buying a Post yacht have experience and boat handling knowledge on other types of yachts, this section of the Manual provides fundamentals for the Post yacht in case an operator may need the information. Even experienced yachtsmen can benefit from periodically reviewing the basic principles.

FUEL SYSTEM

FUELING

It is very important that the fueling operation be performed carefully in order to reduce the danger involved and insure that the boat is fueled properly. Fuel will evaporate at a very low temperature and the vapors can be carried into the boat where they can collect and create a fire hazard. Always take care while fueling and follow these procedures.

Fueling should be done during daylight. It is best to keep the tanks as full as practical. This will reduce condensation and the accumulation of moisture in the fuel system. Fuel will expand as temperature increases. In warm and hot weather, allow for the expansion of the fuel. Fueling from cool underground storage tanks or fueling during cool hours of the night and early morning can result in an overflow when the fuel expands in the heat of the day.



WARNING

NO SMOKING AT DOCK. Extinguish all flames, range, etc. before approaching a fuel dock.

1. Shut down engines and generator.
2. Completely close all ports, hatches and doors.
3. Ground the nozzle of the fueling hose.
4. Loosen the fill cap, touch the nozzle of the fueling hose to the cap to discharge any static charge, then remove the cap from the fill pipe and insert the fuel hose nozzle into the fill pipe. During filling maintain contact between the nozzle and the fill pipe.



CAUTION

The fill pipe is bonded to the boat grounding system. Maintaining contact between nozzle and pipe will prevent a spark of static electricity from jumping from hose to the open fill and igniting the fuel.

- 5 Fully fill the tank. Fill slowly near the top to avoid overflow. After the tank is full, remove the nozzle and replace the fill pipe cap. Check that the cap is tight. If any spill occurred, clean it up immediately. Fill other tank.

FUELING (Continued)

- 6 After fueling is complete, open the doors, all hatches and compartments.
- 7 Visually check all fittings, lines, and the tank for any signs of fuel leakage. Check all lines up to the engines and generator. Smell for fumes.
- 8 Restart engines and restore boat to operating condition. Resume cruising. Do not smoke until clear of the fuel dock.

FUEL TRANSFER

Your Post 47 yacht has a fuel transfer system which allows you to transfer fuel between the forward and aft fuel tanks. The system is controlled by the FUEL/OIL PUMP breaker switch in the Master Control Panel and switches on the bridge command console.

See Figure 3-1. The fuel transfer pump is located next to the starboard engine. On either side of the pump are shutoff valves. When transferring fuel, open the valves. The valves are open when the handles are inline with the hoses. After transferring fuel, close the valves.

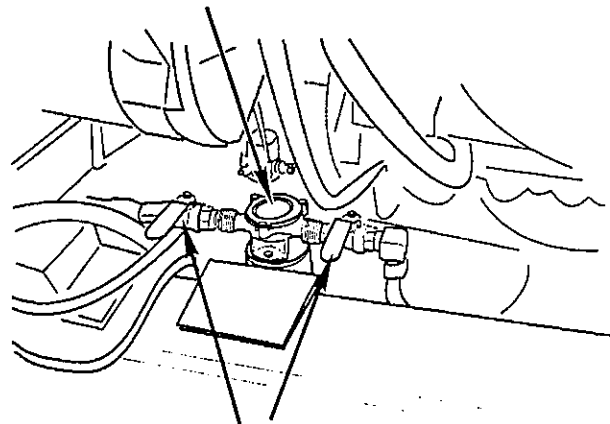
See Figure 3-2. To transfer fuel, set the FUEL / OIL PUMP breaker switch in the Master Control Panel to ON. Rotate the FUEL TRANS PUMP switch on the bridge command console.

To transfer fuel to the forward tank (port engine), set the fuel tank selector toggle switch to "FROM AFT TANK". To transfer fuel to the aft tank (starboard) set the toggle switch to "FROM FWD TANK". Check the transfer by observing the fuel gauges.

NOTE

Fuel will transfer at approximately 3 gallons per minute. The FUEL TRANS PUMP switch has an indicator light on the top of the switch which lights when the switch is on.

FUEL TRANSFER PUMP



SHUTOFF VALVE

Figure 3-1 Fuel Transfer Pump

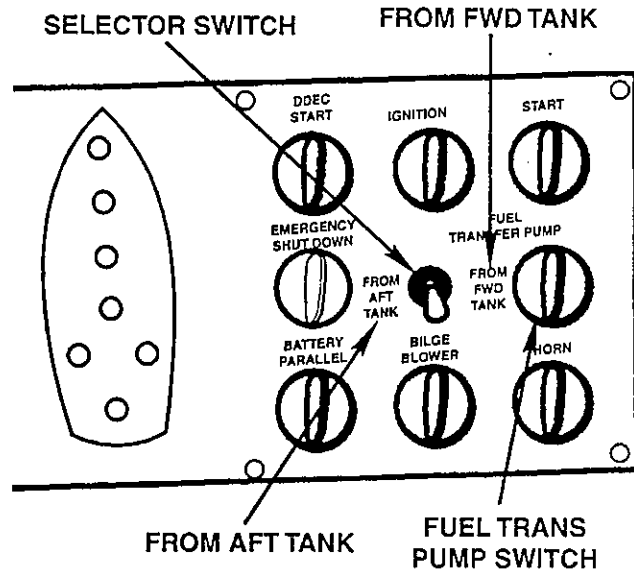


Figure 3-2 Fuel Transfer Control

INITIAL (SEASONAL) START-UP

GENERAL

We suggest that you establish a checklist to be followed every time your boat is started. The paragraphs below provide some of the items which should be followed. Depending on the frequency of use for your boat, some items may not be needed each time the boat is started. All the safety items (set off in **bold type**) should be checked all the time.

SECTION 3 OPERATION

Refer to the Engine Operation and Maintenance Manual and the Marine Transmission Owner's Manual for detail start-up procedures. In addition, before starting the boat for the first time, or the first seasonal start, complete the following checks and procedures as follows:

PRE-START CHECK

1. Open the engine and cockpit access hatches. Check areas for smell of fuel fumes. Visually check engines and generator for signs of fuel or oil leaks.
2. If you detect strong fuel fumes, ventilate the boat by opening all hatches, doors, and ports. Run the engine compartment blower to clear the fumes.
3. Make sure all circuit breakers are off.
4. Check the engine oil level. See Figure 3-3. Pull out dipstick and make sure level is up to upper mark. If the engines need oil, refer to Section 5, Maintenance for engine oil type and filling instructions.

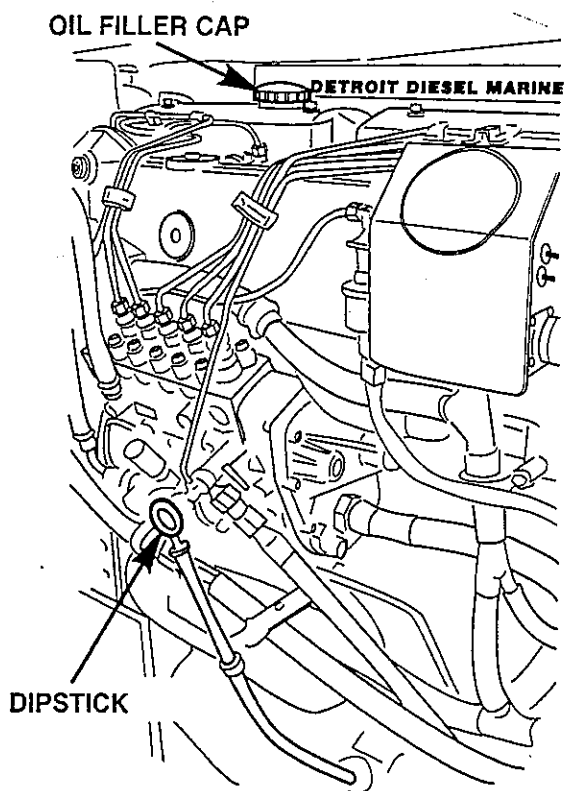


Figure 3-3 Checking Engine Oil

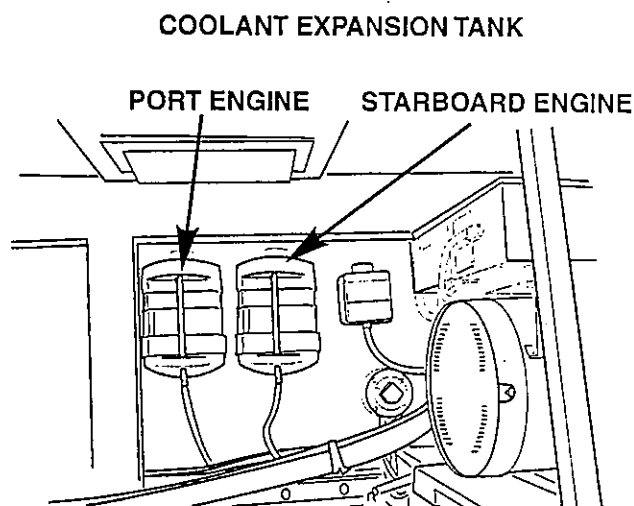


Figure 3-4 Checking Coolant Level

5. See Figure 3-4. Check that the level in the coolant expansion tank is at the proper level. If coolant system needs filling, refer to Section 5, Maintenance for information on coolant.

6. See Figure 3-5. Open both engine raw water intake valves. Valves are open when handles are in line with hoses. If installed, make sure engine pump-out valve is closed.

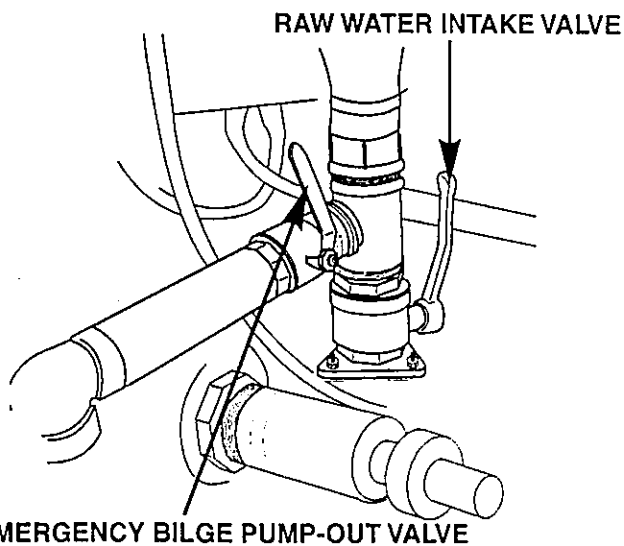


Figure 3-5 Engine Raw Water Intake Valve

PRE-START CHECK (Continued)

7. See Figure 3-6. Check transmission oil level. Pull out dipstick and make sure the level is up to the "FULL" mark.
8. See Figure 3-7. Check the generator oil level. Pull out dipstick and make sure level is between high and low marks. If the generator needs oil, refer to Section 5, Maintenance for engine oil type and filling instructions.
9. See Figure 3-8. Check that the generator coolant level in the expansion tank is between the upper and lower marks.

If coolant system needs filling, refer to Section 5, Maintenance for information on coolant.

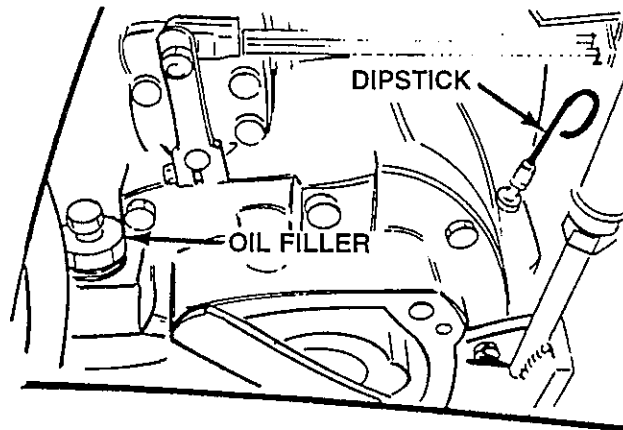


Figure 3-6 Checking Transmission Oil Level

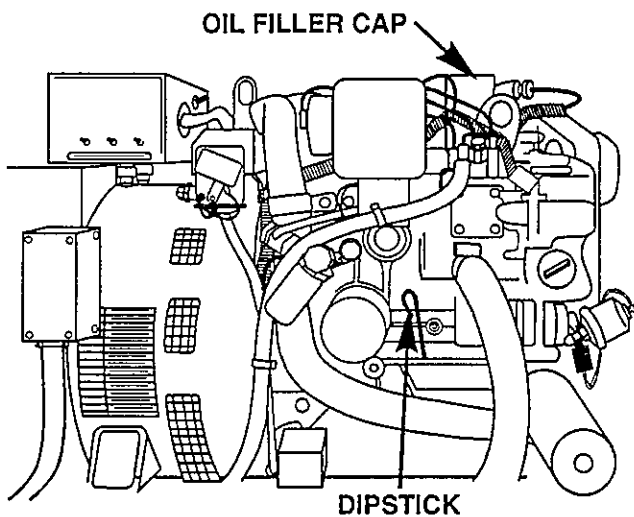


Figure 3-7 Checking Generator Oil Level

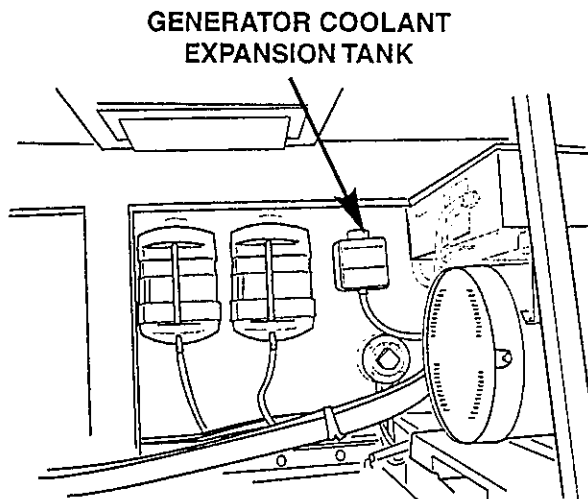


Figure 3-8 Checking Generator Coolant Level

10. See Figure 3-9. Check that water filter is clean. Open generator raw water intake valve. Valve is open when handle is in line with hose.

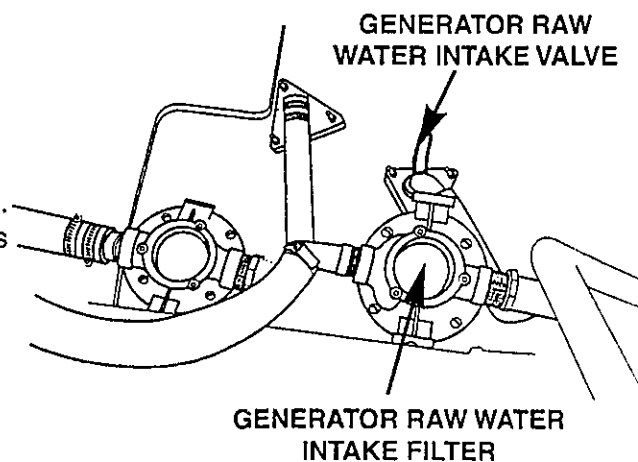


Figure 3-9 Generator Raw Water Intake Filter and Valve

SECTION 3 OPERATION

PRE-START CHECK (Continued)

11. See Figure 3-10. Check that the halon fire extinguisher(s) in the front and/or rear of the engine compartment have not been discharged.

NOTE

The fire extinguisher indicator light (see Figure 2-18 / 2-19) on the command console will go out after discharge. The halon extinguisher should be checked and weighted annually to insure safe operation.

12. See Figure 3-11. Check that the fluid level in the trim tab reservoir is between "FULL" and "ADD" marks. The reservoir is located outboard of the port engine.

If reservoir needs filling, refer to Section 5, Maintenance for information.

13. See Figure 3-12. Open the fuel shutoff valves in the fuel lines for both engines and the generator. Valves are open when handles are in line with hose.

NOTE

On Post 42, tank shutoff valves for engines and generator are on aft side of fuel tank under cockpit. On post 47, fuel tank shutoff valves for the engines are on the aft side of the aft fuel tank under cockpit and the generator shut off valve is on the aft port side of the forward fuel tank in the engine compartment. The engines also have shutoff valves on the primary fuel filters.

14. Check bilge for excessive accumulation of water. If excessive, check operation of bilge pumps and locate source of leaks.

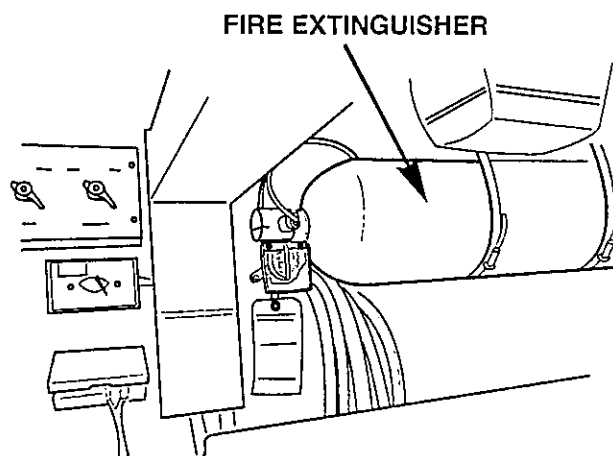


Figure 3-10 Halon Fire Extinguisher

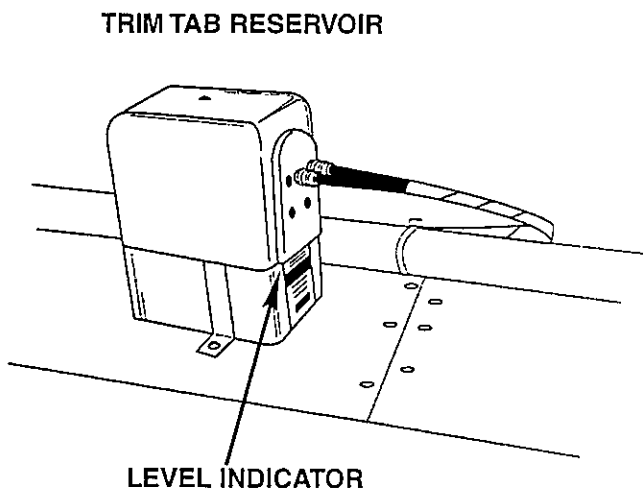


Figure 3-11 Trim Tab Reservoir

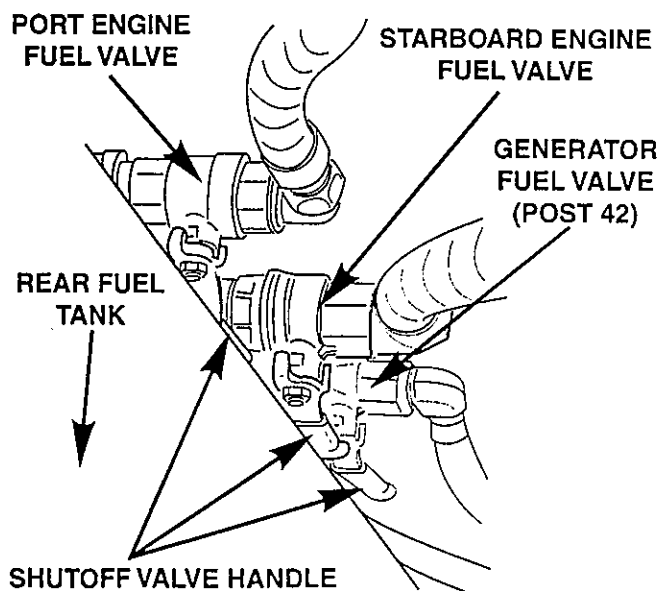


Figure 3-12 Fuel Shutoff Valve

PRE-START CHECK (Continued)

15. See Figure 3-13. Check that the pressure on the hydraulic steering reservoir gauge in the bridge command console. Pressure should be between 20 and 30 PSI. If pressure is low, have system serviced.

Check that the fluid level is between 1/2 and 2/3 full. If low have fluid added to the system.

16. Check that all safety equipment in the boat such as fire extinguishers and personal flotation gear is in their proper place and serviceable.

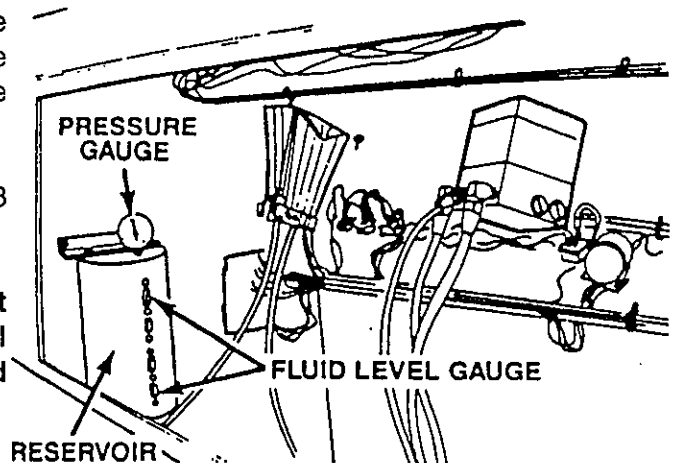


Figure 3-13 Checking Steering System Pressure

ENGINE START-UP

The following procedure should be followed whenever the engines are started. Always use care when starting the engines and immediately shut down if any unsafe condition exists.

NOTE

When starting the engines, the engine alarm system will activate. This is an indication of the system being operational. The system should shut off as soon as engine oil pressure reaches normal operating pressure. If alarm does not shut off, immediately shut down engines to prevent damage.

1A. COLD WEATHER STARTING

Diesel engines can be difficult to start during cold weather (+40°F and below). On Detroit Diesel engines, to avoid excessive cranking and smoking, turn the block heaters on by setting the ENGINE breaker switches to on. Leave the block heaters on while operating in cold weather. Use the BAT PARALLEL switch. Then start engine normally.

1B. WARM WEATHER STARTING

See Figure 2-2. Set the battery and DC MAIN breakers on the overhead panel center aft of the engine compartment to ON. See Figure 2-3. Set the IGNITION PORT and STBD breaker switches on the Master Control Panel to ON. On Detroit Diesel engines, turn the IGNITION switches on the bridge switch panel. Momentarily turn START switch. On Volvo engines, turn the key switch to position "I" to provide power to the engine system. On Volvo Penta engines, press the "Alarm Test" switch. Check that engine alarm system activates. Check that halon fire extinguisher system indicator is lit.

SECTION 3 OPERATION

ENGINE START-UP (Continued)

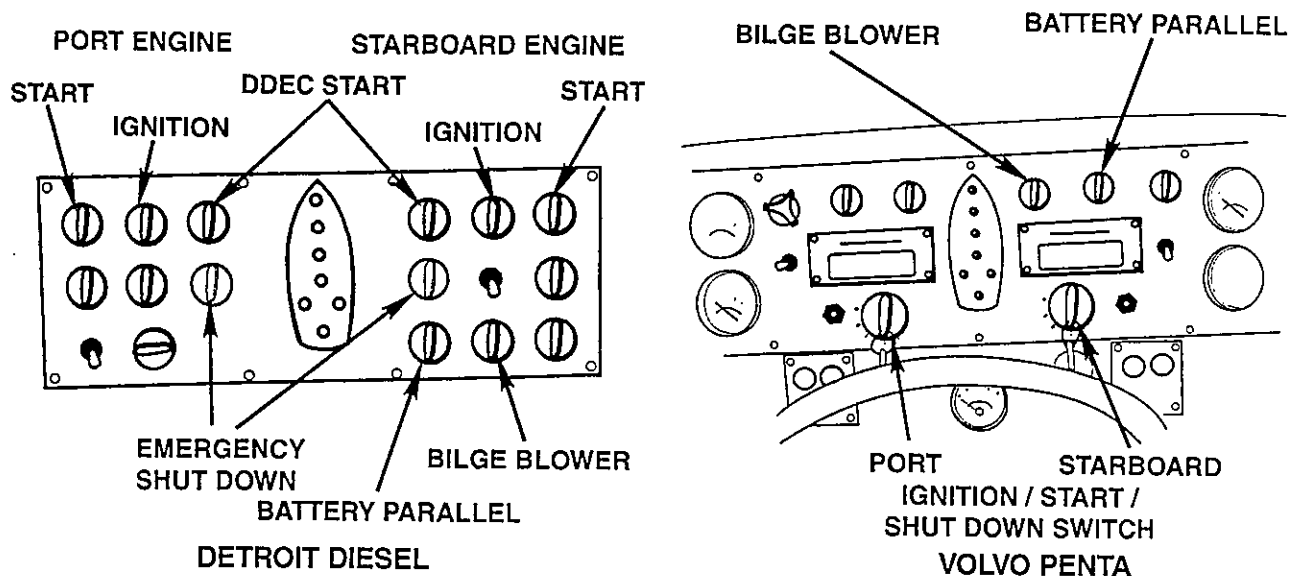


Figure 3-14 Bridge Switch Panel

2. Place transmission controls in neutral position (indicated by detent). Place throttle controls in 1/4 engine speed position.
3. See Figure 3-14. During engine starting, use the BAT PARALLEL switch if necessary. Set BAT PARALLEL switch to either "PORT" or "STBD" while turning START switch. Release both switches when engine starts.

NOTE

If you know one battery is dead, start the engine connected to the good battery first. Then start the engine connected to the dead battery using the battery parallel switch.

The parallel start switch should not be held for longer than 30 seconds at a time.

4. On Volvo Penta engine, turn the key to the III position and hold it until the engine starts. On Detroit Diesel engines, turn START switch and hold it until engine starts. Release switch as soon as engine starts. Check engine RPM when engine starts. Do not allow engine to exceed 1500 RPM until it reaches operating temperature.

CAUTION



If engine fails to start within 30 seconds, release switch. Allow at least 2 minutes for the starter motor to cool. Repeat procedure. On Volvo Penta engines, the key switch must be turned to the "S" position before restarting.

ENGINE START UP (Continued)

5. See Figure 3-15. Check that oil pressure is rising. If pressure does not rise, immediately shut down engine.
6. After engine reaches normal operating temperature, check that water temperature is between 176 to 185°F (80° and 85°C).
7. Start other engine using procedure above.

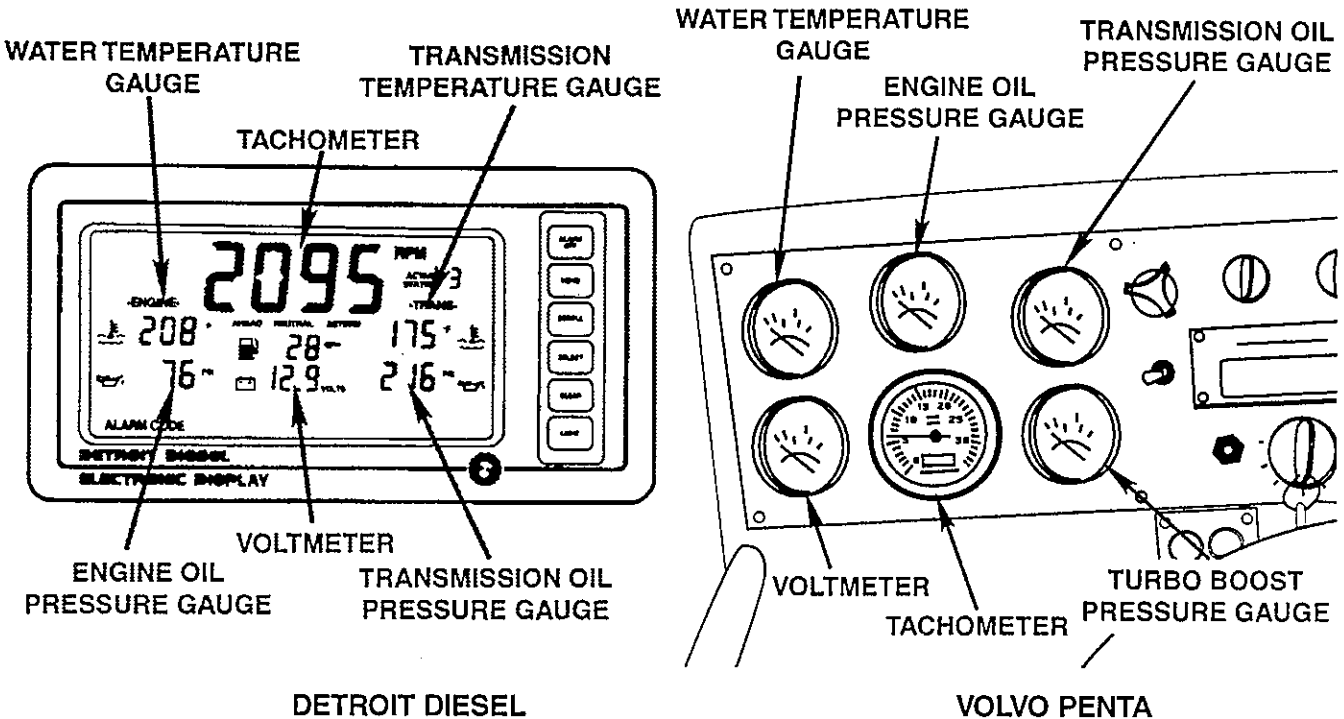


Figure 3-15 Engine Instruments



CAUTION

Do not keep BAT PARALLEL switch activated when both engines are running. This could cause alternator damage.

8. Check that voltmeters are reading 13 to 14.5 volts at 2000 RPM.
9. Check for water coming from the exhaust pipe. This indicates water circulation in the engine cooling system and should occur very shortly after the engine starts.
10. Visually inspect the engine area for fuel, oil, and water leaks.
11. Visually inspect the exhaust system for leaks. If any leaks are detected, immediately shut down engines and correct leaks.
12. Refer to the Engine Operation and Maintenance Manual for specific detailed information on the engines installed on your yacht.

SECTION 3 OPERATION

SHAKEDOWN RUN

A shakedown run is to test and check the boat and the engines under operating conditions. Note any condition which does not meet operating performance and have it corrected as soon as you return.

1. Engines - Check that engines operate normally and can obtain maximum RPM. Check for fuel, oil and water leaks. Check exhaust system for leaks. Check that engine synchronizer operates properly.
2. Transmissions - Check that transmissions shift properly. Check that transmission pressure is between 275 and 350 PSI.
3. Steering - Check that steering system responds properly.
4. Trim Tabs - Check that trim tabs operate properly.
5. Instruments - Check that all instruments operate properly.
6. Controls - Check that all controls operate properly.
7. Hull - Check for leaks from stuffing boxes, thru hull fittings, etc.
8. Generator - Check that generator starts and operates properly. Check all AC equipment for operation.

After completing shakedown run, recheck all oil levels. Check drive belts for tension. Check for items which may have come loose.

NOTE

Do not leave boat unattended for at least 48 hours after initial launching or after extended lay-ups.

ENGINE SHUT-DOWN

1. Reduce engine speed to idle. Place transmission controls in neutral. Increase engine speed to no more than half engine speed for five minutes to cool the engine.



CAUTION

Before shutting down engines, allow engines to cool down for at least 5 minutes. This will allow the turbocharger to slow down and cool off. Shutting down engines immediately could cause damage to the turbocharger.

2. See Figure 3-14. On Detroit Diesel engine, turn the IGNITION AND DDEC switches to off to stop the engines. On Volvo Penta engine, turn the key switch to position "S".

NOTE

On Detroit Diesel engines, if normal stop procedures do not shut engines off, turn the EMERGENCY SHUT OFF switch to stop the engines. This control is to be used only when normal stop procedures will not shut the engine down. If the emergency shut off switch is used it will be necessary to manually reset the air dam on the air inlet housing to restart the engine. On Volvo engines, there is a shut off on the engine which cuts off the fuel pump.

DAILY OPERATION

ENGINE SHUT-DOWN (Continued)

NOTE

See Figure 3-14. You may want to run the bilge blowers for a few minutes after shut-down to remove heat from the engines and compartment.

DAILY START UP

The following procedure should be followed whenever the engines are started. Always use care when starting the engines and immediately shut down if any unsafe condition exists.

NOTE

When starting the engines, the engine alarm system will sound. This is an indication of the system being operational. The system should shut off as soon as engine oil pressure reaches normal operating pressure. If alarm does not shut off, immediately shut down engines to prevent damage.

1. See Figure 3-3. Check the engine oil level. Pull out dipstick and make sure level is up to upper mark. If the engines need oil, refer to Section 5, Maintenance for engine oil type and filling instructions.
2. Figure 3-4. Check that the coolant level in the coolant expansion tank is at the proper level. If coolant system needs filling, refer to Section 5, Maintenance for information on coolant.
3. See Figure 3-5. Check that both engine raw water intake valves are open. Valves are open when handles are in line with hoses.
4. See Figure 3-6. Check that the oil level in the transmission is up to the FULL mark. If transmissions need oil, refer to Section 5, Maintenance for transmission oil type and filling instructions.
5. See Figure 3-12. Check that the fuel shutoff valves in the fuel lines at the fuel tanks are open. Valves are open when handles are in line with hoses.
6. Make sure the PORT ENGINE and STBD ENGINE switches in the Master Control Panel are ON.

7A. COLD WEATHER STARTING

Diesel engines can be difficult to start during cold weather (+40°F and below). On Detroit Diesel engines, to avoid excessive cranking and smoking, turn the block heaters on by setting the ENGINE breaker switches to ON. Leave the block heaters on while operating in cold weather. Hold the switch for no longer than 30 seconds and then release it. Use the BAT PARALLEL switch. Then start engine normally.

7B. WARM WEATHER STARTING

On Detroit Diesel engine, turn the START switch. Check that engine alarm system sounds. On Volvo Penta engine, turn the key switch to Position "I" to supply power to the engine systems. On Volvo Penta engine, press the "Alarm Test" switch. Check that engine alarm system activates. Turn the key switch to position "III" and hold it until the engine starts. Release the key switch and allow it to return to position "I". Check that halon fire extinguisher system indicator is lit.

SECTION 3 OPERATION

DAILY START-UP (Continued)

8. Place transmission controls in neutral position (indicated by detent). Place throttle controls in 1/4 engine speed position.
9. See Figure 3-14. During engine starting, use the BAT PARALLEL switch if necessary. Operate BAT PARALLEL switch only while turning the START switch. Release both switches when engine starts.

NOTE

If you know one battery is dead, start the engine connected to the good battery first. Then start the engine connected to the dead battery using the battery parallel switch.

The parallel start switch should not be held for longer than 30 seconds at a time.

10. Turn and hold the START switch (Detroit Diesel engines) or key switch to position "III" (Volvo Penta engines) until engine starts. Release switch as soon as engine starts. Check engine RPM when engine starts. Do not allow engine to exceed 1500 RPM until it reaches operating temperature.



CAUTION

If engine fails to start within 30 seconds, release switch. Allow at least 2 minutes for the starter motor to cool. Repeat procedure.

11. See Figure 3-15. Check that oil pressure is 45 to 65 PSI. If pressure is low, immediately shut down engine.
12. After engine reaches normal operating temperature, check that water temperature is between 176 to 185°F (80° and 85°C.)
13. Start other engine using procedure above.



CAUTION

Do not keep PARALLEL START switch activated when both engines are running. This could cause alternator damage.

14. Check that voltmeters are reading 13 to 14.5 volts at 2000 RPM.
15. Check for water coming from the exhaust pipe. This indicates water circulation in the engine cooling system and should occur very shortly after the engine starts.
16. Visually inspect the engine area for fuel, oil, and water leaks.
17. Visually inspect the exhaust system for leaks. If any leaks are detected, immediately shut down engines and correct leaks.
18. Refer to the Engine Operation and Maintenance Manual for specific detailed information on the engines installed on your yacht.

DAILY START-UP (Continued)

19. See Figure 3-16. On Volvo Penta engines, check the operation of the engine synchronizer by setting both engines slightly above 800 RPM. Turn the ENGINE SYNC switch to on. With the NAV/ANCHOR light switch on, the indicator in the top of the switch will light. Both engine controls must be used and the engines must be within 100 RPM for the automatic synchronizer system to take over.

On Post 47 with a Glendinning Synchronizer system set both engines slightly above idle. Turn the ENGINE SYNC switch to on. Move port engine lever to maximum speed position.

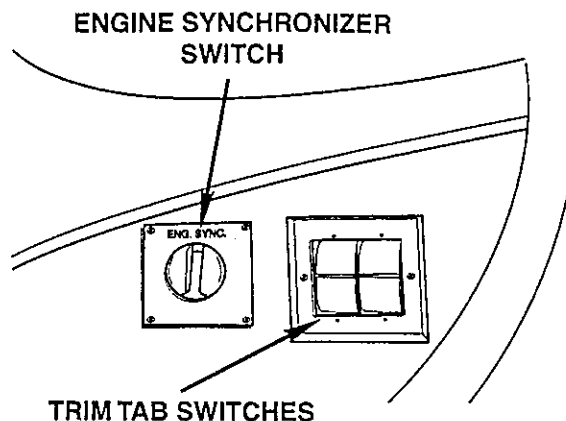


Figure 3-16 Engine Synchronizer And Trim Tab Switches

NOTE

With the synchronizer on, the control for the port engine is “limp” or non-effective. Setting the lever to maximum speed position eliminates the synchronizer of strain in moving the entire control cable system.

Both engines are now under the control of the starboard engine control lever. Moving the port engine control lever through the engine speed range will cause both engines to move together. To disengage the synchronizer, set the synchronizer switch to OFF. Move the port engine control lever back to idle. The manual control will automatically re-engage the engine control.

On Detroit Diesel DDEC engines, the port throttle lever comes as the master. To change the master throttle lever, refer to Detroit Diesel Operating Instructions. To engage the engine synchronize, press the ENGINE SYNC button (See Figure 2-6).

20. See Figure 3-16. With the boat moving, check the operation of the trim tabs. Make sure they operate properly.

DAILY SHUT-DOWN

1. Reduce engines speed to idle. Place transmission controls in neutral. Increase engines speed to no more than half engine speed for five minutes to cool the engines.



CAUTION

Before shutting down engines, allow engines to cool down for at least 5 minutes. This will allow the turbocharger to slow down and cool off. Shutting down engines immediately could cause damage to the turbocharger.

2. On Detroit Diesel DDEC engines, turn the IGNITION and DDEC switches on bridge command console to off to stop engines. On Volvo Penta engines, turn the key switch to position “S”.

NOTE

If normal stop procedures do not shut engines off, on Detroit Diesel engines, turn the EMERGENCY SHUT OFF to stop the engines. This control is to be used only when normal stop procedures will not shut the engine down. If the emergency shut off switch is used it will be necessary to manually reset the air dam on the air inlet housing to restart the engine.

SECTION 3 OPERATION

GENERATOR OPERATION

GENERAL

The generator provides 120 VAC operation of Microwave, hot water heater, converter, range, refrigerator, etc. The bridge command console contains an indicator which lights when the generator is operating.

The generator is protected by a remote circuit breaker. The AC system is protected by circuit breaker switches at the Master Control Panel.

The fuel for the generator is supplied from the forward fuel tank (Post 47) or aft tank (Post 42) through the primary filter located under the generator and a secondary filter on the generator. The generator has a manual priming pump. The fuel line at the fuel tank to the generator contains a shut-off valve.

NOTE

Infrequent use of the generator may result in hard starting. Operate generator set one 30 minute period each week. For detailed operation of the generator, refer to the Operator's Manual supplied with this manual.

GENERATOR START-UP

1. Open the engine compartment access hatch. Check area for smell of fuel fumes. Visually check generator for signs of fuel or oil leaks.
2. See Figure 3-12. Make sure fuel shutoff valve on fuel line at aft fuel tank is open.
3. See Figure 3-7. Check the generator oil level. Pull out dipstick and make sure level is between high and low marks.

If the generator needs oil, refer to Section 5, Maintenance for engine oil type and filling instructions.

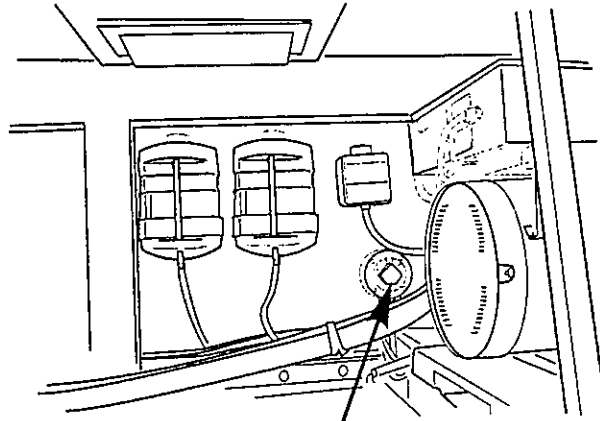
4. See Figure 3-8. Check that the coolant level in the expansion tank is between the upper and lower marks.

If coolant system needs filling, refer to Section 5, Maintenance for information on coolant.

5. See Figure 3-9. Check that generator raw water intake filter is clean. Open intake valve. Valve is open when handle is inline with hose.

GENERATOR START-UP (Continued)

6. See Figure 3-17. Make sure the generator battery switch is set to ON.
7. See Figure 3-18. At the Master Control Panel in the main cabin, turn all 120/220V breaker switches off. Set the SHORE circuit breakers to OFF. Wait 2 minutes and then slide the cover on the selector switch over the SHORE circuit breakers.
8. See Figure 3-18. Set and hold the PREHEAT switch to on for 10 to 30 seconds, depending on the outside air temperature (longer during colder temperatures).



GENERATOR BATTERY SWITCH

Figure 3-17 Generator Battery Switch

NOTE

The PREHEAT switch should be held as follows:
Above 41°F - 10 seconds; Between 23 and 41°F - 20 seconds; Below 23°F - 30 seconds.

The PREHEAT switch overrides the low oil cut-out switch and must be held until oil pressure reaches 20 psi during starting.

9. On Westerbeke generators, continue to hold the PREHEAT switch. Hold START switch until unit starts. Release START switch. Hold the PREHEAT switch until oil pressure reaches 20 psi.

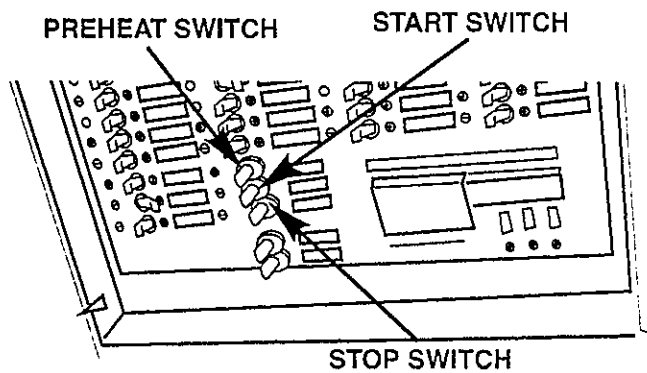


Figure 3-18 Master Control Panel

CAUTION



Do not crank generator continuously for more than 12 seconds at a time. A 30 second cool-down period must be allowed between cranking attempts. If generator fails to start after three attempts, contact your Dealer.

NOTE

If oil pressure drops too low or operating temperatures climb too high, generator will automatically shut down. Correct problem before attempting to re-start generator.

10. Check for water coming from the exhaust pipe. This indicates water circulation in the generator cooling system and should occur very shortly after the generator starts.
11. Visually inspect the generator area for fuel, oil, and water leaks.

SECTION 3 OPERATION

GENERATOR START-UP (Continued)

12. Visually inspect the exhaust system for leaks. If any leaks are detected, immediately shut down generator and correct leaks.
13. Apply a light load and allow generator to warm up to between 140 and 150°F before connecting a heavy load. Avoid prolong NO LOAD running. Keep the load within nameplate rating.

GENERATOR SHUT-DOWN

1. Shut off all 120/220V circuit breakers.
2. Allow generator to run for 3 to 5 minutes at no load for engine cool-down.
3. Set STOP switch to STOP and hold it until the generator completely stops.

SHORE POWER

GENERAL

The 120V AC system is a 3 wire grounded system. It is protected by circuit breaker switches at the Main Control Panel in the cabin. Your yacht is equipped with a 220 V shore power inlet located on the starboard side of the cockpit.

This supplies 50 amps to the Master Control Panel where power is supplied to both lines in the panel as needed.

CONNECTING SHORE POWER

1. See Figure 3-21. Turn all 120V breaker switches OFF. Set the GEN circuit breaker to OFF. Wait 2 minutes and then slide the cover on the selector switch over the GEN circuit breakers. If installed, set the breaker switch marked CABLEMASTER on the DC Master Control Panel to ON.
2. See Figure 3-19. Set the CABLEMASTER switch to OUT and reel out the shore power cable.
3. Make sure the dock outlet is off. Connect the male end to the dock outlet.

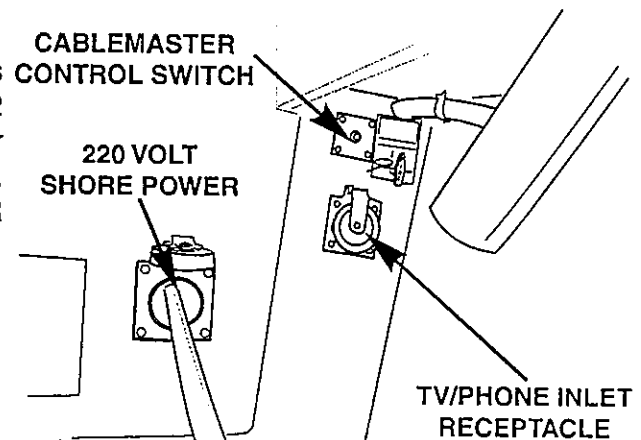


Figure 3-19 Shore Power Inlet

NOTE

When connecting shore cable to dock outlet have adequate slack in the cable to prevent cable stretching from tidal changes.

4. Switch dock circuit breaker to ON. Refer to Connecting AC Power below for operating the AC system.

DISCONNECTING SHORE POWER

1. Switch off all circuits.
2. Switch off the dock circuit breaker.
3. Disconnect the shore power cables from the dock outlet.
4. Set the CableMaster switch to the IN position. A limit switch will shut the system off when the cable is all the way in.. Screw the cover on inlet receptacle. Set the CABLEMASTER breaker switch on the Master Control Panel to OFF.

NOTE

The refrigerator operates off the AC system only. In order to keep it running after shore power is disconnected, it will be necessary to run the generator.

SHORE POWER CABLE CARE

The metallic parts of the cable are made to resist corrosion. In salt water environment, the life of the cable can be increased by periodically wiping the exposed parts with fresh water, drying and spraying with a moisture repellent.

Clean the cable with a grease cutting household detergent. Periodically apply vinyl protector. If cable is immersed in water, rinse plug and connector end thoroughly in fresh water, shake or blow out excess water and allow cable to dry. Spray plug and connector with a moisture repellent before re-use.

ELECTRICAL SYSTEM

NOTE

Position of circuit breakers on the Master Control Panel shown in the illustrations are typical and may change on some yachts.

OPERATING DC SYSTEM

See Figure 3-20. To operate the 12V DC systems, first turn on the battery circuit breaker switch marked DC MAIN on the aft,overhead panel in the engine compartment.

See Figure 3-21. Set the DC MAIN breaker switch on the Master Control Panel to ON.

Check the condition of each battery by setting the selector switch to each battery and checking the Battery Condition Indicator. If any battery indicates low charge, operate the generator or shore power in order to provide power to the battery charger. Switch to ON only the 12V systems which you intend to use such as lights, shower pump, water pump, etc. Switch OFF any system which is not in use.

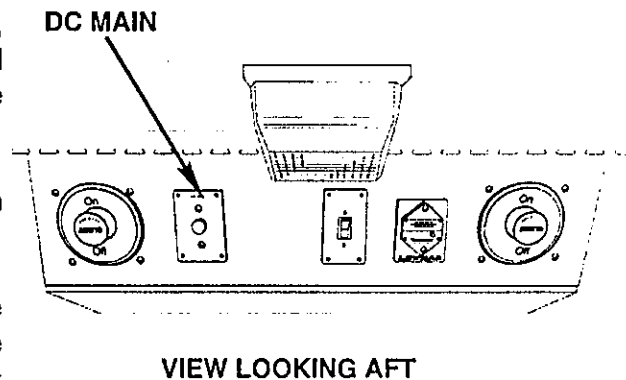


Figure 3-20 Battery Circuit Breaker

SECTION 3 OPERATION

NOTE

Always switch circuit breakers, except the forward and aft bilge pump breakers, to OFF when leaving the boat unattended.

CONNECTING AC POWER

The AC electrical system is connected to either the shore power system or the generator. Connection to either system is by circuit breakers on the Main Control Panel. The shore power system provides 50 amps and the generator provides 70 amps of power to the panel where power is supplied to both GROUP 1 and GROUP 2 as needed.

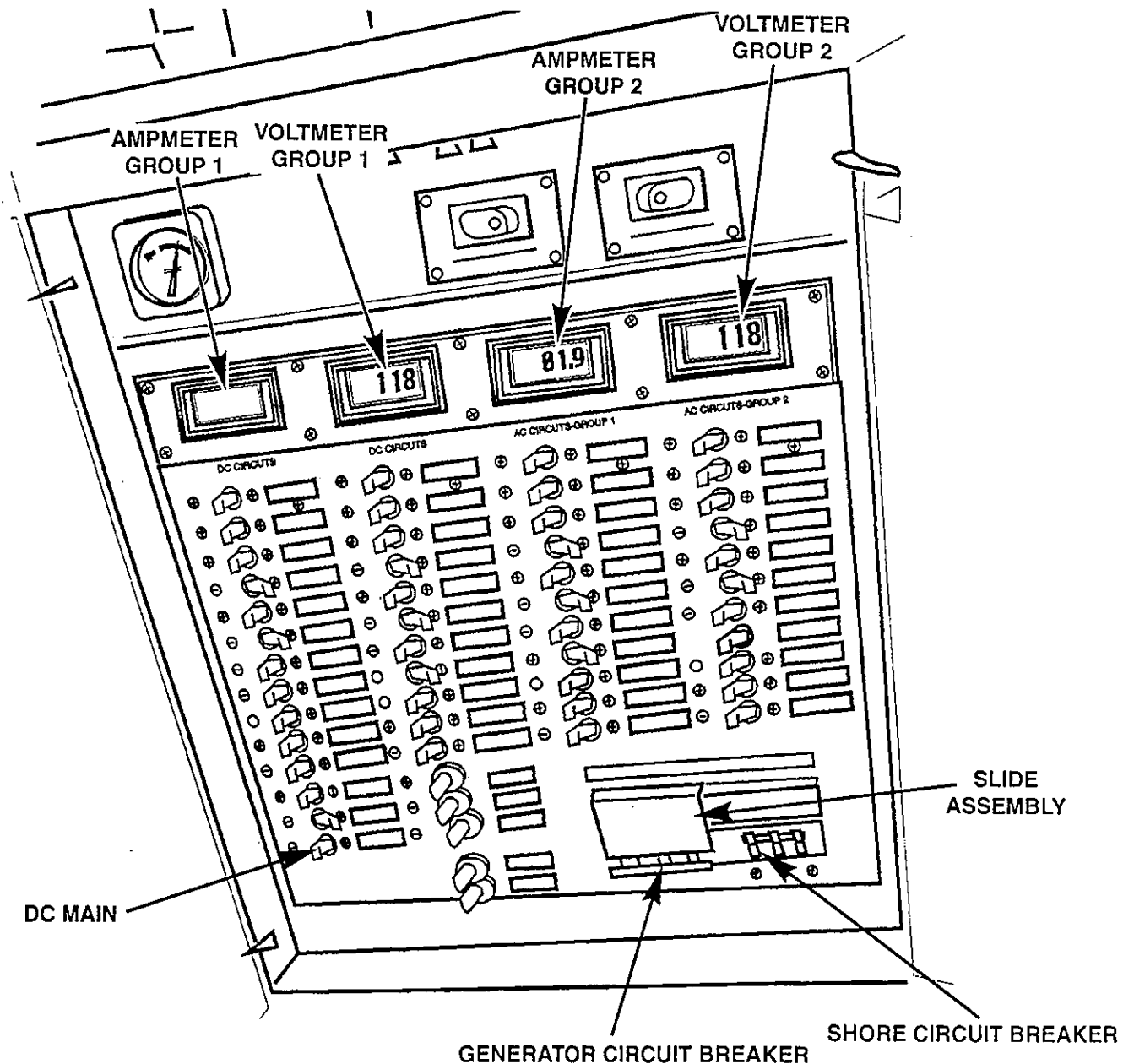


Figure 3-21 Master Control Panel

CONNECTING AC POWER (Continued)

Connecting Shore Power

1. Connect shore power cable as directed above. If operating, shut down generator as directed above.
2. Set the GENERATOR circuit breaker OFF. Slide the cover over the GENERATOR circuit breaker. Set the SHORE POWER circuit breaker to ON.
3. Check that the voltmeter reads approximately 220V (shore power only). If the voltage is low or high do not attempt to operate equipment. Equipment can be damaged if operated on voltage lower than it is rated.
4. Switch on only the circuits you will be using.

Connecting Generator Power

1. Shut down all AC systems. Start generator as directed above.
2. If shore power is connected, set SHORE POWER circuit breaker to OFF. Move the slide assembly over the shore power circuit breaker.
3. Set the GENERATOR circuit breaker ON. Check that the voltmeter reads approximately 220V. If the voltage is low or high do not attempt to operate equipment. Equipment can be damaged if operated on voltage lower than it is rated.
4. Switch on only the circuits you will be using.

FRESH WATER SYSTEM

The fresh water system on your boat has two water tanks with a capacity of 120 gallons. The water supply is fed to both the AC (standard on Post 47) and DC (standard on Post 42 and optional on Post 47) water pumps that pressurize the system.

When docked, if available, a pressurized dockside water supply can be attached to the boat's fresh water system. This will pressurize the system without using the electrical water pumps or consume the water tanks' supply.

NOTE

The dockside water supply will not fill the water tanks. They must be filled through the filler fitting.

CONNECTING DOCKSIDE WATER INLET

NOTE

Before attaching the water supply to the dockside water inlet, make sure the water is for drinking. Not all water at dockside is for drinking. Check with the dockmaster to be sure.

SECTION 3 OPERATION

CONNECTING DOCKSIDE WATER INLET (Continued)

1. See Figure 3-22. Connect a garden hose to the dockside water inlet located on the forward, port side of the cockpit.
2. Connect the other end of the hose to the dockside spigot.
3. Open the cold water faucet valve at the cockpit sink and then open the dockside water spigot. As soon as a steady stream of water comes out of the faucet, close it. The fresh water system is now ready for use.



CAUTION

Always disconnect the dockside water inlet when the boat is unattended. The sudden rupture of an inside water line could very quickly flood the boat with an endless supply of water.

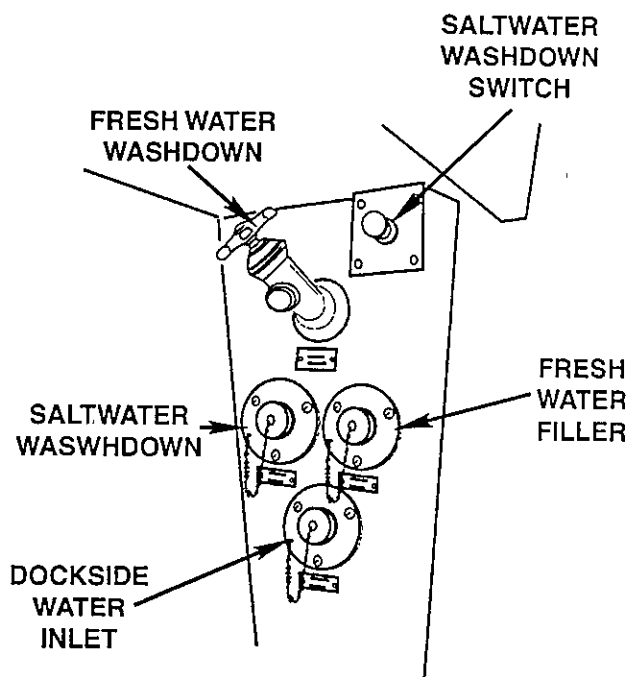


Figure 3-22 Dockside Water Inlet

FILLING FRESH WATER TANK

NOTE

Before filling the water tank, make sure the water supply is for drinking. Not all dockside water is for drinking. Check with the dockmaster to be sure.



CAUTION

When filling the water tank, do not leave the hose unattended. The water supply system could over-pressurize the tank and damage it.

1. Open the water tank fill fitting located on the forward, port side of the cockpit.
2. Fill the tank with the hose from the dockside supply up to the fill fitting.
3. See Figure 3-23. Check that the water tank gauge on the Master Control Panel indicates full.
4. Replace cap on the fill fitting.

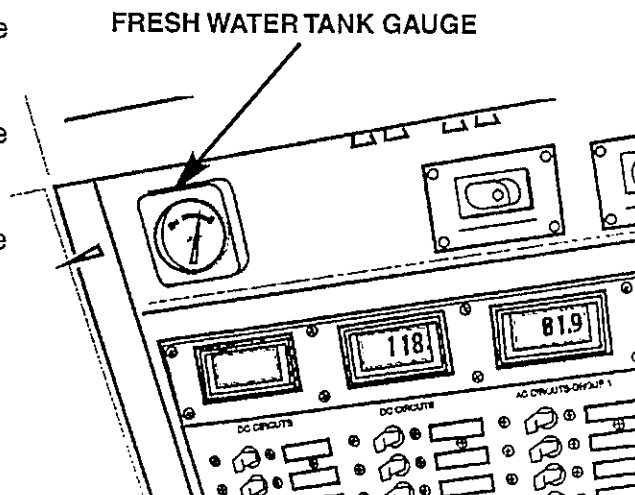


Figure 3-23 Water Tank Gauge

OPERATING FRESH WATER PUMP



CAUTION

Only operate the fresh water pump with water in the tank. Running the pump dry will cause impeller damage.

Water pressure for the fresh water system is supplied by AC water pump (standard on Post 4) and/or by a DC water pump (standard on Post 42 and optional on Post 47). Only one pump should be operated at a time. Where possible, the AC pump should be used to conserve the battery power.

1. Set either the AC or DC WATER PUMP breaker switch in the Master Control Panel to ON.

The pump will run until the system is pressurized. Once pressurized, it will turn itself off and only come back on when water pressure is decreased.

NOTE

The AC water pump can be primed from the Master Control Panel if necessary. To prime the pump, hold the RESET switch to ON until the pump is primed and running.

2. Operate all of the faucets as needed.

OPERATING HOT WATER HEATER



CAUTION

Before turning the Hot Water Heater breaker switch on **MAKE SURE THE WATER HEATER IS FULL OF WATER**. Turning on an empty water heater will damage the heating elements and destroy the unit.

NOTE

To make sure a water heater is full of water open a hot water faucet valve and allow a steady stream of water to flow out of the faucet to remove all air from the hot water circuit.

1. With the generator running or shore power connected to the boat, switch ON the WATER HEATER breaker switch.
2. Wait for the water in the tank to warm up, then use as you would at home.

NOTE

The cold water line to the galley sink may contain an instant hot water heater (optional). To obtain hot water immediately, turn ON the INST HOT breaker switch.

SECTION 3 OPERATION

OPERATING SHOWER



CAUTION

The shower drains into a sump containing a pump. Make sure the breaker switch for that pump is switched ON when using the shower.

1. Switch ON the SHOWER PUMP breaker switch in the Master Control Panel. If you are not connected to dockside water supply, switch ON the AC or DC WATER PUMP breaker switch.
2. Turn the shower on and regulate the water temperature as you would at home.

TOILET AND HOLDING TANK



CAUTION

Always check local laws pertaining to overboard discharge in your area. Regions prohibit discharge of waste other than at an approved dockside pump-out station.

Do not deposit any foreign objects into the toilet. Even a cigarette or paper towel could clog or damage this very delicate system.

Toilet lid should always be in the down (covered) position when the boat is underway to prevent slamming and possible damage.

NOTE

Post recommends only the use of biodegradable toilet tissue that is sold for marine use.

Odor in the toilet and holding tank can be controlled by the use of approved sanitary system treatment chemicals.

TOILET

See Figure 3-21. To operate, make sure the breaker switch HEAD STBD and/or HEAD PORT are ON.

See Figure 3-24. Make sure the thru-hull valve for the toilet intake is open. The valve is open when the handle is in line with the hose.

The thru-hull valve for the toilet(s) is located in the bilge below the passageway.

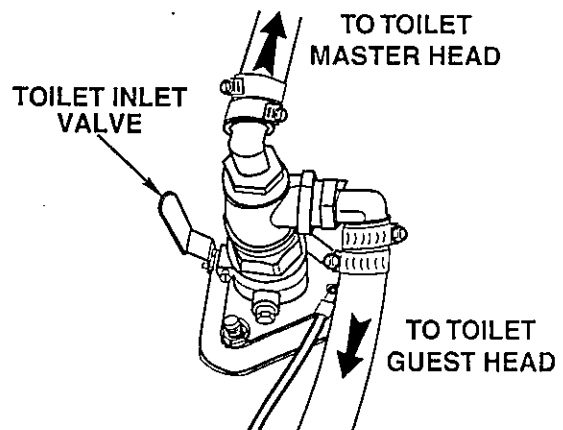


Figure 3-24 Toilets Thru-Hull Valve

TOILET (Continued)

See Figure 3-25. The toilets can be flushed either directly overboard, where permitted, or into the holding tank. To flush the toilet directly overboard, open the overboard discharge valve on the waste manifold and close the holding tank valve. The waste manifold is located in the bilge in the passageway near the toilets thru-hull valve. To flush into the holding tank, close the overboard discharge valve and open the holding tank valve.

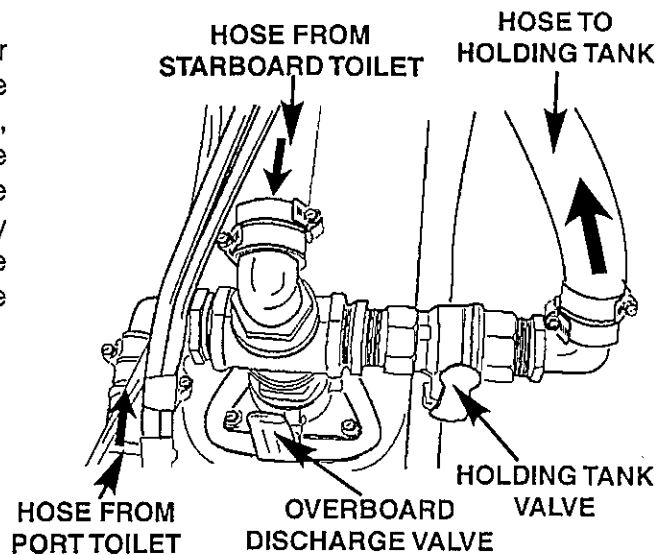


Figure 3-25 Waste Manifold

See Figure 3-26. The toilet(s) have a water conservation switch which provides a short flush cycle. To flush the toilet for a normal flush cycle, push the lever on the toilet back towards the wall and release. This starts automatic timed flush. To stop the timed flush, pull the lever forward, momentarily, then release it. Pulling the lever all the way forward and holding it evacuates the bowl without bringing in additional water. To flush the toilet for a short flush cycle, press the water conservation switch.

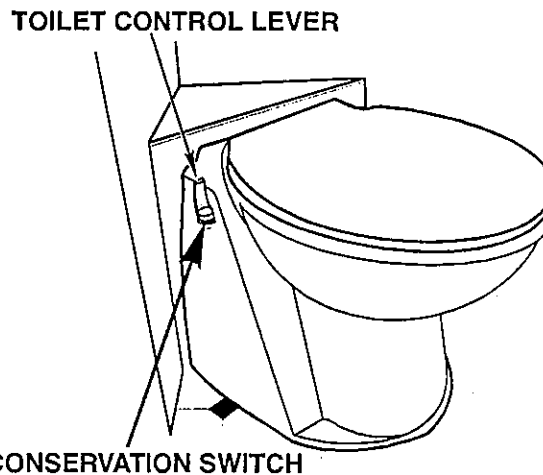


Figure 3-26 Toilet Control

HOLDING TANK

The holding tank will hold 31 gallons. To empty the holding tank, Post recommends the use of a dockside pump-out facility. Connect the hose from the pump-out facility to the fitting marked "WASTE" on the starboard gunnel.

See Figure 3-27. Where permitted, the holding tank can be drained directly overboard by opening the thru-hull valve located in the bilge in the passageway. Boat must be underway to drain the holding tank.

WARNING



The effluent in the holding tank can develop a gas which can explode. Use suitable precautions when any maintenance is done on the system.

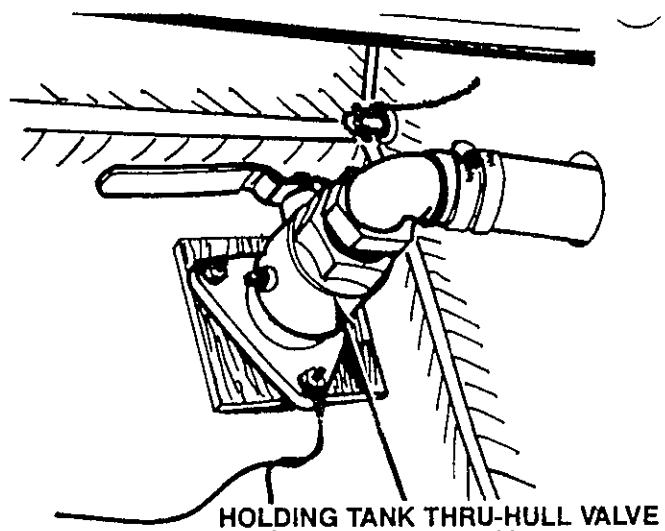


Figure 3-27 Holding Tank Thru-Hull Valve

SECTION 3 OPERATION

HOLDING TANK (Continued)

See Figure 3-28. The level in the holding tank is indicated by lights on the panel in each head. One indicator lights when the tank is 3/4 full, one when the tank is FULL, and one when the tank is empty.

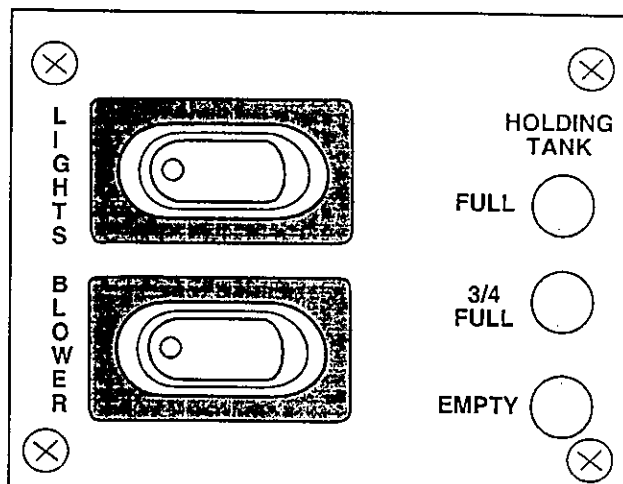


Figure 3-28 Holding Tank Indicators

GENERAL INFORMATION ON BOAT HANDLING

BOAT HANDLING

The best method of learning how to handle your Post yacht and obtaining the best performance from the yacht is to practice and experiment. After several hours of operation, you should experiment with throttle settings to discover the setting that will be the most comfortable and economical range for your particular loading conditions.

We suggest that you make a speed/RPM chart in order to obtain the most economical operation. Operate the boat at various speeds and check the fuel consumption. Determine the amount of operating time remaining when the fuel gauge drops into the red band. Make a log of this type of information and have it available when operating your yacht.

In addition, you may want to determine the following:

- Minimum speed for effective steering.
- Turning radius at different speeds.
- Response to steering at low speeds.
- Acceleration and deceleration rates.
- Time and distance to bring the boat to a stop at different speeds.
- Control of the boat using both engines (transmissions) and rudder in close quarters.

Twin screw boats are easy to maneuver. The boat will run ahead or backward in a straight line when both engines are working together at the same speed. During backing, the rudders can be used to steer to port as well as starboard. Most close-in maneuvering is accomplished without using the rudders.

Moving ahead on one engine will cause the bow to swing away from the running engine side and to move forward at the same time. Backing up with one engine will cause the bow to swing toward the running engine side and the boat to move backward.

Running one engine ahead and one engine astern will cause the boat to turn end-for-end in little more than its own length.

BOAT HANDLING (Continued)

Running both engines in the same direction at different speeds will cause the boat to move in the direction dictated by the faster engine but its influence will be modified by the slower engine.



CAUTION

When operating with one engine shut down, be careful to avoid any situation where water can enter the dead engine through its exhaust. Water entering an engine can cause serious damage.

You should always keep both engines running when underway. If it is necessary to shut down an engine, be very careful when slowing down, backing up, or running in a following sea. These situations are conducive to allowing water in the exhaust system. If extensive running on one engine is necessary, the propeller shaft should be locked on engine not running to prevent damage to the transmission.

PUT SAFETY IN YOUR BOATING

Each year more and more Americans go boating in their leisure hours. To prevent the needless loss of life and property, the increase in traffic on our waterways must be accomplished by greater awareness of safe boating practices. The principal factor in boating accidents over the years has been the careless operator. In order to reduce the number of boating accidents and to make boating the purely pleasant recreation it should be, the following words are devoted to help make this possible:

BOATING'S GOLDEN RULE — SAFETY FIRST

Observe these safety rules:

1. Know your boat
2. Don't overload
3. Keep a good lookout
4. Operate at safe speeds
5. Respect the weather
6. Take sufficient fuel
7. Keep your boat in shape
8. Carry necessary equipment
9. Secure your boat properly
10. Obey the law

BE COURTEOUS AND CAREFUL AT ALL TIMES

EMERGENCY OPERATION

ENGINE COMPARTMENT FIRE

Your yacht is equipped with one (Post 42) or two (Post 47) halon fire extinguishers in the engine compartment; one forward and/or one aft. This system operates automatically to extinguish a fire in the engine compartment. The system readiness is indicated by a light on the bridge command console. This light should be on whenever power is on. If the light is out, a halon extinguisher has discharged.

SECTION 3 OPERATION

EMERGENCY OPERATION (Continued)

Actuation of an extinguisher is also indicated by a loud sound similar to that of small arms fire followed by a "rushing" air sound.

See Figure 3-29. The extinguisher system can also be manually activated by a pull handle in the cockpit on the starboard forward side. If a fire is detected before the automatic system is activated, the pull handle can be used to activate the system. On the Post 47, this will discharge one fire extinguisher.

If the indicator light goes out, if you hear the sound of the extinguisher discharging or if you manually activate the system, proceed as follows:

1. Shut down engines and generator.
2. Have all occupied enclosures evacuated immediately. If practical, evacuate the boat.
3. Shut down all electrical circuits.
4. Do not open the compartment. Allow the halon fire extinguisher to soak the compartment for at least 15 minutes.



WARNING

Opening the compartment will feed oxygen to the fire and flashback can occur.

If halon is consumed by the running engine, an orange brown smoke will come out the exhaust. This smoke is toxic and extremely acrid. Avoid breathing if possible.

5. Wait for hot metals and fuels to cool before inspecting for cause or damage. Have approved portable extinguisher at hand and ready for use. Do not breathe fumes or vapors caused by the fire.
6. See Figure 3-30. Prior to entering the compartment, operate the bilge blowers to ventilate the area. Bilge blower switches are located on the bridge control console and above the Master Control Panel in the salon.

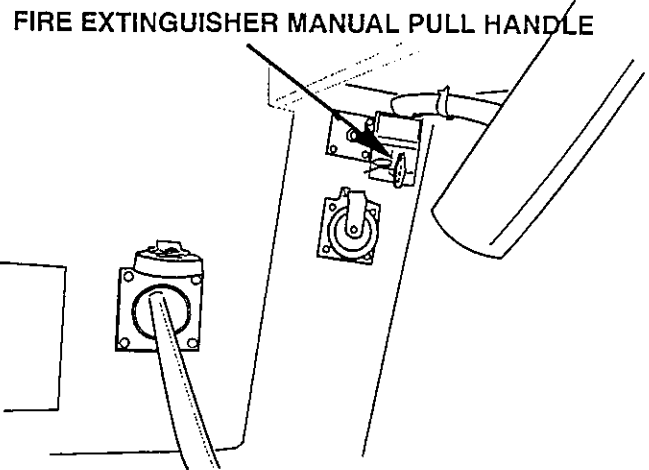


Figure 3-29 Manual Pull Handle for Fire Extinguisher

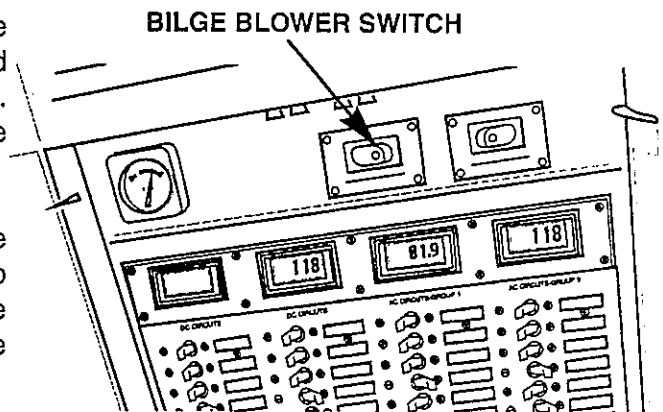


Figure 3-30 Bilge Blower Switch

DETECTING FUEL FUMES

Fuel fumes are heavier than air and can collect in the bilge areas. They are extremely hazardous. If you detect strong fumes, proceed as follows:

1. Have all occupied enclosures evacuated immediately. If at a safe place, evacuate the boat.
2. Shut down engines and generator.
3. Shut down all electrical circuits.
4. Notify the dock, fire department or Coast Guard of your condition.
5. Open the boat up for natural ventilation. See Figure 3-30. Use the bilge blowers to ventilate the area.
6. When safe, locate the source of the fumes. Using a hand pump, remove any fuel from bilge to a safe, approved location.

EXCESSIVE WATER IN BILGE

See Figure 3-31. Your Post yacht is equipped with 2 bilge pumps; one in the master stateroom and one under the cockpit deck. The bilge pumps have a float switch which automatically turns the pumps on when the water level reaches a specific height.

The pumps can be turned on manually by switches on the Master Control Panel. The Indicator on the bridge command console will light when the aft pump comes on. Under most conditions, the pumps will handle any water in the bilge.

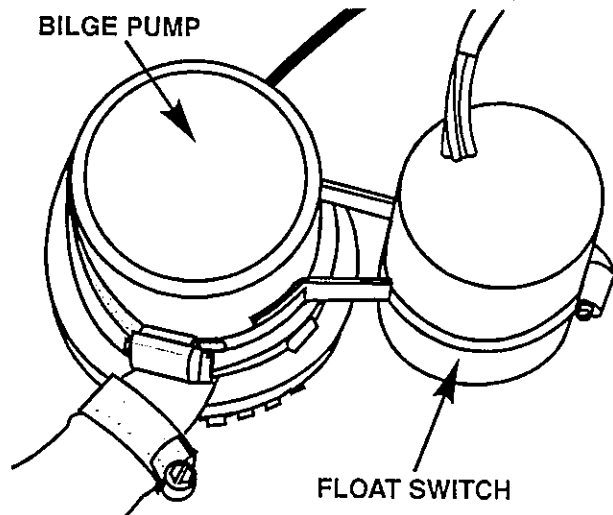


Figure 3-31 Bilge Pump

See Figure 3-32. Your yacht may have an optional engine bilge pump out system. In an extreme case where water entering the hull cannot be handled by the bilge pumps, the engine raw water pump can be used to extract the water.

Hoses connected to the raw water intake are routed to the engine compartment bilge. When the water level reaches these hoses, close the raw water thru-hull valve and open the emergency bilge pump out valve. As soon as the water lowers below the open hose, close the emergency bilge pump out valve and open the raw water intake thru-hull valve.

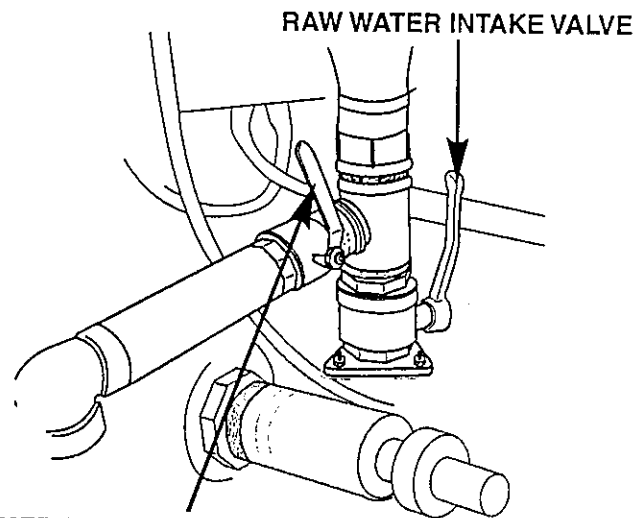


Figure 3-32 Engine Bilge Pump Out Valves

NOTE

The forward fuel tank compartment contains a drain tube with a plug for draining the compartment. The drain plug is located in the bilge under the companionway below the toilet pump. This tube should be opened periodically and the compartment drained.

CHAPTER 4 ACCESSORIES

GENERAL

This section provides some information on the accessories on your Post yacht. It does not provide all the information needed for complete operation and maintenance. Refer to the manufacturer's manual for detail information.

ENTERTAINMENT CENTER

The entertainment center includes the TV and stereo with CD deck. These items are plugged into AC outlets and the outlets are controlled by breaker switches on the Master Control Panel. The outlets and cable connections are accessible through the cabinet on the wall opposite the galley. There is a CABLE/ANTENNA selector switch in the same compartment which must be set to the proper source. Refer to the manufacturer's manuals for operation. See Figure 2-25. If a dockside TV cable system is available, it can be connected to the yacht at the TV/PHONE INLET RECEPTACLE located in the cockpit on the starboard side.

REFRIGERATOR/FREEZER

The refrigerator supplied with your Post yacht is controlled by a circuit breaker switch marked CABIN & REFRIGERATOR on the Master Control Panel. A temperature control knob is located inside.

NOTE

Do not obstruct the air flow around the refrigerator. Do not obstruct the air flow at the vent.

STOVE/OVEN AND MICROWAVE OVEN

The stove is an AC electric stove. It is controlled by a breaker switch marked STOVE on the Master Control Panel. The microwave oven is controlled by a breaker switch marked MICROWAVE on the Master Control Panel. To operate these items, you must have either shore power or the generator running.

COCKPIT REFRIGERATOR/FREEZER (OPTIONAL ON POST 42)

A top loading refrigerator/freezer is located on the starboard side of the cockpit. The unit is controlled by the breaker switches marked COCKPIT FREEZER in the Master Control Panel. The temperature controls are located inside the top of the unit. To operate the refrigerator/freezer, you must have either shore power or the generator running.

CENTRAL VACUUM SYSTEM

The vacuum tank is located under the floor in the galley. It is controlled by a breaker switch marked CENTRAL VACUUM. To operate the system, supply either shore power or generator and turn on the CENTRAL VACUUM breaker switch on the Master Control Panel. The vacuum is turned on when a hose is placed into the vacuum outlet located in the step from the galley to the salon.

AIR CONDITIONING SYSTEM

The air conditioning system is 2 zone with reverse cycle heat, that is they heat and cool. The air conditioning units are controlled by 3 breaker switches marked AIR COND FWD, AIR COND AFT and AC PUMP.

The air conditioning system uses sea water for operation. The water is taken in through a thru-hull valve and a strainer to the air conditioning seawater pump where it is pumped to the compressors units.

Two thru-hull valves, strainers, and air conditioning pumps are located in the engine compartment on the starboard side forward of the engine.

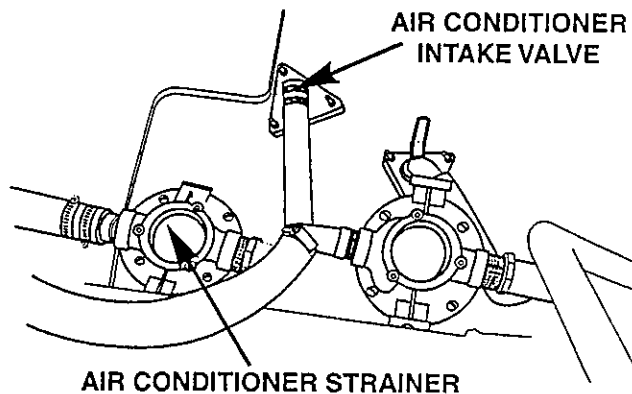


Figure 4-1 Air Conditioning Thru-Hull Valve And Strainer

When operating the air conditioning system, the valves must be open, handle straight up. The strainers must be checked and cleaned occasionally. For operation of the air conditioning system, refer to the manufacturer's instructions.

OPTIONAL HEATER INSTALLATION

Efficiency of the air conditioning system for heating is greatly reduced when the sea water temperature drops below 40°F. In order to heat the yacht in cold water operation, optional heaters may be installed. These heaters are controlled by breaker switches on the Master Control Panel.

OPTIONAL WASHER AND DRYER

Your yacht may have a washer and dryer located in the passageway. The water valves for the washer are accessible from inside the mid stateroom. The washer and dryer are controlled by a breaker switch marked WASHER DRYER on the Master Control Panel.

ICEMAKER

There may be an optional icemaker located in cabinet with the Master Control Panel in the salon. The icemaker is controlled by a breaker switch marked ICE MAKER in the Master Control Panel and an ON/OFF switch at the bottom of the unit.

SECTION 5 MAINTENANCE

GENERAL

The information contained in this manual pertains to both the Post 42 and Post 47 models. The illustrations used may be from one model or the other and except where necessary, are typical for both models. Some of the systems and components in this manual may be standard on one model and optional on the other or may be optional for both models.

The amount of maintenance required to keep your yacht operating properly and to maintain the appearance is dependent on the use of the yacht. The use of the yacht includes such variables as frequency of use, salt or fresh water, geographic location, etc.

Bilge areas should be kept clean and dry. Leaks found early and corrected will not cause damage. Do not allow grease and dirt to build up.

Any condition found requiring corrective action should be done by a qualified mechanic. If away from home, contact your Dealer or the manufacturer of the equipment involved for reference to a qualified repair shop. Make sure any changes made during maintenance conform with Coast Guard and ABYC specifications.

EXTERIOR

FIBERGLASS

Your Post yacht's exterior surfaces are finished with gelcoat, an excellent long lasting finish. Although gelcoat has a hard, smooth surface, it does contain microscopic pores that will allow surface discoloration if not kept clean.

The best way to prevent such discoloration is to hose the boat off with fresh water after each outing. Regularly wash with water and a mild detergent. Use a sponge on smooth surfaces and deck and use a brush on non-skid areas. Do not use abrasive cleaners. Be sure to rinse away all grime and salt residue.

At least once a season, you should apply a good coat of wax and buff to a high luster. Check with your local Dealer for recommendations as to the best wax to use for your local conditions. The wax film will seal the pores as well as enhance the looks of your boat. While waxing your yacht, be sure to inspect the surfaces for any damage and have the damage corrected as soon as possible.

Gelcoat will age or dull naturally. The sun, pollution in the air, old wax accumulations, salt content of the water are factors that will affect the rate of yellowing. The following process will restore a yellowed finish and remove stains.

1. Clean the affected area with a good detergent.
2. Remove stubborn stains and yellowing with a polishing compound suitable for use on fiberglass. Use an electric buffer and an 8 inch lamb's wool pad.



CAUTION

Keep the buffer moving. Do not allow it to rest in one spot. Heat build up will quickly distort the surface.

FIBERGLASS (Continued)

3. Apply the compound sparingly to a small area at a time. During buffing, check to see when the yellow is removed. Avoid excessive buffing, this can wear away the gelcoat.
4. After removing the discoloration, wipe the area clean and wax it.



CAUTION

Compounding too often or excessive compounding can wear away the gelcoat. Check with your Dealer for the right type of compound to use.

ALUMINUM RAILS AND HARDWARE

The rails and hardware should be rinsed off after cruising and polished periodically to prevent salt water corrosion.

To clean, do the following:

1. Wash with hot water and soap or detergent.
2. After cleaning, rinse with clear water. Wipe dry with a clean soft cloth to avoid water marks.
3. If discolorations or deposits persist, use a non-scratching household cleanser or stainless steel polishing powder with a little water and a soft cloth.
4. For stubborn deposits, use a plastic scouring pad or soft bristle brush with cleanser and water. Rub lightly in the direction of the polishing lines of the finish. Do not use too much pressure which may mar the surface.



CAUTION

Do not use abrasive cleaning products, pads, steel wool or steel brushes. These will damage the finish.

5. Do not allow deposits to remain on the finish for long periods. Do not allow salt solutions, disinfectants, bleaches or cleaning compounds to remain on the finish. Many of these compounds contain chemicals which could cause harm. Rinse with water after exposure and wipe dry with a clean, soft cloth.

SECTION 5 MAINTENANCE

EXTERIOR (Continued)

HARDWARE MOUNTING

When drilling mounting holes in boat surfaces, make sure each hole is sealed properly. Sealing will prevent water leakage, which is especially important in fiberglass areas that have been reinforced with plywood. A hole sealed improperly allows water inside the fiberglass, which leads to saturation of the plywood reinforcement.

WINDOWS

The glass is tempered safety glass and requires only normal cleaning. The deck hatches are made of acrylic plastic that should have particular care not to be scratched. Clean them with standard window cleaner.

CAULKING

Deck fittings, bow rails, window, hatches, etc., have all been caulked with the highest quality material to ensure a waterproof joint with the boat. However, the working action of normal use will tend to flex the joint and eventually break down the seal between them. Periodically inspect the caulking for leaks. When necessary, have your dealer repair the caulking.

BOTTOM PAINT

Although Post uses an expensive and time consuming system in applying anti-fouling paint to hull bottoms, some owners may experience paint failure due to deeper than normal penetration of the parting compound used in molding the hull. This is a condition that is unpredictable and is not warranted. Usually, cleaning and a light sanding is all that is needed before recoating with a quality anti-fouling paint.

NOTE

Post recommends an annual cleaning, sanding and application of anti-fouling bottom paint. In tropical waters this should be done every 6 months. Check with your Dealer for recommendations as to the specific paint to be used in your area.

INTERIOR

SLIDING DOOR LOCK

The lock cylinder on the sliding door should be lubricated with "CRC" or "WD-40" every six months. This will prevent the tumbler pins from getting hung up due to salt buildup. Do not leave keys in the inside lock of the deckhouse sliding doors when locking door from the outside.

INTERIOR (Continued)

COUNTERTOPS, FIBERGLASS AND TOILETS

These surfaces can generally be cleaned by using a mild cleaner such as "Fantastic". Avoid using any harsh or abrasive cleaners.

Odor in the toilet and holding tank can be controlled by the use of approved marine sanitary treatment chemicals.

WALLS

The walls can be cleaned with a mild soap and water.

BILGES

The engine compartment of your Post yacht is painted with a high quality gelcoat which is easy to keep clean. Several brands of bilge cleaners are available which will dissolve dirt and grime but will not harm the environment when pumped overboard. If the bilge is kept clean, it is much easier to identify leaks or other problems should they develop.



CAUTION

The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into or upon the navigable waters of the United States.

SHOWER SUMP

The showers in the head(s) drains into a contained "sump" which is used to prevent hair, soap, scum and bacteria from accumulating in the bilge and developing an odor. The sump consists of a plastic box and a pump.

Periodically, remove the sump box cover and clean out any build-up of hair and scum which will eventually clog the pump. The sump is located under the floor hatch in the passageway.

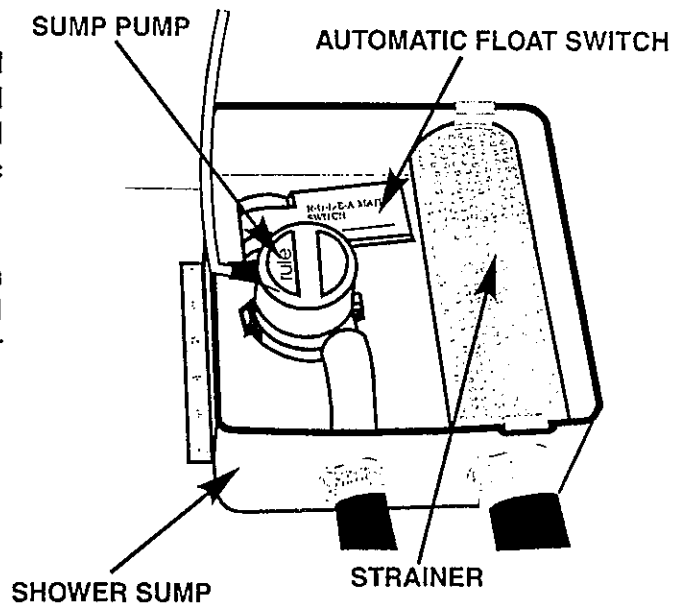


Figure 5-1 Shower Sump

SECTION 5 MAINTENANCE

DAILY MAINTENANCE

PRE-START

Prior to starting, check the following:

1. Check condition of dock lines and cleats.
2. Check engine, generator, and fuel tank compartments for fumes. If strong fumes are detected, take action as directed in Section 3, Operation.

If fumes detected are not strong, open compartments and operate bilge blowers.

3. Check bilge area for water or other liquids. Clean up any liquids. Make sure there is no loose gear in bilge area.

Check the intake screen of the bilge pumps to make sure they are free of dirt or material which could impede the flow of water through the pump.

4. See Figure 5-2. Check engine oil level. Pull out dipstick and make sure level is up to the upper mark.

If engines need oil, refer to Engine Oil in this section.

5. Check all water and fuel lines on the engine and in the engine compartment for signs of leaks. Correct any leakage.

6. Check all drive belts on the engines for wear. If belts show signs of wear, replace them. Refer to Engine Operation and Maintenance Manual.

7. See Figure 5-3. Check that the coolant level in the expansion tank is at the "FULL" mark.

If coolant system needs filling, refer to Engine Cooling System in this section.

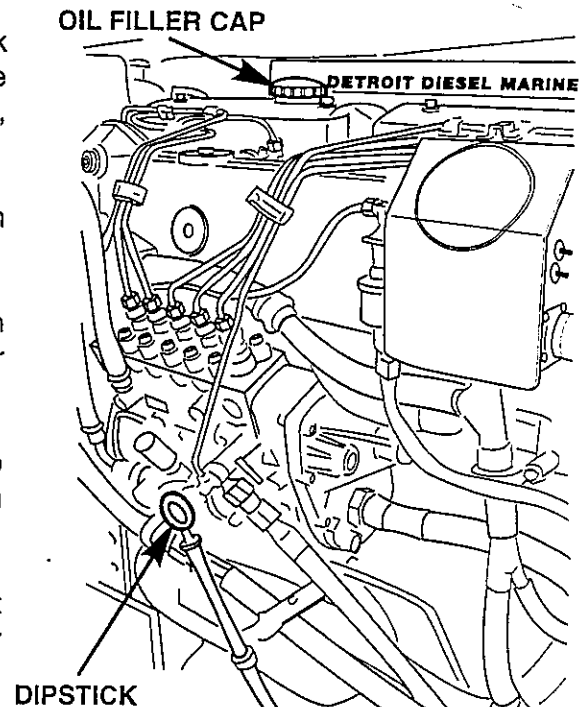


Figure 5-2 Checking Engine Oil

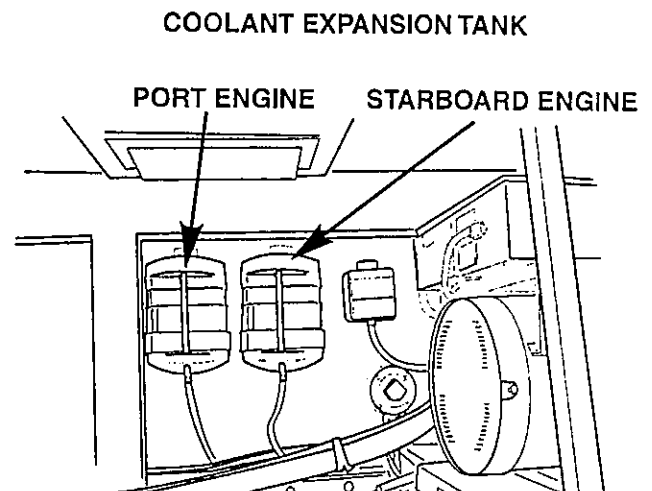


Figure 5-3 Checking Engine Coolant Level

PRE-START (Continued)

8. See Figure 5-4. Check transmission oil level. Pull out dipstick and make sure level is up to FULL mark.

If transmission oil needs filling, refer to Transmission Oil in this section.

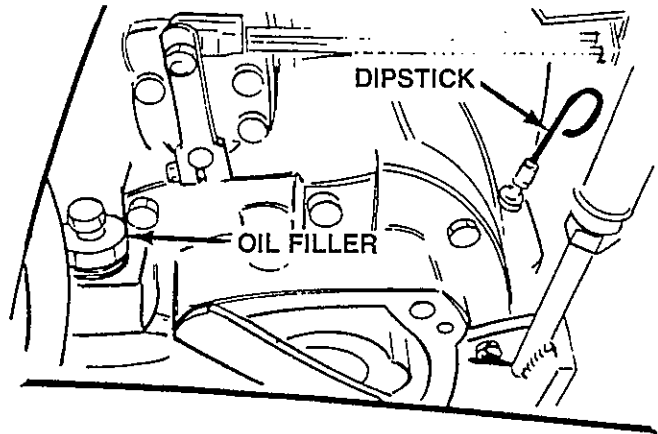


Figure 5-4 Checking Transmission Oil Level

9. See Figure 5-5. Check stuffing boxes for leaks. There should not be any leaks.

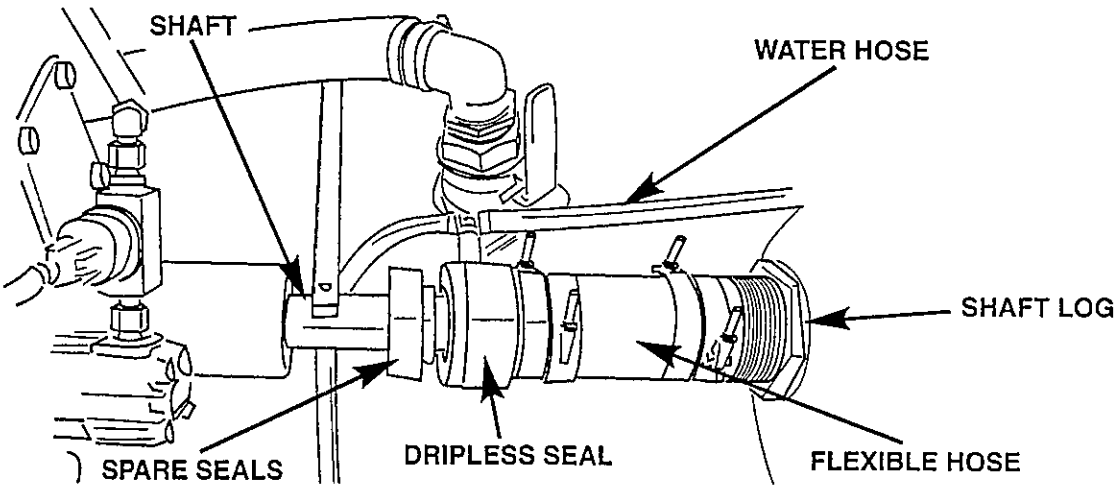


Figure 5-5 Stuffing Box

10. See Figure 5-6. Check generator oil level. Pull out dipstick and make sure level is between high and low marks.

If generator needs oil, refer to Generator Oil in this section.

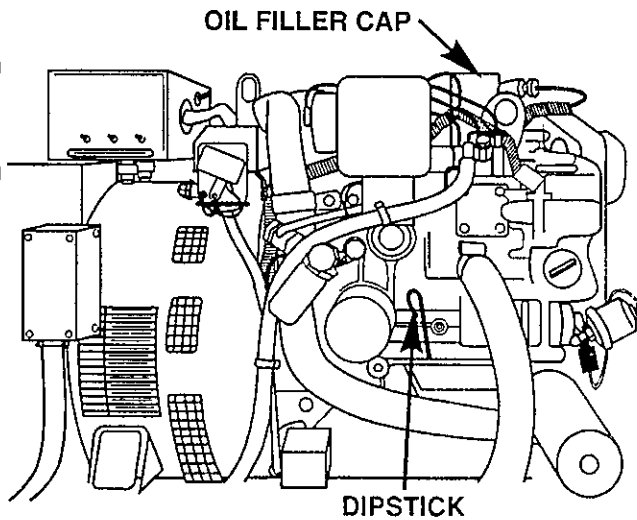


Figure 5-6 Checking Generator Oil Level

SECTION 5 MAINTENANCE

PRE-START (Continued)

11. See Figure 5-7. Check that the generator coolant level in the expansion tank is between the upper and lower marks.

If coolant system needs filling refer to Generator Coolant in this section.

SHUT-DOWN

After each run, check the following:

1. Check that dock lines are secured fore and aft.
2. Pump bilges dry.
3. Inspect engine, generator, and fuel tank compartment. Note any damage or required maintenance.
4. Check operation of all pumps and other equipment, particularly the bilge pumps.
5. Open all storage compartments to allow air circulation. Remove wet equipment and clothing and dry ashore.
6. Remove garbage from galley.
7. Make sure all loose items are secured properly.
8. Wash down boat with fresh water and boat soap and shami dry.

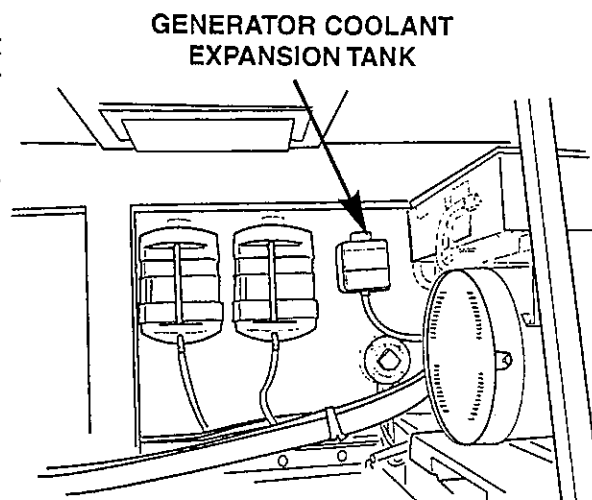


Figure 5-7 Checking Generator Coolant Level

PERIODIC MAINTENANCE

Refer to the manuals supplied by the manufacturers for their recommended periodic maintenance. The following charts provides the minimum items to be performed and the manufacturer's manuals may contain additional items. Procedures for some of the items are contained in this section. For procedures not contained in this section, refer to the manufacturer's manuals.

**PERIODIC MAINTENANCE CHART
DETROIT DIESEL**

ITEM	DAILY	150hrs	300hrs	500hrs	1000hrs
Check coolant level and system for leaks	X				
Replace coolant			Every year ¹		
Check oil level	X				
Change engine oil and filter		X			
Drain water and sediment from fuel strainer	X				
Check fuel tank and lines for leaks and loose connections	X				
Change fuel filters			X		
Check and adjust V-belt tension		X			
Check exhaust system for leaks	X				
Check engine mounts for tightness			Three times a year		
Check engine shaft alignment			Spring and mid-season		
Service air cleaner				X	
Check turbocharger					X
Raw water system zincs			Annually		
Crankcase breather				X	
Emergency shutdown				X	
Check transmission oil level	X	X	X		X
Replace transmission oil				X	
¹ A cooling system properly maintained and protected with supplemental corrosion inhibitors can be operated up to 2 years or 6000 hours whichever comes first.					

VOLVO PENTA

ITEM	50hrs	250hrs	500hrs	1000hrs	2000hrs	12 months
Check for oil, fuel or water leaks	X					
Check coolant level	X					
Clean cooling system and change coolant						X
Check/replace zinc anodes				X		
Engine oil change			X			
Replace oil filter (every other oil change)			X			
Replace crankcase ventilation filter						
Drain water and sediment from fuel strainer	X					
Check fuel tank and lines for leaks and loose connections	X					
Change fuel filters						X
Clean air cleaner				X		
Replace air cleaner filter					X	
Check and adjust V-belt tension				X		
Check exhaust system for leaks	X					

**PERIODIC MAINTENANCE CHART
VOLVO PENTA**

ITEM	50hrs	250hrs	500hrs	1000hrs	2000hrs	12 months
Check engine mounts for tightness	Three times a year					
Check engine shaft alignment	Spring and mid-season					
Check transmission oil level	X	X		X		X
Replace transmission oil				X		

**PERIODIC MAINTENANCE CHART
GENERATOR**

ITEM	DAILY	MONTHLY	100 hrs	250 hrs	500 hrs*
Inspect generator for loose belts, chafed or broken wires, loose brackets and fittings, damaged hoses, loose clamps	X				
Check oil level	X				
Check fuel system lines for leaks	X				
Drain sediment from fuel filter	X				
Check cooling system for leaks	X				
Check exhaust system for leaks	X				
Check for proper operating temperature and oil pressure	X				
Check condition of anode in heat exchanger		X			
Check battery charging system		X			
Adjust drive belt tension			x ¹		
Change crankcase oil and filter			x ²		
Change fuel pump and secondary fuel filters				x ²	
Clean cooling system					X
Torque cylinder head hold-down bolts					x ²
Adjust valve clearances					x ²
Check resistance of glow plugs					X
Check condition of starter motor pinion; lubricate pinion					X

1. Visually check belts for evidence of slippage
 2. Perform after first 50 hours of operation on new sets
 * Some maintenance items performed at 500 hours and additional maintenance items performed after 500 hours should be performed by an authorized dealer. See Manufacturer's Manual.

PERIODIC MAINTENANCE MISCELLANEOUS

ITEM	DAILY	25hrs	50hrs	100hrs	YEARLY
Halon fire extinguishers		Remove and weigh every 6 months			
Check propeller for dents or gouges, retrue, if necessary				X	
Check battery electrolyte level	X	X	X		
Check raw water strainers (generator and AC unit)		X	X	X	X
Pumps (bilge and shower sump) check automatic operation		X	X	X	X

ENGINE OIL

ENGINE OIL RECOMMENDATIONS

Refer to the Engine Operation and Maintenance Manual for oil recommendations.

CHECKING AND FILLING

See Figure 5-2. To check engine oil, remove dipstick. Wipe dipstick clean with a clean, lint free cloth. Reinstall dipstick and remove. Check oil level on dipstick. Oil level should be up to "FULL" mark.

To add oil, use the oil pump in/out system or remove the oil filler cap on the valve cover and pour the oil into the valve cover. Wipe any spilled oil. Do not overfill.

REPLACING ENGINE OIL

Your Post yacht has an oil change manifold and pump. This manifold and pump will pump out the old oil and pump in the new oil and can be used to add oil.

Before changing oil, run engines for a short time to mix sludge and warm oil. Service one engine at a time. Refer to manufacturer's instructions for operation.

ENGINE COOLANT

COOLANT RECOMMENDATIONS

Engines require the cooling system to be chemically treated to keep it free from rust and sludge. Refer to the Engine Operator's Manual.

It is recommended that the closed cooling system be drained and refilled every year to prevent a buildup of harmful chemicals within the fresh water system as recommended by engine manufacturer.

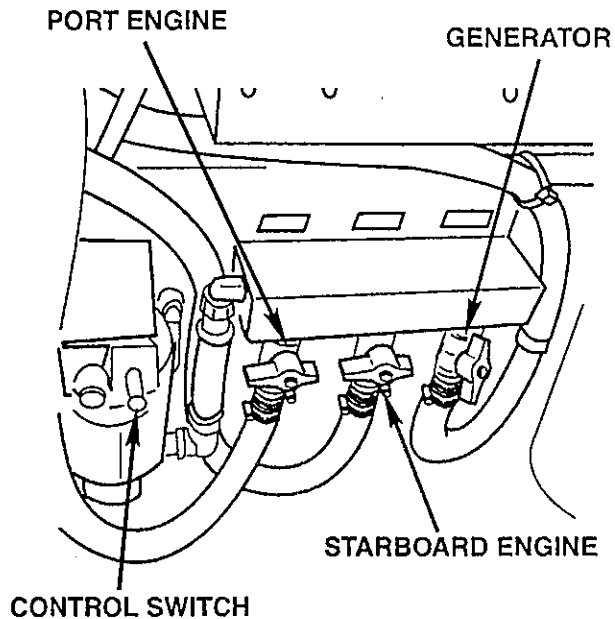


Figure 5-8 Engine Oil Manifold

SECTION 5 MAINTENANCE

PERIODIC MAINTENANCE (Continued)

ENGINE COOLANT (Continued)

CHECKING AND FILLING



WARNING

Do not remove the pressure cap when engine is hot as coolant under pressure may boil over and cause personal injury. Allow engine to cool and then remove cap slowly to allow pressure to escape.

See Figure 5-3. Check that the coolant in the coolant expansion tank is at the proper level. If coolant level is excessively low check for signs of leakage and repair as needed. Fill system with water.

ENGINE MOUNTS

ENGINE MOUNTS INSPECTION

The engine mounts should be inspected for tightness three times a year. If the hardware is loose, retighten it as follows:

NOTE

Do not remove the bottom mounting nut.

1. Remove top mounting nut and clean the old wicking type sealant from the threads of the studs.
2. Apply new wicking type sealant (Loctite 290, Permabond HL 126 or equal) to the threads of the studs.
3. Thread nuts on studs and tighten nuts to 175 ft. lbs. for 3/4" stud or 200 ft. lbs. for 1" studs.

ENGINE MOUNT REPLACEMENT

If necessary to replace mount, have your Post dealer perform the replacement.

PROPELLER SHAFT ALIGNMENT

The engine alignment to propeller shaft should be checked and adjusted every spring and again at mid-season.

CAUTION



Engine to propeller shaft alignment should be checked to prevent extensive and costly damage to shaft alleys.

Check and adjust engine to propeller shaft alignment as follows:

1. Remove bolts holding engine couplings.
2. Remove the dripless seals with hose connector from shaft log.

PERIODIC MAINTENANCE

PROPELLER SHAFT ALIGNMENT (Continued)

3. Center shaft in shaft log. Check that engine couplings are aligned with shaft held in center of shaft log.
4. If necessary, adjust engine mounts to align engine couplings.

REPLACING PROPELLER SHAFT DRIPLESS SEALS

See Figure 5-9. The seal installation tool mounted on the shaft contains two spare seals. The tool is used to install a new seal. Replace a seal as follows:

1. Remove the 4 bolts holding the installation tool halves together. Remove the tool.
2. using pliers, remove the snap ring holding the seal in the housing. Pull the seal out of the housing and cut and remove it.
3. Slide a replacement seal down the shaft to the housing. Install the tool halves on the shaft next to the seal with the 4 bolts. Using a hammer, tap the installation tool to seat the seal in the housing.
4. Remove the tool from the shaft. Install the snap ring on the shaft in the housing. Install the tool over the other spare seal.

To properly mount propellers on the shafts, have a qualified repair shop carefully check the following:

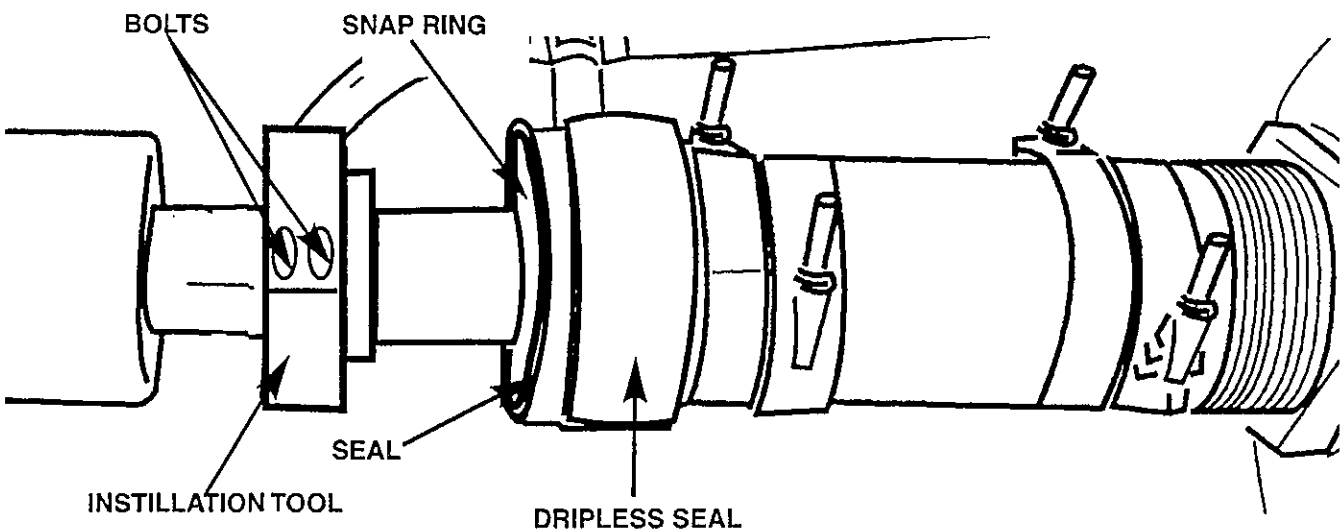


Figure 5-9 Propeller Shaft Dripleless Seal Replacement

PROPELLER MOUNTING

1. Inspect the propeller for damage or nicks on blade edges.
2. Make sure shaft key has proper chamfer. If key is not chamfered, propeller will ride the key which could cause vibration in operation and eventually split propeller hub. Make sure key is free or shows clearance at top and is snug at sides.

SECTION 5 MAINTENANCE

PERIODIC MAINTENANCE

PROPELLER MOUNTING (Continued)

3. Make sure shaft and propeller tapers are accurate.
4. Make sure shafts are straight and engine and shaft alignment is correct. In the event of propeller damage always check the shaft for possible misalignment.
5. Make sure couplings and keys at couplings are correct.
6. Should vibration or noise occur with the installation of a new propeller, in most instances trouble is not traceable to a factory bored propeller.

NOTE

Don't confuse cavitation vibration with propeller vibration. Cavitation generally means incorrect propeller size or other trouble.

7. Use a wheel puller to remove the propeller. If one is not available and propeller is frozen to the shaft, a slight warming of the propeller hub with a blow torch will facilitate removal. **DO NOT USE HEAT TO INSTALL PROPELLER.**
8. Use white lead or water pump grease freely between shaft and propeller on installation.

GENERATOR OIL

GENERATOR OIL RECOMMENDATIONS

Refer to the Generators Operation and Maintenance Manual for oil recommendations.

CHECKING AND FILLING

See Figure 5-6. The engine oil capacity is 5 quarts with filter change. Do not overfill crankcase. To check oil level, pull out dipstick and wipe dipstick clean with a clean, lint free cloth. Reinstall dipstick and remove it. Check that level is between high and low marks.

REPLACING GENERATOR OIL

See Figure 5-8. Your Post yacht has an oil change manifold and pump. This manifold and pump will pump out the old oil and pump in the new oil.

Before changing oil, run generator for a short time to mix sludge and warm oil. Refer to manufacturer's instructions for operation.

PERIODIC MAINTENANCE

GENERATOR COOLANT

COOLANT RECOMMENDATIONS

Use clean anti-freeze with rust inhibitors which are compatible with aluminum cooling system components (XEROX or prestone) in the cooling system during normal operation. See chart below for proper mixture. The coolant should be changed every 500 hours of operation.

ANTIFREEZE MIXTURE

Temperature °F	23	14	5	-4	-22	-40	-58
°C	-5	-10	-15	-20	-30	-40	-58
Antifreeze Concentration %	13	23	30	35	45	50	60

CHECKING AND FILLING



WARNING

Do not remove the pressure cap when engine is hot as coolant under pressure may boil over and cause personal injury. Allow engine to cool and then remove cap slowly to allow pressure to escape.

See Figure 5-7. Check coolant level in expansion tank. Coolant level should be between the upper and lower marks. If coolant level is excessively low check for signs of leakage and repair as needed. Fill system with permanent type ethylene glycol anti-freeze mixed with soft water to the proportions recommended by the anti-freeze manufacturer for the lowest temperature to which the engine will be exposed.

TRANSMISSION OIL

TRANSMISSION OIL RECOMMENDATIONS

Refer to the Transmission Operation and Maintenance Manual for oil recommendations.

Oil must be changed according to the maintenance schedule or anytime it becomes contaminated, changes color, or becomes rancid smelling.

CHECKING AND FILLING

See Figure 5-4. To check transmission oil, remove dipstick. Wipe dipstick clean with a clean, lint free cloth. Reinstall dipstick. Remove it and check oil level. Oil level should be at the FULL mark. If necessary, add oil to bring level up to FULL mark. Reinstall filler cap.

SECTION 5 MAINTENANCE

PERIODIC MAINTENANCE

BILGE AND SHOWER SUMP PUMPS

There are 2 bilge pumps with automatic switches (see Figure 5-10) and a shower sump pump with an automatic switch.

The operation of the automatic pumps is checked by raising the float and checking that the pump runs. Clean debris away from pump area.

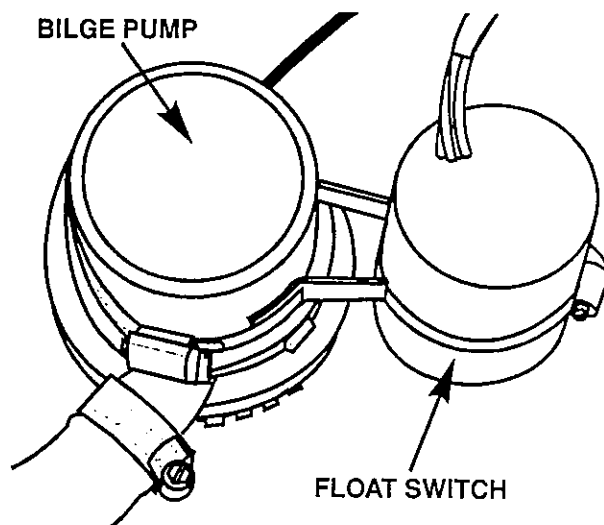


Figure 5-10 Bilge Pump

ENGINE FUEL FILTERS

The primary engine fuel filters (strainers) should be checked daily for sediment and water and drained as necessary. The filter element should be replaced according to the maintenance schedule. Inspect the canister for possible deterioration due to corrosion or otherwise. If corrosion or deterioration is found, replace canister.

The engine secondary filter element should be replaced according to the maintenance schedule or at least once each season, more often if there is evidence of contamination in the fuel system. Always inspect the bowl gasket each time the filter is reassembled and check carefully for any signs of leakage.

REPLACING ENGINE PRIMARY FUEL FILTER

1. Allow time for fuel system pressure to decrease before opening system.
2. Close fuel shutoff valve.
3. Open valve on bottom of fuel strainer and drain off fuel.
4. Spin off filter cartridge and spin on new cartridge.
5. Close the valve on the bottom. Open the fuel shutoff valve.
8. Start the engine and check for leaks.

NOTE

If the engine does not start right away, it may be necessary to prime or bleed the fuel system. Refer to the engine manufacturer's manual for priming or bleeding.

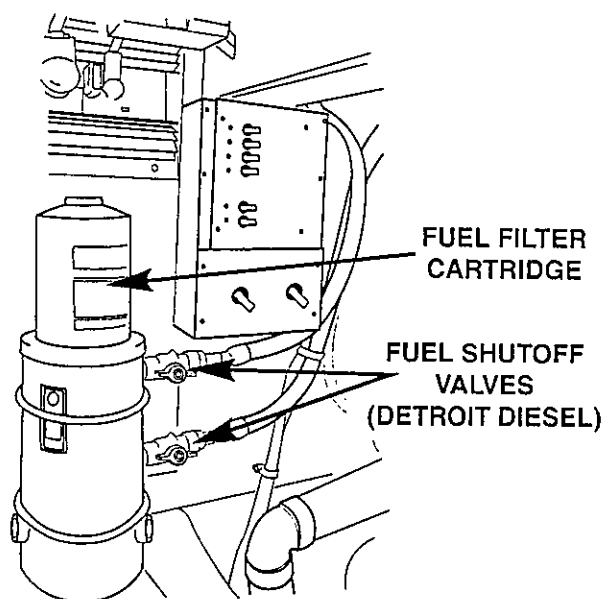


Figure 5-11 Primary Fuel Filter (Strainer)

PERIODIC MAINTENANCE

FUEL FILTERS (Continued)

REPLACING SECONDARY FUEL FILTER ELEMENT

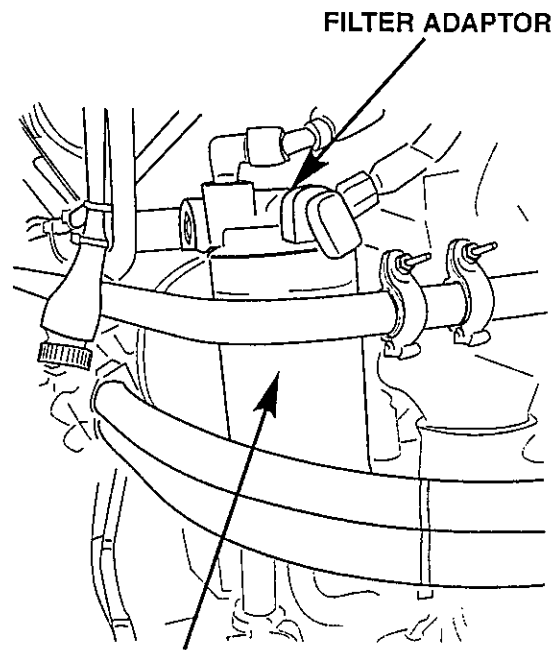
1. Allow time for fuel system pressure to decrease before opening system.
2. Close fuel shutoff valve.
3. Place a suitable container under the filter. Unscrew the filter cartridge off the adaptor.
4. Fill a new replacement cartridge about two-thirds full with clean fuel oil. coat the seal gasket lightly with clean fuel.
5. Install the new cartridge and tighten it to on-half a turn beyond gasket contact.



CAUTION

Overtightening may distort or crack the filter adaptor.

6. Open the fuel shutoff valve.
7. Start the engine and check for leaks.



SECONDARY FUEL FILTER

Figure 5-12 Engine Secondary Fuel Filter

NOTE

If the engine does not start right away, it may be necessary to prime or bleed the fuel system. Refer to the engine manufacturer's manual for priming or bleeding.

GENERATOR FUEL FILTERS

The primary generator fuel filters (strainers) should be checked daily for sediment and water and drained as necessary. The filter element should be replaced yearly. Inspect the canister for possible deterioration due to corrosion or otherwise. If corrosion or deterioration is found, replace canister.

The generator secondary filter element and fuel lift pump filter should be replaced after the first 50 hours of operation and then every 250 hours or at least once each season, more often if there is evidence of contamination in the fuel system.

SECTION 5 MAINTENANCE

PERIODIC MAINTENANCE

REPLACING PRIMARY FUEL FILTER

1. Allow time for fuel system pressure to decrease before opening system.
2. Close fuel shutoff valve.
3. Open valve on bottom of fuel strainer and drain off fuel.
4. Remove the top of the filter housing. Remove the cartridge from the top of the housing.
5. Close the valve on the bottom. Install a new cartridge in housing. Fill the housing about 3/4 full with fuel.

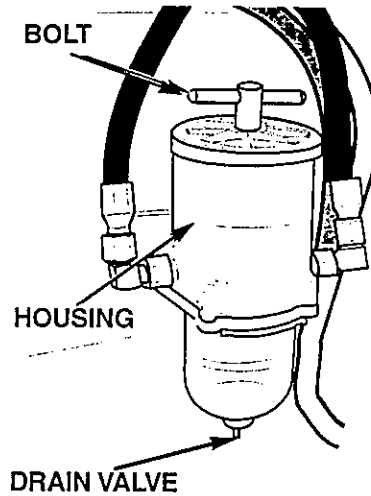
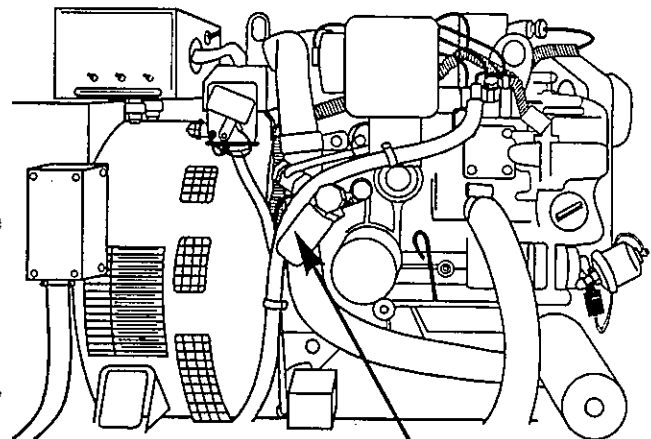


Figure 5-13 Primary Fuel Filter (Strainer)

6. Coat the seal gasket on the housing with fuel. Place the top half of housing on bottom half. Install bolt through the top and tighten the bolt.
7. Open the fuel shutoff valve.
8. Start the generator and check for leaks.

REPLACING SECONDARY FUEL FILTER

1. Allow time for fuel system pressure to decrease before opening system.
2. Close fuel shutoff valve.
3. Unscrew filter element and screw on a new element.
4. Open fuel shutoff valve.
5. To prime the system, operate the "PREHEAT" switch for 20 to 30 seconds.



GENERATOR FUEL FILTER

Figure 5-14 Generator Secondary Fuel Filter

FUEL LINE CONNECTIONS

All fuel line connections should be checked for leaks at least once a year and tighten as necessary.



CAUTION

Do not overtighten fittings which can crack the flair fittings and flair nuts. Use only tube wrenches when tightening connections.

PERIODIC MAINTENANCE

BATTERIES



WARNING

Explosive gas may remain in or around the battery for several hours after it has been charged. Sparks or flames can ignite this gas causing an internal explosion which could shatter the battery structure and splash electrolyte which can cause personal injury.

A battery requires periodic maintenance. Only when the battery is properly cared for as described below can a long and trouble-free service life be expected.

BATTERY CARE

1. Check the level of the electrolyte regularly. Add water only if necessary. Overfilling can cause poor performance and early failure.
2. Keep the top of the battery clean. When necessary, wash the top of the battery with a baking soda and water solution and rinse with fresh water.



CAUTION

Do not allow the soda solution to enter the battery cells. Battery failure will result.

3. Inspect the cables and clamps regularly.
4. Remove and clean the battery terminals and posts regularly. After reconnecting the terminals, apply a coating of Petroleum Jelly (Vaseline) to protect them against corrosion.
5. Replace corroded or damaged parts immediately.
6. Use the standard battery test with a hydrometer to check the condition of the battery. Check the electrical system if the battery becomes discharged repeatedly.

ELECTRICAL SYSTEM CONNECTIONS

At least once a year, electrical connectors in the bilge, engine and upper control areas should be disconnected, terminals checked for corrosive buildup, cleaned, if necessary, and reconnected. After reconnecting, wrap each connector complete from one side of the connector to the other with a good grade of vinyl electrical tape to prevent exposure to moisture.

ELECTRICAL OUTLETS

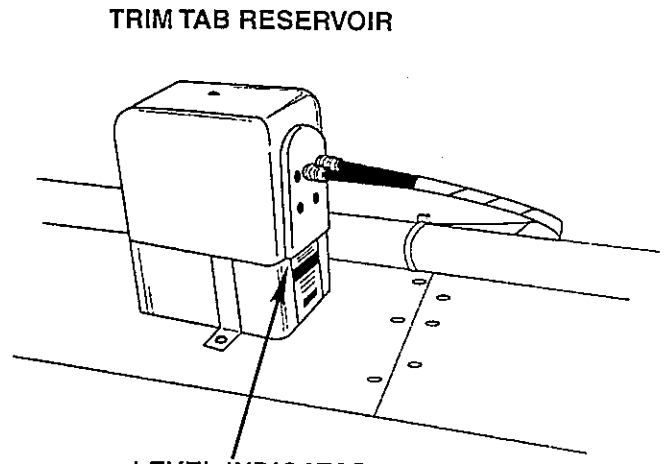
All AC outlets located in the bathrooms, bilges, cockpit and bridge are ground fault protected (GFI). The outlets should be checked monthly by pressing the TEST switch located in the center of the outlet. If the outlet does not operate correctly, immediately replace the outlet.

SECTION 5 MAINTENANCE

TRIM TABS

See Figure 5-15. The fluid level in the trim tab reservoir should be checked once a year. If the level is below "ADD", remove the screws holding the clear cover on the reservoir. Remove the filler plug and add automotive automatic transmission fluid thru the filler tube to bring the level to "FULL". Install the filler plug and clear cover.

The trim tabs contain zinc anodes to prevent decomposition of the trim tabs. The anodes are not bonded to the internal bonding system. These anodes should be checked frequently and replaced when decomposition is noticed.



LEVEL INDICATOR
Figure 5-15 Trim Tab Reservoir

STORAGE

GENERAL

In most cases, the reason for storage is for winter lay-up. If the boat is being removed from the water for another reason, the information contained here should be modified accordingly. This information is presented as a general guide and the actual storage should be performed by your Post Dealer or competent boatyard. Prior to and during the storage process, the boat and all its systems should be checked for any maintenance and repairs necessary and arrangements made to have them performed during storage.

When placing your yacht in storage it is extremely important that it be done properly. If not performed properly, costly damage could be done to the yacht and result in delays when launching. We recommend that you consult your Post Dealer or competent boatyard for service. Listed below is information which should be followed when placing the yacht in storage.

LIFTING THE BOAT

Never hoist the boat with an appreciable amount of water in the bilge. Fuel and water tanks should preferably be empty. Place slings where indicated by the sling tags on the gunnels as shown below. Avoid placing the slings where they may lift on the propeller shaft or other underwater fittings. Block or pad at the chine corners will help minimize pressure at this point.

Use flat, wide belting type slings and spreaders long enough to keep pressure from the gunnels. Do not use cable type slings. Severe gelcoat crazing or more serious hull damage can occur during lifting if pressure is created on the gunnels (sheer) by the slings.

When lifting the boat, keep the bow higher than the stern so the exhaust lines can drain. This will prevent water from running forward through the manifold and into the engine itself where it can be trapped.

CAUTION



If water enters the engine cylinders, it can cause a hydrostatic lock and result in bent rods and very possibly engine failure. Even a small amount of water in the engine can cause rust and other damage.

STORAGE

LIFTING THE BOAT (Continued)

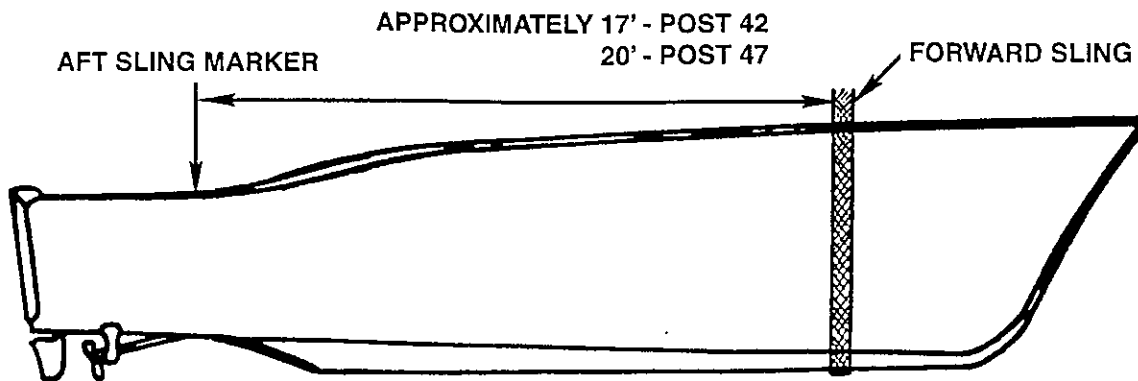


Figure 5-16 Hoisting Data

NOTE

This precaution should be followed every time the boat is lifted. Do not lift only the stern when changing a propeller. This can result in water entering the engine.

The spreader bar at each sling should be as long as the distance across the widest point which the sling surrounds. The sling should be located on the boat at the main frames and spaced to lift the boat with the least amount of stress on the hull.

If using a marine railway or platform hoist, locate and adjust the blocking to distribute the weight over several areas. The weight borne by the keel must not be so great as to cause crushing or distortion of that member.

While boat is in the sling, clean, scrub, and scrape the bottom thoroughly to remove marine growth and other foreign matter. Clean the inside of all hull openings, thru hull fittings, and screens. Inspect the bottom of the boat, rudders, and propellers for damage.

SUPPORTING BOAT DURING STORAGE

A cradle is the ideal support for the boat whenever it is not in the water. Properly designed, it will provide support at the proper points, which is essential. It is important that supports be located directly under main frames of the boat, never between frames.

If a cradle is not available, the boat may be supported on two or three timbers across a boat well or on another firm footing substantial enough to remain level. It is important that these and the foundation on which they rest be sufficiently substantial to prevent any change in shape while supporting the boat during the storage period. The weight carried by the supports should be about evenly divided, the keel should carry a share of it.

SECTION 5 MAINTENANCE

STORAGE

DRAINING THE BOAT

See Figure 5-17 for thru-hull fittings. It is important that the bilge be completely drained and dried out when the boat is layed up for the winter in climates where freezing occurs. Some compartments in the bilge may not drain completely because of the position of the boat. These should be pumped out and then sponged until completely free of water.

NOTE

The forward compartment contains a drain tube with a plug for draining the fuel tank compartment. The drain plug is located in the bilge under the companionway. This tube should be opened periodically and the compartment drained. Prior to storage, open the tube and drain the compartment.

The engine and generator cooling systems and exhaust systems must be free of water if there is danger of freezing. Drain plugs are provided on the engine and generator. Make sure any connection or drain plug which is opened is securely closed immediately after draining. Refer to the engine and generator Operation and Maintenance Manuals.

The boat's entire fresh water system should be drained as follows (see Figure 2-28 for drain valve locations):

1. Pull discharge hose off back of each water tank. Remove drain plug in aft end of PVC supply line.
2. Drain hot water heater.
3. Remove drain plugs or open peacocks at the following locations: shower valves, instant hot water, water pump, and pressure regulator.
4. Remove water supply lines to refrigerator and ice maker solenoid located under refrigerator in storage area. Remove water supply lines to salon ice maker solenoid located inside front panel.
5. Winterize toilets as directed by manufacturer's manual.
6. Close intake valves on air conditioning pump under floor forward of starboard engine (Post 47) or forward of port engine (Post 42). Drain strainer. Loosen impeller housing screws. Remove hoses from air conditioning units in engine room.

NOTE

The use of anti-freeze in strainers is not recommended.

7. At the wash down pump and bait well pumps, close valves and remove hoses. Loosen impeller housing to drain.

STORAGE

DRAINING THE BOAT (Continued)

8. Pour a small amount of environmentally safe anti-freeze in sink traps.
9. Pour a small amount of environmentally safe anti-freeze into washing machine tub. Turn washing machine to spin cycle for a few seconds.
10. Leave all faucets open
11. If boat is out of water, open all seacocks to drain. If boat is in water, close valves, remove hoses, dry inside of valve and pour a small amount of anti-freeze inside. Remove drain plug on side of valve body.

STORAGE

Indoor storage is beneficial in many ways, particularly if your climate produces ice and snow. The storage building, however should not be tightly closed, but should be adequately ventilated. The importance of ventilation, both around and throughout the boat cannot be over-emphasized.

If you use outdoor storage facilities, a canvas cover with provisions for ventilation should be provided to prevent "sweating". It is best to have a frame built over the boat to support the canvas. It should be a few inches wider than the boat so the canvas will clear the rails and allow passage of air.

The cover should be fastened securely so that winds cannot remove it or cause it to chafe the boat. A poor covering job will cost more than the price of a well-made cover.

STORAGE CHECKLIST

The following checklist is a guide and additional procedures should be developed as needed.

1. Remove all loose and personal effects.
2. Remove any detachable and valuable equipment and electronics.
3. Make sure all equipment is winterized as directed in the manufacturer's manuals.
4. Make sure all on-board systems are winterized as directed in this manual.
5. Make sure the exterior and interior of the boat is cleaned. Make sure all grease, oil, tars, salt spray, etc. are removed.
6. Make sure all garbage is removed. Clean out the refrigerator. Clean out all lockers and cabinets and leave them open including the refrigerator door. Prop fish box lids open and open cockpit sole hatches.
7. Clean and wax all aluminum hardware.
8. Lubricate all hinges, valves, etc. Lubricate locks with a lock lubricant. Coat any surface which could rust.

SECTION 5 MAINTENANCE

STORAGE

STORAGE CHECKLIST (Continued)

9. Check all underwater items. Make sure all hardware is in good condition and tight. Remove propellers and send them to a shop for inspection.
10. Inspect all electrical systems and have any repairs needed performed. Remove batteries from the boat and keep them charged.
11. If fuel tank or tanks are left with fuel, they should be full to prevent condensation.

FITTING OUT AFTER STORAGE

Before removing the boat from its cradle, have the hull bottom sanded and reapply anti-fouling bottom paint. Check with your Dealer for the type of paint and procedure to use for your area.

NOTE

Hull bottoms should not be repainted for 24 to 36 hours after hauling.

Leave as much equipment, furniture, and personal equipment off boat until after launch and final check out.

PRIOR TO LAUNCHING

Prior to placing boat in water, check and perform the following:

1. Check all anchor lines and gear and replace, if necessary.
2. Check all thru hull fittings to make sure they are clean. Check all strut and thru hull hardware for damage and tightness.
3. Check propellers and propeller shafts for proper installation and tightness. Clean propeller and shafts. Check shaft play in strut bearing. Replace bearing if excessive play is found.
4. Before installing batteries, clean the terminal posts and cables terminals with a wire brush or bronze wool. Install batteries and attach cable terminals. After cable clamps are tightened down smear posts and clamps with grease to exclude air and acid. Check all wiring connections for contact corrosion and tightness.
5. Check all hull valves for easy operation. Check all hoses for condition.
6. Check operation of bilge pumps in both manual and automatic modes. Check shower sump pump. Check all bilge blowers. Check operation of all DC electrical circuits.
7. On the fresh water system, connect all hoses and install all drain plugs and close all drain valves.

STORAGE

FITTING OUT AFTER STORAGE (Continued)

AFTER LAUNCHING

After launching, perform the following:

1. With boat in the slings and fully in the water, check all sources of possible leaks from stem to stern.
2. Fill fuel system and thoroughly check out fuel system including all lines, fittings, connections, valves, and filters for leaks.
3. Perform maintenance on engine and generator according to manufacturer's manuals prior to returning them to service.
4. Check the complete exhaust systems of the engines and generator. Make sure the entire exhaust system is gas tight and that it stays that way. If exhaust opening was plugged or covered, remove it.
5. Check all engine, transmission, and steering controls, cables, and linkage for operation.
6. Fill fresh water system and check out system for air and leaks.
7. Connect to shore power. Check out all electrical equipment, lights, hot water heater, air conditioning system, etc. Check operation of toilet. Refer to manufacturer's manuals.
8. Thoroughly clean exterior and interior of boat. Polish and varnish areas as necessary. Clean range and refrigerator.
9. Check and replace as necessary all safety equipment including flags, flares fire extinguishers, and first aid kits.
10. Test run engines and generator as directed in manufacturer's manuals.
11. Check engine shaft alignment. Refer to Engine Operation and Maintenance Manual.

SHAKEDOWN RUN

A shakedown run is to test and check the boat and the engines under operating conditions. Note any condition which does not meet operating performance and have it corrected as soon as you return.

1. Engines - Check that engines operate normally and can obtain maximum RPM. Check for fuel, oil and water leaks. Check exhaust system for leaks.
2. Instruments - Check that all instruments operate properly.
3. Controls - Check that all controls operate properly.

SECTION 5 MAINTENANCE

STORAGE

SHAKEDOWN RUN (Continued)

4. Hull - Check for leaks from stuffing boxes, thru hull fittings, etc.
5. Generator - Check that generator starts and operates properly. Check all AC equipment for operation.

After completing shakedown run, recheck all oil levels. Check drive belts for tension. Check for items which may have come loose.

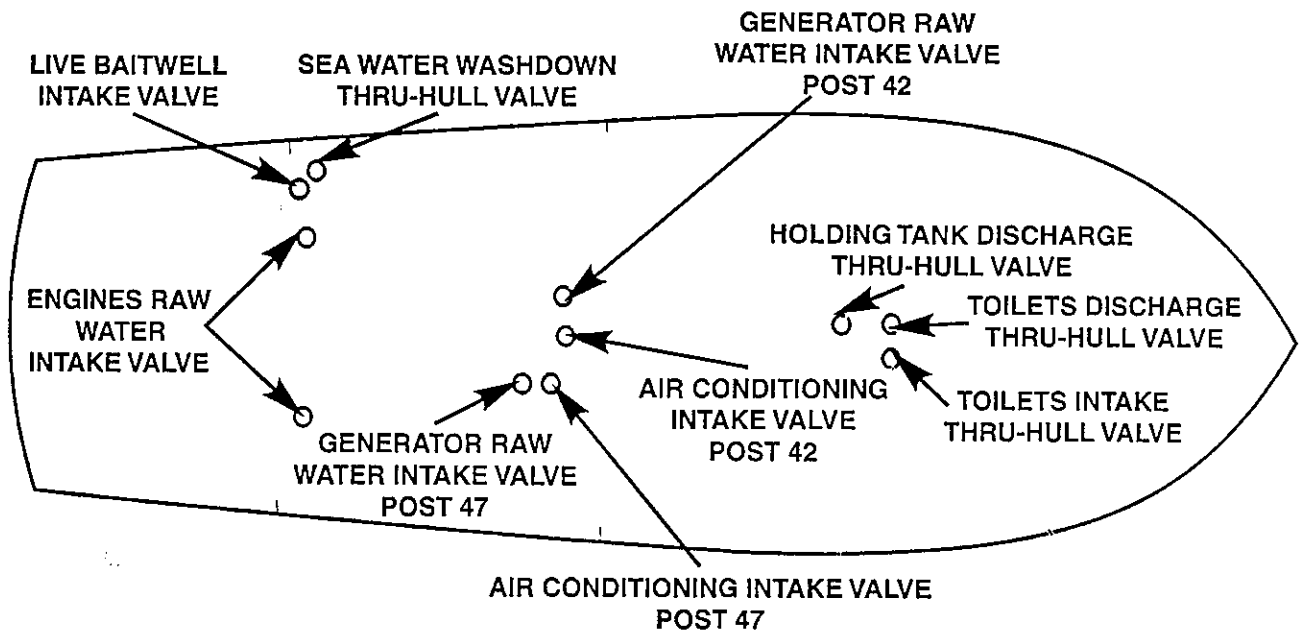


Figure 5-17 Thru-Hull Fittings



SECTION 6 WARRANTY ONE YEAR LIMITED WARRANTY

Post Marine Company, Inc. provides the following limited pleasure boat warranty.

1. THERE ARE NO EXPRESS WARRANTIES ON PRODUCTS MANUFACTURED BY POST MARINE COMPANY, INC. Except that the Company will through its selling Dealer replace or repair, at the Company's option any part (except as hereinafter provided) which is proven to its satisfaction to be defective under normal use and service within one year from the date of delivery to the first owner (maximum 18 months from date of delivery from the factory), if the part is returned transportation prepaid, within thirty days after the defect is discovered, to the Dealer or to such other point of manufacture as the Company may designate.

2. THIS WARRANTY SHALL NOT APPLY TO:
 - (a) The cost of removal or reinstallation of part, disassembly, or reassembly of the unit of which it is a component.
 - (b) Varnishes, gel-coat paints, vinyls, fabrics, glass, chromium plated, stainless steel and aluminum finishes because of the varying effect resulting from different climactic and use conditions.
 - (c) Products not of the company's manufacture. Any warranty provided by the manufacturer will be passed on to the owner if possible.
 - (d) Racing boats or engines.
 - (e) Boats that are used in commercial activities.
 - (f) Parts which have been altered in a manner which has impaired the original characteristics.
 - (g) The installation of any equipment by a Dealer or other installer.
 - (h) Speeds, fuel consumption and other performance characteristics because they are estimated and not guaranteed.
 - (i) Other than the first owner.

3. THE DURATION OF AN IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OR OTHERWISE SHALL BE LIMITED TO AND COINCIDENT WITH THE DURATION OF THIS EXPRESS WARRANTY. The replacement or repair of defective parts as stated in this warranty shall be under sole remedy of the purchaser and the sole liability of the Dealer and the Company under this warranty and any implied warranties. THE COMPANY OR ITS DEALER SHALL NOT BE LIABLE UNDER ANY CIRCUMSTANCE FOR INCIDENTAL, CONSEQUENTIAL OR INDIRECT DAMAGES CAUSED BY DEFECTS IN PARTS OR WORKMANSHIP OR ANY DELAY IN THE REPAIR OR REPLACEMENT THEREOF:

- (a) Some states do not allow limitations on how long an implied warranty lasts or on the exclusion of incidental or consequential damages, so the above limitation on the duration or implied warranties and the above exclusion of incidental and consequential damages may not apply to you.
4. THE DEALER IS NOT THE AGENT OF POST MARINE COMPANY, INC. The Company does not authorize the Dealer, or any other person, to assume for the Company any liability in connection herewith or any liability or expense incurred in the repairing of its products other than those expressly authorized herein.
5. POST MARINE RESERVES THE RIGHT TO MAKE CHANGES IN DESIGN, EQUIPMENT, LAYOUT OR CONSTRUCTION WITHOUT NOTICE OR BEING OBLIGATED TO INCORPORATE SUCH CHANGES IN PREVIOUS PRODUCTS.
6. You may secure performance of warranty obligations hereunder by:
- (a) Telephoning the Post Dealer from which you purchased the boat for an appointment to have the Dealer examine your Post Boat.
- (b) Delivering your Post Boat to the selling Post Dealer for his examination.
- (c) In certain cases the Dealer is authorized to complete warranty obligations unilaterally and in others he must receive authorization from the Post Marine Company Factory. The Dealer is obliged to follow whichever course is appropriate.
- (d) Upon completion of warranty obligations, the Dealer will notify you of the availability of your Post Boat for pickup.
- (e) Major mechanical components, such as engines, generator sets, electronics, appliances and air conditioners for example, are warranted by the manufacturer of the component. They have authorized service dealers in most major boating markets. Your Post Dealer will identify such service dealers upon request.
7. Any other communications necessary in connection with this warranty should be sent to the following address:

POST MAINE COMPANY, INC.
100 Post Road
Mays Landing, New Jersey 08330

8. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE.

SECTION 6 WARRANTY

OTHER MANUFACTURER'S WARRANTY

The warranty of components installed on your yacht may be covered by other manufacturer's warranties. These warranties will be handled directly with the manufacturer. The information package for these components may contain warranty registration cards. These packages should be reviewed and the registration cards sent to the manufacturer according to the instructions contained in the information package. Some of these components are:

- A. Engine and generator sets
- B. Battery Charger
- C. Television and stereo equipment

Retuning all warranty registration cards is important to receiving proper service should any become necessary at a later date.

WARRANTY REGISTRATION

On the next page are three (3) warranty registration cards. There is a card for the original owner and two (2) subsequent owners. Each card is in two (2) sections. Each part of the card contains important information about your Post yacht's serial number, the starting date of the warranty period and the dealer where you purchased your Post yacht.

The first card is for the original owner and covers the One Year Limited Warranty. The additional cards are for subsequent owners of this Post yacht.

If you move or change the home port of this Post yacht you may notify us of the change by using one of the additional cards.

In order to comply with the Federal Boat Safety Act of 1971, all boat manufacturers are required to maintain the capability of contacting the first owners of their products. The warranty registration card provides a method of contacting the owner.

POST MARINE COMPANY WARRANTY REGISTRATION

Use this card if you are the original owner of this Post Yacht

Use this card if you are the original owner of this Post Yacht

Boat Serial No. _____

Name of Owner _____

Engine Nos. - P _____

Address _____

- S _____

City _____ State _____ Zip _____

Dealer Name _____

Dealer name _____

Address _____

Model _____ Serial No. _____

Dealer Phone No. _____

Date of Purchase _____ Phone# () _____

Date of Purchase _____

Date of Registration _____

Home Port _____

Name of boat _____

SECOND OWNER

NEW OWNER REGISTRATION OR CHANGE OF ADDRESS

Use this card if you are the second owner of this Post Yacht or to record your change of address

Use this card if you are the second owner of this Post Yacht or if you change your address. Check One: Second Owner Change of address

Dealer Name _____

Name of Owner _____

Address _____

Address _____

Dealer Phone No. _____

City _____ State _____ Zip _____

Date of Purchase _____

Dealer name _____

Date of Registration _____

Model _____ Serial No. _____

Date of Purchase _____ Phone# () _____

Home Port _____

Name of boat _____

THIRD OWNER

NEW OWNER REGISTRATION OR CHANGE OF ADDRESS

Use this card if you are the third owner of this Post Yacht or to record your change of address

Use this card if you are the third owner of this Post Yacht or if you change of address. Check One: Third Owner Change of Address

Dealer Name _____

Name of Owner _____

Address _____

Address _____

Dealer Phone No. _____

City _____ State _____ Zip _____

Date of Purchase _____

Dealer name _____

Date of Registration _____

Model _____ Serial No. _____

Date of Purchase _____ Phone# () _____

Home Port _____

Name of boat _____