

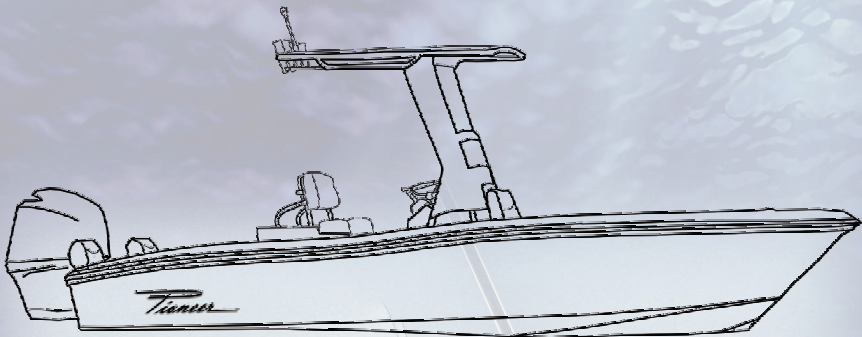
*Tioneer* BOATS  
CHARTING A NEW COURSE

# User's Manual



*1st Edition*

*Pioneer* BOATS  
Charting a New Course



# Owner's Manual

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## ***Section 1: Consumer Information***

### ***Owner's Manual***

Your Pioneer Boat is equipped with an outboard engine for propulsion. The engine has its own owner's manual that you need to review and become familiar with along with reviewing and becoming familiar with your Pioneer Boat.

This manual will guide you through general understanding of boating safety, maintenance and service and your boat systems.

Become familiar with this manual and other manuals and printed material to become familiar and knowledgeable before launching your Pioneer Boat.

#### ***Registration***

All undocumented vessels that are equipped with propulsion machinery shall be registered in the state of principle use, according to Federal Law. A certificate number shall be issued upon registration and shall be displayed on the boat. The owner must carry a valid certificate of number when operating the boat.

The number must be displayed per standard specification. Contact your dealer or state marine authority for numbering display requirement. The US Coast Guard issues certificate of number in the state of Alaska.

#### ***Insurance***

Some states required a minimum insurance coverage. Also, in most states the boat owner is held responsible for damage and/or bodily injury he or another person causes by operating the boat.

You should also look into protecting your boat from theft or physical damage. Check with your dealer or state marine authority for required minimum insurance coverage.

#### ***Education***

If you are not an experienced boater, you should explore a boating safety course. Contact your local dealer, Coast Guard or the Boating Safety Hotline, 800-368-5647, for further information.

### Warranty Information

Your warranty is located on the next to last page of the owner's manual. After purchasing your Pioneer Boat, fill out a warranty card provided by your dealer and mail it to the Pioneer Boats factory. You should also make a copy of the card for your records.

Your warranty information shall be held on file at Pioneer Boats facility and an authorized copy shall be mailed to you.



## Safety Labels

Your Pioneer Boats manual has been written to include a number of safety instructions to assure the safe operation and maintenance of your boat. These instructions are in the form of **DANGER, WARNING, CAUTION** and **NOTICE** statements. The following definitions apply:

### **WARNING**

*Hazards or unsafe practices which could result in severe personal injury or death.*

### **CAUTION**

*Hazards or unsafe practices which could result in minor personal injury or product and property damage.*

### **DANGER**

*Immediate hazards which will result in severe personal injury or death.*

### Owner's Responsibilities

#### Your Responsibilities as a Pioneer Boat Owner

- ✦ Review and understand your warranty
- ✦ Review and understand the manuals and literature associated with your Pioneer Boat and equipment.
- ✦ Upon delivery, inspect your boat and verify all systems are working properly.
- ✦ Routinely inspect your boat and systems and verify that they are working properly.
- ✦ Follow all maintenance procedures and schedules described in all appropriate manuals and literature.

Your Pioneer Boat has a unique Identification Number known as a HIN, Hull Identification Number. This number is associated with your boat and all equipment and accessories received from Pioneer along with the delivery/shipping information.

The HIN is located on the starboard, right, side of the transom. When making inquiries about your boat, you should include the HIN on all correspondents. Failure to include the HIN may result in delays in response to your questions and/or issues.

## **Section 2: Safety**

### **General Safety**

Before operating your boat, you should read, review and understand all manuals supplied with your boat. You should understand all aspects and labels prior to operation.

Never operate your boat while under the influence of drugs and/or alcohol. Close to 50% of all boating accidents are associated with a form of intoxication.

Gasoline is highly flammable and explosive. Extinguish all forms of flames or sparks prior to fueling your boat.

Your engine produces an exhaust containing carbon monoxide. Carbon monoxide is an odorless and colorless gas that can cause brain damage or death. Symptoms may include dizziness, drowsiness and nausea.

Attach the throttle lanyard to your body prior to getting underway. If you are thrown from the helm, the lanyard will be pulled from the switch and the engine shall turn off.

You should know and understand the marine laws and regulations for your boating area. See the Rules of the Road section for more information.

Understand the weather and stay informed of the weather forecast. Avoid boating during hazardous weather.

Make a float plan and leave it with a responsible person. Your float plan should include but not limited to your destination, number of people and the time you are expected to return.

Be aware of swimmers, skier, knee boarders, etc. Put the boat engine in neutral and turn off the engine when someone is boarding the boat.

Know your abilities of operating your boat. Operate your boat within your limits and operate at safe speeds, watch for other boats and obstacles and obey No Wake Zones.

***Operate your boat using common sense and good judgement.***

## Section 2: Safety

### Engine Safety System

#### **2-2.1 Engine Alarm**

Most engines have an audible alarm that sounds when the engine experiences and problem.

Do not continue to operate the engine if a warning device has activated. Consult your engine dealer if the problem cannot be located and corrected.

When the alarm sounds, remain calm, navigate into safe waters and out of the way of traffic and throttle the engine down to idle speed.

Shift into neutral. Check the gauges to determine the problem.

Power the engine off if the problem can not immediately be solved.

#### **2-2.2 Engine Stop Lanyard Safety Switch**

The lock plate must be attached to the engine stop switch for the engine to run. The lanyard should be attached to a secure place on the operator's clothing, or arm or leg.

Should the operator fall overboard or leave the helm, the lanyard will pull out the lock plate, stopping ignition to the engine. This will prevent the boat from running away under power.

Note: You should always carry an extra lanyard in case one is broken.

#### **2-2.3 Engine Start-In-Gear Protection Switch**

The shift lever must be in neutral before the engine can be started. This safety feature prevent the engine from being started in gear.

If the engine will not start, check to make sure that the shift level is in neutral by moving back and forth. If this issue persist, contact your dealer to have the system checked.

## Section 2: Safety

### Required Safety Equipment

The US Coast Guard requires every boat to carry specific equipment. Check with the US Coast Guard along with your local regulation for safety equipment that is required for your boat. Refer to the “Federal Requirements And Safety Tips For Recreational Boats for detailed requirements.

#### **2-3.1 Personal Floatation Device (PFD)**

Your Pioneer Boat must have an appropriately sized PFD for each passengers on board. The PFD’s must be in good working order free of rips, tears and warn spots.

There are 4 types of Personal Floatation Devices:

**Type I: Off-Shore Life Jacket** *Best for open, rough or remote water, where rescue may be slow coming.*

**Type II: Near-Shore Buoyant Vest** *Good for calm, inland water, or where there is a good chance of fast rescue.*

**Type III: Flotation Aid** *Good for calm, inland water, or where there is a good chance of fast rescue.*

**Type IV: Throwable Device** *For calm, inland water with heavy boat traffic, where help is always nearby.*

#### **2-3.2 Sound Signaling Device** *(Horn or Whistle)*

Your Pioneer Boat is required to have onboard a sound signaling device that is efficient in creating a sound that can be heard up to 1/2 nautical mile.

#### **2-3.3 Visual Signaling Device** *(Pyrotechnic or Non-Pyrotechnic)*

Your Pioneer Boat must have a USCG approved visual signal device when navigating on the Great Lakes, coastal waters, territorial seas and connection waters. Your signals must be in serviceable condition without expired dates.

Red Flares: Hand Held or Arial  
Orange Smoke: Hand Held or Floating  
Launcher for Arial Red Meteors or Parachute Flares  
Orange Distress Flag (Day light Use Only)  
Electric Distress (Night Use Only)

## **Section 2: Safety**

### **Required Safety Equipment**

#### **2-3.4 Fire Extinguisher**

Your Pioneer Boat must have a USGC approved marine B-1 typ hand portable fire extinguisher.

#### ***Portable Fire Extinguisher Maintenance***

Inspect once a month, more often if exposed to weather.

Have the unit weighed annually to verify it's fully charged.

Gauges fail often enough that they cannot always be relied on. Twice a year, remove unit from bracket, turn upside down and shake to loosen any dry chemical compacted at the bottom.

Recharge or replace after any use.

Never check a unit by partially discharging it. Remaining pressure in canister can leak out over time.

Have a full maintenance check annually by a qualified technician.

A more economical method: weigh the unit your- self every year, and replace it every few years.

#### **2-3.5 Navigational Lights**

Your Pioneer Boat is factory fitted with appropriate navigational lighting for recreational boats in inland and international waters.

## Section 2: Safety

### Additional Safety Equipment

#### 2-5.1 First Aide

Your Pioneer Boat should have at least a small marine first aide kit on board. When you use certain supplies, replace them as needed. Also, some of the supplies have expiration date. Replace those supplies when they expire. The USGC can assist when there is a major medical situation. They can be contacted on channel16 via a VHF radio if you are in range.

#### Additional Equipment (ask your dealer for a list)

Weather Radio  
Tool Box  
Spare Parts (ask your dealer for a list)  
Flashlights and Batteries  
Matches  
Spare Keys  
Spare Lanyard Switch  
Water  
Mirror  
Sun Block  
Rain Jacket  
Extra Anchor Line  
Mooring Lines  
Fenders

#### 2-5.2 Maximum Capacities

Your Pioneer Boat come with a Maximum Capacity Label which gives you the limits for your boat:

Maximum Horsepower  
Recommended Horsepower  
Total Occupants of weight  
Total weight: Persons, Engine & Gear



Capacity Sticker

## **Section 2: Safety**

### **Emergency Information**

At some point in time, you could have to face an unpleasant situation in your Pioneer. You should have some type of game plan for a variety of bad situations. What happen when there is a fire onboard, a collision, grounding, man over board, etc.

#### **Assisting An Accident**

As an owner and/or operator os a vessel, you are required to lend assistance to any one who has been in a collision, accident or casualty.

*However, you are not required to endanger you, your vessel or passengers to render assistance.*

#### **Reporting Boating Accidents**

Your are required to report all accidents to the proper marine authorities. Upon a death or disappearance, you are required to immediately required to notify authorities by phone or radio and then in writing (within 48 hours).

An accident that causes more than \$500.00 in damage must be reported within 10 days to the proper authorities.

The Boating Safety Hotline. 800-368-5467, can assist with additional information regarding accident reporting.

#### **Lightning Precaution**

Always keep an eye on the weather. When a thunder storm is approaching, seek shelter and get out of your Pioneer. If this is not an option, get as low as possible and do not touch metal. when lightning strikes, it will search for a ground and may pass through any metal parts.

***Stay out of the water.***



### Carbon Monoxide

#### **WARNING**

- > Carbon Monoxide, CO, is a dangerous gas that is potentially lethal.
- > CO can cause brain damage or death
- > Keep the cockpit well ventilated
- > Signs of CO poisoning can be dizziness, drowsiness, headache and nausea.

Carbon Monoxide, CO, is a colorless, odorless gas that has about the same weight as the air we breath. Therefore, it will remain in confined space or non-ventilated areas. CO is a poisonous gas that can cause death.

CO poisoning include dizziness, nausea, headache, sleepiness, vomiting, throbbing in the temples, muscular twitching, and an inability to think clearly. If you or anyone else experience these symptoms, immediately get away from fumes and into an area where plenty of FRESH air can be consumed. If any symptoms from above persist, seek medical attention.

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

Your outboard engine create CO.

## Section 3: General Operation Information,

### Fueling

#### **WARNING**

*Use common sense when fueling your boat!*

Use common sense when you fuel your boat. Check your outboard engine manual for the appropriate fuel type and required octane rating.

Fuel containing up to 10% ethanol blend is safe to use in your Pioneer.

#### **Ethanol Blended Fuel Tips**

Use a 10 micron fuel filter to capture contaminants that may break loose due to the solvent nature of the ethanol blends. Also, keep an extra filter on board.

#### **Before Fueling**

- > Shut Off Engine
- > Turn Off The Battery Switch
- > Extinguish All Cigarettes and Other Lighted Material
- > Ready Your Fire Extinguisher and Have It Close By

#### **During Fueling**

> To Reduce Static Charges, Keep The Fuel Nozzle In Contact With The Fuel Tank Opening.

#### **After Fueling**

- > Secure Fuel Cap
- > Clean All Spills

#### **Fuel System**

- > Check your fuel line for leaks and/or deterioration
- > Replace hoses and clamps as required

## Section 3: General Operation Information,

### Pre-Departure Check List

- ⌘ Always check the current weather and the forecast for that day.
- ⌘ Check that all of the required USCG equipment is on board your Pioneer.
  - PFD's for each person on board*
  - Sound Signaling Devices*
  - Visual Signaling Devices*
  - Fire Extinguisher*
  - Check Your Navigation Light*
- ⌘ Verify that all proper documents are valid and on board
- ⌘ Create a float plan that details your trip and leave it with a responsible person
- ⌘ Make sure you have enough fuel for your trip
- ⌘ Check the engine's oil levels
- ⌘ Check the engine's fuel system: filter, fuel line, clamps, connections, etc.
- ⌘ Check the bilge for water and leaks: sea-cocks, supply lines, clamps, etc.
- ⌘ Check the bilge pump operation: manual switch and automatic float switch
- ⌘ Check the steering system for ease of movement and there is no problems
- ⌘ Turn the battery switch to the on position
- ⌘ Check the safety lanyard switch and attach it to the operator
- ⌘ Check the engine shift for movement and then that it is in the neutral position
- ⌘ Refer to your engine manual for operational procedures.

#### INFORMATION

*It is a good practice to have a tool kit and a set of spare parts on board in case of an emergency. Check with your dealer for list of tools and parts.*

## Section 3: General Operation Information

### After Engine Start

#### **WARNING**

*Do not start your engine when fuel fumes are present. Fuel fumes are highly explosive and harmful to your health.*

- ⌘ Check for any leaks in the fuel, water and oil systems.
- ⌘ Check that the engine cooling system is working properly
- ⌘ Check that all gauges are working and they are reading normal ranges. Refer to your engine manual.
- ⌘ Make sure all mooring line, anchor line and other lines are on board and secured from under foot and/or stored away.

#### **WARNING**

*Never operate your vessel under the influence of DRUGS or ALCOHOL. You are responsible for boat and the safety of the passengers.*

You must “Break-In” your engine for a period of time to prevent damage to your engine. Refer to your engine’s manual for the proper Break-In procedure.

### Stopping Your Pioneer

- ⌘ Let your Pioneer come to a complete stop and idle the engine down: either at anchor or moored at a dock.
- ⌘ Shift the engine shifter into the neutral position
- ⌘ Turn the engine key to the “OFF” position

### After Using Your Pioneer

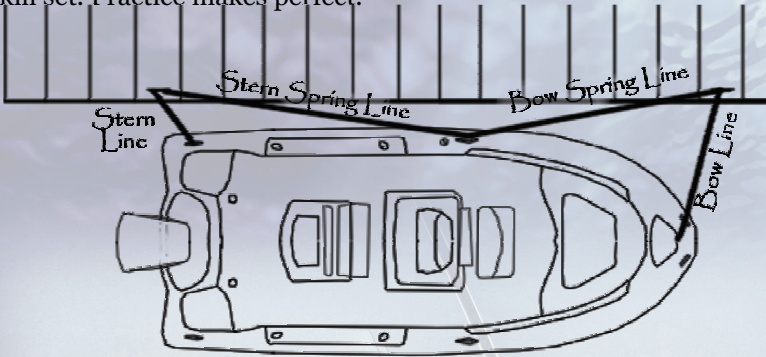
- ⌘ Wash your Pioneer with soap and fresh water.
- ⌘ Flush your engine with fresh water. Refer to the engine manual for procedures
- ⌘ Check your bilge and rinse with fresh water and empty the bilge
- ⌘ Turn the battery switch to the OFF position and switch all electronic off
- ⌘ Make sure your boat is moored correctly

## Section 3: General Operation Information,

### Anchoring and Docking

#### **3-4.1 Docking**

Docking your Pioneer take skill and practice. You have to keep all forces of nature in mind: wind and current. If all possible, try to dock with the wind and current. Approach the dock at a angle and slow, idle speed. As the bow come to the dock, turn your wheel to bring the sten of your Pioneer to the dock while in neutral and then reverse the engine to slow your approach. Hopefully you will have a person on the bow and one on the stern to help you dock your Pioneer. Secure the bow first and use your engine to maneuver the sten. Practice in all conditions to help your skill set. Practice makes perfect.



#### **3-4.2 Anchoring**

Position your Pioneer into the wind or current. After your Pioneer comes to a stop, gently lower your anchor overboard. **MAKE SURE THE END OF YOUR ANCHOR LINE IS ATTACHED TO YOUR PIONEER.** Pay out at least 7 time the depth water in line. This is known as the rode. Be careful to keep your hand and feet out of the anchor line as it becomes tight. It is a good idea to have chain on your anchor line. Contact your dealer for a recommended size and length.

#### **3-4.3 Hosting the Anchor**

Manoeuver your Pioneer directly over the anchor and your should be able to pull the anchor loose. If not, tie the line as tight as possible and the up and down movement of the boat should release the anchor. **NEVER TIE THE ANCHOR LINE TO THE STERN OF YOUR PIONEER. THIS COULD CAUSE THE STERN TO BECOME SWAMPED WITH WATER.**

## Section 3: General Operation Information,

### Towing

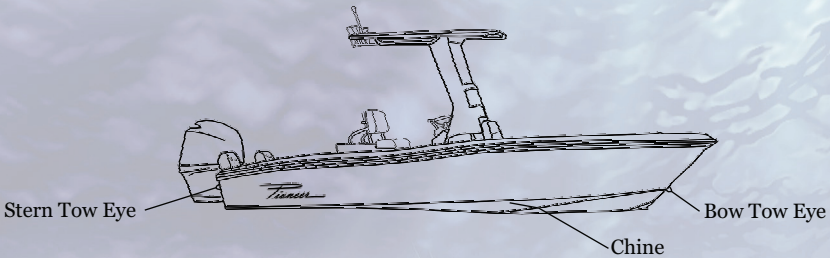
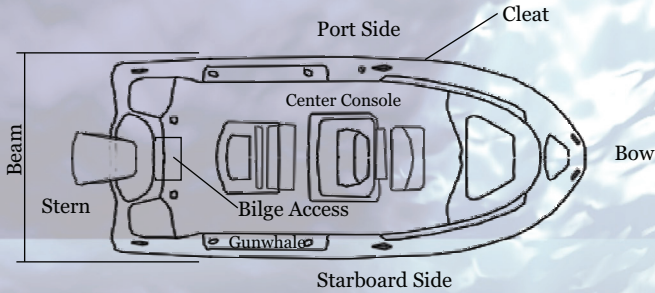
At some time you may need to tow a boat or be towed. If you are towing, you should not tow a boat larger than your Pioneer. Always use good judgement and safety when towing a boat.

A bridle is a smart thing to use. It creates a Vee behind the engine and helps to distribute the load between the tow eyes. The bridle should be secured by tying bowlines at each of the stern towing eyes. The tow line from the boat being towed can be tied to the bridle with a bowline and another bowline to the boat's bow eye. The tow line should be twice the length of the towed boat. Pull the boat at a steady and moderate speed.



## Section 3: General Operation Information,

### Pioneer Glossary



**A****beam** - A line perpendicular to the boat's keel

**Aft** - toward the rear or stern of the boat

**Amidship** - In or toward the part of the boat midway between the bow and the stern

**Anchor** - A metal device designed to dig itself into the sea floor to hold the boat in place.

**Anchorage** - A specifically designated area for boats and vessels to anchor

**Astern** - Behind the boat. To move backwards

**Athwartship** - At right angles to the centerline or keel of the boat

**B****eam** - the greatest width of the boat

**Bearing** - The direction of an object from the boat

**Bilge** - the lower interior area of the hull

**Bilge Access** - a removable, watertight cover that provides quick entry to enclosed areas for maintenance or visual inspection.

**Bilge Pump** - A pump that removes liquid that collects in the bilge of the boat

**Boarding** - Entering or climbing into a boat

**Boarding Ladder** - Set of steps temporarily affixed over the side of the boat to allow access or entrance into the boat

## Section 3: General Operation Information

### Pioneer Glossary

**B**ow - the forward section of the boat **E**ven Keel - When a boat floats as designed

**Bow Line** - A line that is attached to the bow of the boat

**Bow Tow Eye** - a U-shaped hull fitting used to attach the trailer winch to the boat

**Broach** - When a boat becomes broadside or sideways in a sea and is in danger of capsizing

**Bulkhead** - vertical partition in the boat

**C**ap Size - When a boat over turns

**Chine** - point where the topside and bottom of the boat join

**Chock** - Deck fitting the has inward curving flaps through which mooring or anchor lines pass through to lead them in a desired direction

**Cleat** - deck fitting with arms or horns on which lines are fastened

**Cockpit** - An open space in the aft of the boat

**D**eck - upper structure which covers the hull

**Displacement** - The volume of water that the boats hull displaces. The displacement weight is the weight of water that is displaced by the boat

**Draft** - depth of water required to float a boat

**E**lectrical Ground - An electrical connection to the earth

**E**athom - a depth measurement equal to six feet

**Fender** - A soft plastic or rubber object that is placed between the boat and a dock or other vessel during mooring to protect your boat from damage

**Fend Off** - Hold your boat away from a vessel or dock to prevent damage

**Flukes** - Large points of an anchor that dig into the sea floor

**Freeboard** - distance measured between waterline and deck

**G**rab Rail - metal hand hold railings mounted for personal safety when moving around the deck

**Gunwale (Gunnel)** - point where the deck and hull join

**H**arbor - A place on the coast where vessels may find shelter, esp. one protected from rough water by piers, jetties, and other artificial structures

**Hatch** - an opening in the deck to provide access below

**Head** - a toilet on a boat

**Helm** - Steering and control area of a boat

**Hull** - major component that provides a watertight platform buoyant enough to float a craft and its load

**K**eel - the major longitudinal member of a hull -the lowest external portion of the boat



## Section 3: General Operation Information

### Pioneer Glossary

**Knot** - a measurement of speed equal to nautical miles per hour (1 Knot = 1.15mph)

**Lee** - the side that is sheltered from the wind

**Leeward** - the direction to which the wind is blowing

**Lines** - A rope on a boat

**List** - a tilt or lean to one side  
**Port** - a term designating the left side of the boat when facing forward

**LOA** - overall length of a boat

**Midships** - The center of the boat

**Marina** - Protected facility for boats

**Moored** - A secured boat

**Mooring** - An anchoring devise that is permanently anchored to the sea floor that secures boats

**Nautical Mile** - a length measure = 6,080 feet.

**Nun Buoy** - A conical shaped navigational aid

**Outboard** -

1. a boat designed to have an engine mounter to the transom
2. refers to an object outside of a boat

**Pier** - an object that extends into the water

**Pile and/or Piling** - column that is driven into the sea floor which boats can be tied

**Pitching** - rocking motion of the boat's bow as it rises and falls.

**PFD** - Personal Floation Device

**Port** - the left side of the boat when facing the bow

**Reverse** - Change of direction from forward motion

**Roll** - a boat's sideways rotational motion in rough seas

**Rope Locker** - compartment where line is stored. Usually in the bow area

**Rub Rail** - a railing that runs the length of the boat's sheer that protect it from rubbing on docks, piers, pilings and/or other boats.

**Scupper** - holes permitting water to drain overboard from deck and cockpit

**Seacock** - safety valve installed in the bilge between thru-hull fittings and piping

**Sheer** - curve or sweep of the deck as viewed from the side

**Slip** - a boat's berth between 2 piles or piers

**Sole** - the deck of a boats cockpit or cabin

**Spring Line** - a line that leads from the bow aft or stern forward to prevent the horizontal movement of the boat at dock

**Starboard** - a term designating the right side of the boat when facing forward

**Stem** - vertical section at the bow

**Stern** - rear of the boat

## Section 3: General Operation Information,

### Pioneer Glossary

**Stow** - to pack away

**Stringer** - longitudinal members fastened inside the hull to add rigidity and strength

**Swamp** - when a boat fill with water from the sides or over the transom

**Swimming Ladder** - a ladder that extends into the water to allow boarding

**Thru-hull** - a fitting that passes through the hull of the boat, either above or below the waterline

**Topside** - the skin of the boat between the waterline or chine and deck

**Transom** - flat vertical stern perpendicular to the keel

**Trim** - refers to the angle of the boat underway

**Trough** - the area between the crest of waves and parallel to the crest

**Underway** - when a boat moves through the water

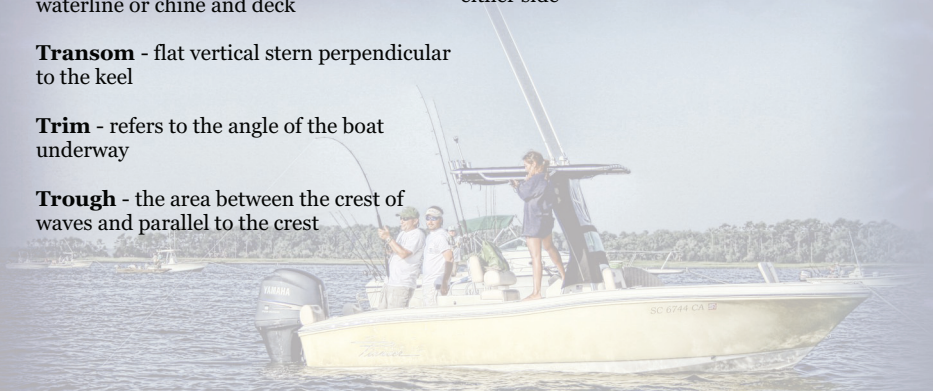
**Wake** - the movement of water created by a moving boat

**Waterline** - The line to which a vessel's hull is immersed when loaded in a specified way

**Windward** - side facing the direction of the wind (against the wind)

**Yacht Basin** - Protected facility for boats

**Yaw** - when a boat moves off her course to either side



## ***Section 4: Basic Boating Rules***

These rules are used internationally and are enforced by the US Coast Guard and local authorities. You should be aware of these rules and follow these rules whenever on the water.

The rules presented here in your Owner's Manual are condensed, and have been provided for your convenience only. Consult your local U.S. Coast Guard Auxiliary, U.S. Coast Guard or Department of Natural Resources for a complete set of rules governing the waters in which you will be using your boat.

### **4-1.1 Steering and Sailing Rules**

Whenever two vessels on the water meet one another, one vessel has the right-of-way; it is called the “stand-on” vessel. The vessel which does not have the right-of-way is called the “give-way” or “burdened” vessel. These rules determine which vessel has the right-of-way, and what each vessel should do.

### **4-1.2 Stand-On Vessel**

The vessel with the right-of-way has the duty to continue its course and speed, except to avoid an immediate collision. When you maintain your direction and speed, the other vessel will be able to determine how best to avoid you.

## Section 4: Basic Boating Rules

### 4-2.3 Give-Way Vessel

The vessel which does not have the right-of-way has the duty to take positive and timely action to stay out of the way of the Stand-On vessel. Normally, you should not cross in front of the vessel with the right-of-way. You should slow down or change directions briefly and pass behind the other vessel. You should always move in such a way that the operator of the other vessel can see what you are doing.

### “The general prudential rule”

This rule is called Rule 2 in the International Rules and says, “In obeying and construing these rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances, which may render a departure from the above rules necessary in order to avoid immediate danger.”

In other words, follow the standard rules except when a collision will occur unless both vessels try to avoid each other. If that is the case, both vessels become “Give-Way” vessels.

### 4-2.4 Rules when Encountering Vessels

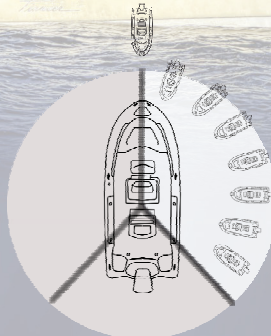
There are three main situations which you may encounter with other vessels which could lead to a collision unless the Steering Rules are followed:

**Meeting:** (you are approaching another vessel head-on)

**Crossing:** (you are traveling across the other vessel's path)

**Overtaking:** (you are passing or being passed by another vessel)

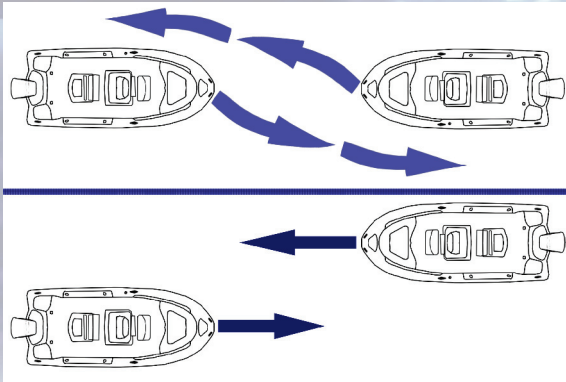
In the following illustration, your boat is in the center. You should give the right-of-way to any vessels shown in white area (you are the Give-Way vessel). Any vessels in the shaded area must yield to you (they are the Give-Way vessels). Both you and the meeting vessel must alter course to avoid each other.



## Section 4: Basic Boating Rules

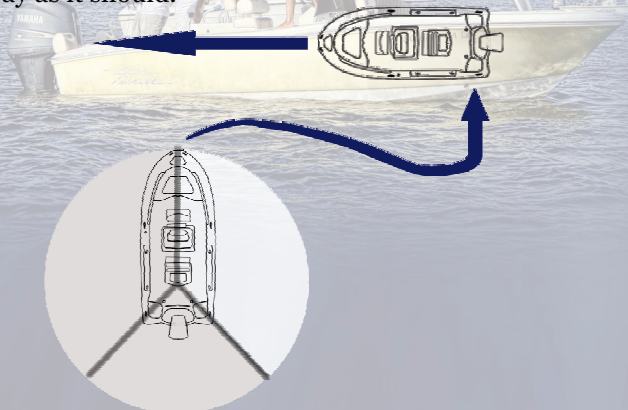
### 4-3.5 Meeting

If you are meeting another power vessel head on, and are close enough to run the risk of collision, neither of you has the right-of-way! Both of you should alter course to avoid an accident. You should keep the other vessel on your port (left) side. This rule doesn't apply if both of you will clear one another if you continue on your set course and speed.



### 4-3.6 Crossing

When two power driven vessels are crossing each other's path close enough to run the risk of collision, the vessel which has the other on the starboard (right) side must keep out of the way of the other. If the other vessel is on your right, you must keep out of its way; you are the Give-Way vessel. If the other vessel is on your port (left) side, remember that you should maintain course and direction, provided the other vessel gives you the right-of-way as it should.



## ***Section 4: Basic Boating Rules***

### **4-4.7 Overtaking**

If you are passing another vessel, you are the “Give-Way” vessel. This means that the other vessel is expected to maintain its course and speed. You must stay out of its way until you are clear of it. Likewise, if another vessel is passing you, you should maintain your speed and direction so that the other vessel can steer itself around you.

### **4-4.8 Other Special Situations**

There are three other rules you should be aware of when driving your boat around other vessels.

### **4-4.9 Marrow Channel and Bends**

When navigating in narrow channels, you should keep to the right when it is safe and practical to do so. If the operator of a power driven vessel is preparing to go around a bend that may obstruct the view of other water vessels, the operator should sound a prolonged blast on the whistle (4 to 6 seconds). If another vessel is around the bend, it too should sound the whistle. Even if no reply is heard, however, the vessel should still proceed around the bend with caution. If you navigate such waters with your boat, you will need to carry a portable air horn, available from local marine supply stores.

### ***Fishing vessel right-of-way***

### **4-4.10 Fishing Vessel Right-of-Way**

All vessels which are fishing with nets, lines or trawls are considered to be “fishing vessels” under the International Rules. Vessels with trolling lines are not considered fishing vessels. Fishing vessels have the right-of-way regardless of position. Fishing vessels cannot, however, impede the passage of other vessels in narrow channels.

## ***Section 4: Basic Boating Rules***

### **4-5.11 Sailing Vessel Right-of-Way**

Sailing vessels should normally be given the right-of-way. The exceptions to this are:

1. When the sailing vessel is overtaking the power-driven vessel, the power driven vessel has the right-of-way.
2. Sailing vessels should keep clear of any fishing vessel.
3. In a narrow channel, a sailing vessel should not hamper the safe passage of a power-driven vessel which can navigate only in such a channel.

### **4-5.12 Reading Buoys and other markers**

The waters of the United states are marked for safe navigation by the lateral system of buoyage. Simply put, buoys and markers have an arrangement of shapes, colors, numbers and lights to show which side of the buoy a boater should pass on when navigating in a particular direction. The markings on these buoys are oriented from the perspective of being entered from seaward (the boater is going towards the port). This means that red buoys are passed on the starboard (right) side when proceeding from open water into port, and black buoys are to port (left) side. When navigating out of port, your position with respect to the buoys should be reversed; red buoys should be to port and black buoys to starboard.

Many bodies of water used by boaters are entirely within the boundaries of a particular state. The Uniform State Waterway Marking System has been devised for these waters. This system uses buoys and signs with distinctive shapes and colors to show regulatory or advisory information. These markers are white with black letters and orange boarders. They signify speed zones, restricted areas, danger areas, and general information. Remember, markings may vary by geographic location. Always consult local boating authorities before driving your boat in unfamiliar waters.

# Section 4: Basic Boating Rules

**MAIN CHANNEL BUOYS**

① "1" "3" "5" "7"

② **LIGHTED BUOY (PORT HAND)**

ODD NUMBER - INCREASING TOWARD HEAD OF NAVIGATION (LEAVE TO PORT (LEFT) PROCEEDING UP STREAM)

WHITE LIGHT

OLD

OK

GREEN LIGHT

NEW

③ "2" "4" "6"

④ **LIGHTED BUOY (STARBOARD HAND)**

EVEN NUMBER - INCREASING TOWARD HEAD OF NAVIGATION (LEAVE TO STARBOARD (RIGHT) PROCEEDING UP STREAM)

WHITE LIGHT

OLD

OK

RED LIGHT

NEW

⑤ "A"

⑥ **LIGHTED SAFE WATER BUOY**

NO NUMBER - MARKS MIDCHANNEL, PASS ON EITHER SIDE (LETTER HAS NO LATERAL SIGNIFICANCE, USED FOR IDENTIFICATION & LOCATION PURPOSES)

WHITE LIGHT

OLD

OR

Top Mark

WHITE LIGHT

NEW

⑦ "C 4"

**CAN BUOY**

ODD NUMBER - LEAVE TO PORT

OLD

OR

NEW

⑧ "N 2"

**NON BUOY**

EVEN NUMBER - LEAVE TO STARBOARD

NO CHANGE

⑨ "RB L"

⑩ **LIGHTED PREFERRED CHANNEL TO PORT BUOY**

NO NUMBER - TOPMOST BAND RED - PREFERRED CHANNEL IS TO LEFT OF BUOY - LETTER HAS NO LATERAL SIGNIFICANCE, USED FOR IDENTIFICATION & LOCATION PURPOSES.

RED OR WHITE LIGHT

OLD

RED LIGHT

NEW



## Section 5: Fuel System

### Fuel System

Your Pioneer is equipped with a factory installed fuel tank. I was inspected and tested with the current regulations at the time of construction. It is your responsibility to keep the system in good working order and inspect all hoses and fittings for deterioration and replace as required.

#### **5-1.1 Fuel Gauge**

Your Pioneer is equipped with a fuel gage that registers the fuel level in your tank. With the gauge being mechanical, the gauge may record various reading at different trim angles.

#### **5-1.2 Fuel Cap**

Your Pioneer has a flush mounted fuel cap on the port gunwale. The word GAS is embossed in red. To open the cap, press down and turn counter clockwise. The cap will pop-up and you can then continue to turn counter clockwise and open the cap. After fueling your Pioneer, Replace the cap and turn clockwise until tight. Push the cap down and turn clockwise for a 1/4 turn and the cap become flush to the deck.

*Note: Do not over tighten the cap. This could cause damage to the seal and could allow water to seep into your fuel.*



Fuel Cap Closed



Fuel Cap with Key

#### **5-1.3 Fuel Vent**

There is a vent fitting in the side of the hull below the fuel cap. The vent allows the air in the fuel tank to escape while fuel is being pumped into your tank. The vent will also allow fuel to spill before overflowing the fuel cap. If fuel spills from the vent, wash the fuel from the hull to protect the fiberglass and gel coat.



Fuel Vent

## Section 5: Fuel System

### Fuel System

#### **5-1.4 Fuel Filter**

Your Pioneer is equipped with a fuel filter in the fuel supply line to the engine. This filter is a water separator and supplies clean fuel to your outboard engine. You should inspect the filter assembly for corrosion and fuel line deterioration and change the filter on a regular basis. Refer to your outboard engine owner's manual for recommendations and consult your dealer.



## Section 6: Helm System

### Helm System

Your Pioneer helm is equipped with a factory steering system, throttle & shift control and optional trim tab controls. Each manufacturer supplies specifications on the equipment installed. You should become familiar with the supplied information.

#### **6-1.1 Steering System**

Your Pioneer steering system is a hydraulic system. The hydraulic system consists of two components; helm assembly and hydraulic cylinder.

The wheel may be positioned at 5 different angles for your comfort. There is a level, when pushed down, will allow you to position the wheel where you would like it. Release the lever when you have the wheel at your liking and it will be locked into place for steering.

#### **6-1.2 Throttle and Shift Control**

Your Pioneer is equipped with either a binnacle or side mount control. The control consists of three (3) major components: control handle, a throttle cable and a shift cable.

The control handle works the gear shift and throttle. The control handle has three (3) positions: Neutral (straight up and down), forward position and reverse position. Moving the control handle beyond the neutral, forward or backward, shifts the engine in gear.

The control is equipped with the means to increase the engine's RPMs while in neutral. Refer to equipment user's manual for additional information.



## Section 6: Helm System

### Helm System

#### **6-2.3 Neutral Safety Switch**

Each control unit has a built in neutral safety switch which does not allow the engine to be cranked while in gear. If the engine will not start, move the control handle to the neutral position. You should check your neutral safety switch periodically to make sure it is functioning. There may be a situation to where your engine could be cranked in gear if the neutral safety switch is not working properly. See your Pioneer dealer if the safety switch does not pass your periodic test.

#### **6-2.4 Engine Power Trim & Tilt**

Outboard engines are equipped with a trim and tilt feature. See the engine's owner's manual to locate this feature. Most trim and tilt switches are located on the control handle. The switch is operated with the thumb while your hand is on the control lever arm.

The trim feature works in the first 20°. The trim feature is used while your Pioneer is underway. You can adjust the trim to lift the bow up or down allowing for a more fuel effective cruise.

The tilt feature move the engine up and out of the waterline and when traversing very shallow water.

For more information on the use and maintenance of the power trim and tilt, refer to the engine's users manual.

#### **6-2.5 Engine Stop Switch**

Your Pioneer is equipped with an engine stop switch when engaged will automatically shut the engine off. A lanyard is attached to the stop switch and to the operator. When the lanyard is pulled the stop switch is engaged. Make sure the lanyard is attached to the stop switch prior to starting the engine. For more information on the use and maintenance of the engine stop switch, refer to the engine's users manual.

## Section 6: Helm System

### Helm System

#### 6-3.6 Trim Tabs (optional equipment)

Trim tabs are mounted on the stern on each side of the engine. Your Pioneer has a double rocker type switch that operate the trim tabs. The trim tabs help adjust the listing of your Pioneer due to an unbalanced load. The trim tabs can also adjust the angle of the bow.

Trim tabs should be in the “UP” position before planing your Pioneer. After achieving your intended speed, you can then begin adjusting your Pioneer’s angle and list.

When cruising in a chop, you can trim the bow down to help smooth out your cruise.



Trim Tab Switch & Engine Ignition



Trim Tabs

## Section 7: Electrical System

### Electrical System

Your Pioneer is equipped with a factory installed 12 volt electrical system. There is an optional battery charging system that is 120 volts that is to be plugged into a shore power system. A 12 volt wiring diagram is included that identifies all circuits.

#### **7-1.1 12 volt Electrical System**

Your Pioneer is equipped with a standard marine 12 volt electrical system. The system is powered by one or either two 12 volt wet cell batteries. If you have 2 batteries, you will have a factory installed battery selector switch (or you Pioneer dealer may install one for you).

The charging of the battery(s) can be done by the engine while under way or you may opt to have a battery charger installed.

The switch panel is powered by the 12 volt system and each switch is protected by individual circuit breakers. The engine is protected by it's own fuse system. Refer to your engine users manual for more information.

#### **7-1.2 Battery(s) and Battery Switch**

Your Pioneer is equipped with wet cell battery(s). These types of batteries are recommended by Pioneer and most engine manufacturers. Use only wet cell batteries or consult your dealer for more information and recommendations.

The battery selector switch, if used, has four positions. The switch allows power from battery #1 or #2 or both along with a position that turns all power off. The positions are OFF, 1, BOTH and 2. Position 1 allows the charging of battery 1 only while under way and the power to the system from battery 1. In turn when the switch is in position 2, battery 2 is charged and supply only. When the position is selected on both, battery 1 & 2 shall be charged and supply from both will be dispersed to the system. Consult your dealer about the operation of your battery switch.

## Section 7: Electrical System

### Electrical System

#### 7-2.3 Switch Panel

The switch panel is located in front of the helm. All of the switches are single pole or position switches except the bilge and navigation lights. The bilge switch has an automatic position that powers the auto-float switch and an on position. The navigation lights have a navigation lights position and an anchor light position. The middle position on both switches are OFF. All switches are wired to individual circuit breakers to protect the system from overload.



Analog Panel



Digital Panel

#### 7-2-4 Optional AC Electrical System

Your Pioneer may have the optional factory installed battery charging system. This system is powered by the standard household 120 volt current. There will be an inlet plug that will accept an extension cord to transfer AC to you optional charger.

You may decide to have your dealer install a charging system instead of the factory. Consult you installer for proper instruction on operating the charging system

## Section 7: Electrical System

### Electrical System

#### **7-3-5 Electrical Maintenance**

Every year you should use an electrical protector spray on all of your electrical components. This is something you do not think about often. out of sight, out of mind. Remove the electrical panel and spray the entire electrical area. If you see and corrosion correct it.

Check the exterior lighting and remove light bulbs and apply a petroleum jelly to the connectors and avoid getting the jelly on the bulb itself.

Inspect all wiring connections for corrosion and fix these corroded connections as required. Either by cleaning or replacing.

Check the level of electrolytes in your battery on a regular basis and add distilled water to bring the levels to the appropriate heights. If you charge your battery(s) on a frequent basis, you will need to check the electrolyte level more frequently.

Keep the battery(s) clean. The battery post should be corrosion free. Keep the post clean with a post cleaner or fine grit sandpaper. Coat the post with a silicone grease or petroleum jelly.

If your cable are showing any signs of wear, you should replace them.





## Section 8: Drainage System

### Drainage System

The drain system is a gravity type design that discharges through thru-hull fittings. These systems should be checked to insure proper operation.

#### 8-1.1 Cockpit Drain

Your Pioneer has flush floor drains in the cockpit. These drains have small foam balls that will float upward and block water from entering the cockpit, but will be pushed downward to allow water from the cockpit to drain out through the thru-hull fitting overboard.

These drains should be checked frequently and cleaned as required to allow for proper drainage. Small piece of debris can cause drainage issues.



Cock Pit Drain

#### 8-1.2 Bilge Drain

The bilge area in the stern is equipped with a screwed fitting drain and a bilge pump to remove water.

The drain plug is located at the lowest point in the stern and lets the water drain out when your Pioneer is on the trailer. ***ALL WAYS CHECK TO MAKE SURE THE DRAIN PLUG IS SECURE PRIOR TO LAUNCHING YOUR PIONEER!***

Your bilge area also has a bilge pump and an automatic float switch. The float switch activates the pump when the water level is at a particular spot and the pump will begin to remove the water in the bilge. The float switch is always powered but the pump can be turned on via the switch on the panel.



Bilge Drain Plug

## ***Section 8: Drainage System***

### **Drainage System**

#### **8-2.3 Fishbox/Bow Storage**

Your Pioneer has bow storage that double as a fish box. There is a drain plug that allows the liquid to discharge overboard by gravity. Make sure the drain is free of debris for proper operation.

#### **8-2.4 Anchor Locker**

Your Pioneer is equipped with an anchor locker that stores the anchor, line and chain. it is also equipped with a small drain that allows water to drain overboard. Frequently check that the drain is clean to provide proper drainage.



## Section 9: Raw Water System

### Raw Water System

Your Pioneer is equipped with a livewell that is plumbed to bring raw water from below your Pioneer and into the livewell. Your pioneer maybe plumbed with a raw water washdown pump that bring in raw water below your Pioneer through a pressurized pump and through a hose that allows you to wash the boat down.

#### **9-1.1 Livewell**

Your Pioneer is equipped with a livewell that is plumbed to bring raw water through a pump and continuously runs and refreshes the well with water. The pump is plumbed to a thru-hull fitting via a sea-cock. Make sue the valve is open prior to operating the pump. When not in use, shut the valve off to prevent a possible flooding issue if the pump housing breaks.



Livewell Pump

## Section 9: Raw Water System

### Raw Water System

#### 9-2.2 Optional Washdown Pump

Your Pioneer may have the optional raw water washdown system installed. This pump is plumbed to a thru-hull fitting via a sea-cock. The pump has a strainer on the inlet side and this should be checked on a regular basis and cleaned for proper operation. The pump is also equipped with a pressure switch. This switch will turn on and off at particular pressures when the main switch is on. Your hose will have a spray nozzle attached and when you squeeze the handle, the pressure will drop and the pump will be activated. When you release the nozzle handle, pressure will build up, turning the pump off.



Washdown Pump in Leaning Post    Washdown Pump in Aft Storage

#### 9-2.3 Raw Water System Maintenance

Check your hoses and fitting on a regular basis to ensure there are no cracks or signs of damage or deterioration. You should remove and clean the inlet sea strainers to ensure proper operation. You should spray your pumps with a protective spray periodically and operate the sea-cocks periodically to ensure proper operation.

# Section 10: Marine Head System

## Marine Head System

### **10-1.1 Portable Head**

The Pioneer portable marine system is made up of two major components: an upper tank and a lower tank. The upper tank contains the fresh water supply, a bellows pump, a seat and the lid. The bottom tank contains the flush valve, a waste holding tank, a chemical storage compartment and the drain nozzle. The components are secured together by a clamping mechanism when the portable head is ready for use.

In some areas, the law requires that portable heads be equipped with an optional permanent deck mounted pump out system to evacuate the waste with a dock side pump. Boats with a portable head pump out will be equipped with a deck fitting marked "WASTE" located on the deck. Since this system is required to be permanent, the bottom waste tank cannot be removed and the only way to evacuate the system is by a dock side pump.

#### *Portable Head Operation:*

- A) The freshwater reservoir must be filled with fresh water.
- B) Compress the bellows pump several times to add water to the bowl.
- C) FLUSH the head by pulling the slide handle out.
- D) Compress the bellows pump to rinse the bowl.
- E) Close the slide handle valve.

### **10-1.2 Portable Head Maintenance**

To keep your portable head operating properly it must be emptied and properly cleaned periodically. Please refer to the manufacturer owner's manual for detailed instructions on the proper operation of your portable head.

In some areas the law requires a waste pump out system on portable heads. If your boat is equipped with the waste pump out, make sure you know the laws for the areas in which you boat before modifying or removing the pump out system. The portable head must be properly winterized before winter lay-up or for cold weather use. Please refer to the manufacturer owner's manual for winterizing and cold weather instructions.

# ***Section 10: Marine Head System***

## ***Marine Head System***

### **10-2.3 Porcelain Head (Optional)**

A manual porcelain marine head is provided as optional equipment on the 222 Sportfish. The flush water is supplied by a thru-hull fitting in the bilge and a raw water supply line.

Before using, open the inlet valve on the head and pump to wet the inside of the bowl. Use the Y-valve handle next to the toilet to select where to pump the waste: holding tank or overboard. Once the waste is discharged, the toilet should be pumped dry. The waste in the holding tank remains until it is pumped out by a waste dumping station.

In many areas it is illegal to flush head waste directly overboard. Violation of these pollution laws can result in fines or imprisonment. Always know the law for the areas in which you boat. Never dump head or holding tank waste overboard illegally.

### **10-2.4 Porcelain Head Holding Tank**

When the tank is full it must be pumped out by an approved waste dumping station through the waste deck fitting.

### **10-2.5 Porcelain Head Maintenance**

The head should be cleaned and inspected for leaks regularly. repairs should be made as required. The holding tank should be pumped out and flushed as needed. Periodically add chemical to the holding tank to help control odor and to chemically break down the waste. See the head manufacturer owner's manual for additional operating and maintenance information.

The head system must be properly winterized before winter lay-up. Please refer to the manufacturer owner's manual for winterizing instructions.

## Section 11: Maintenance System

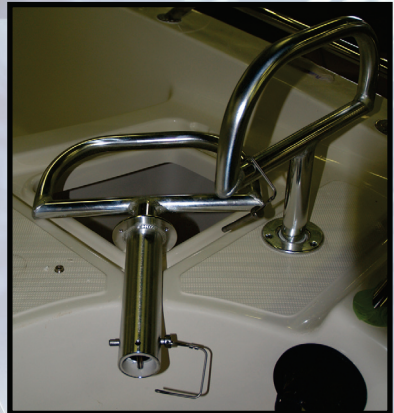
### Maintenance System

#### 11-1 Jump Seat Operation

Your Pioneer may be equipped with jump seat back rest. The brackets support these back rest in the stern gunwale. The brackets also can be used a rod holders. There are pins that secure the back rest post into the bracket.



Back Rest in Place



Back Rest

#### 11-1.1 Exterior Fiberglass Finish

Your Pioneer's exterior is a thin layer called gel-coat. This is for esthetics only and is not structural. The gel-coat is a hard shell that is porous and can discolor over time and also crack. Proper maintenance is required to care for your gel-coat.

#### 11-1.2 Exterior Fiberglass Maintenance

The maintenance of your Pioneer's gel-coat is that similar you would give to your car. Use common mild soaps and fresh water for cleaning. DO NOT caustic, alkaline or ammonia based cleaning items as these will harm and discolor your gel-coat. Also, do not use any bleach items on the colored gel-coat as it too will discolor as it would clothing.

#### 11-1.3 Exterior Fiberglass Cleaning

The best way to prevent soil build-up and discoloration is to rinse your Pioneer after each use and/or a regular basis. Clean your Pioneer with a mild dish soap or detergents and plenty of fresh water. Also, use a sponge or soft cloth on the smooth surfaces and a bristled brush for the non-skid surfaces.

## ***Section 11: Maintenance System***

### ***Maintenance System***

#### **11-2.4 Finishing/Waxing**

The gel-coat on your Pioneer will naturally fade, dull or age. These discolorations are shallow and can be restored. A polishing or rubbing compound can be used to remove small scratches and restore weathered areas.

#### ***Gelcoat Care & Maintenance***

Keep your boat cleaned and waxed.

Wash your boat with only mild, non-abrasive detergents.

Wax the exterior of your boat at least twice a year.

Clean and wax your boat prior to placing it in storage.

Use only a high-quality automotive wax in accordance with application instructions provided by the manufacturer.

Remove any small scratches or scuffs using a fine rubbing compound. For any major repairs, consult your authorized dealer.

Cover if possible to keep your boat looking its best. Store in a dry, covered area.

Never use any abrasive cleaners or brushes on your boat's exterior surfaces.

Remove any unintentional fuel or oil spills from the gel-coated surfaces as quickly as possible.

Give your boat a fresh water wash after saltwater use.

Never place a non-breathable cover on a boat that is still wet.

Consult your Pioneer dealer for advice on the waxing products for your Pioneer.



## **Section 11: Maintenance System**

### **Maintenance System**

#### **11-3.5 Repairing**

All though the gel-coat on your Pioneer is durable, it is susceptible to scratches, crack, and web-like cracks called crazing. when these happen they should be repaired. Some of these can be repaired by the owner. You can obtain a gel-coat repair kit from your Pioneer dealer that will match you particular gel-coat color. Consult your dealer on the instruction to repair your gel-coat.

#### **11-3.6 Canvas**

The canvas on your Pioneer is made with highest quality material. Your canvas is NOT leak proof. The seam hole can become stretched and leak. Consult your Pioneer dealer for recommended product that can be applied to correct the problem.

#### **11-3.7 Canvas Maintenance**

The fabric on your Pioneer should be cleaned on a regular basis to remove any build-up. Use a soft bristle brush and gently brush the fabric to remove any built-up debris and then rinse with clean water. Over time the water repellant coating applied by the manufacturer will wear off. You can reapply a new treatment. Use a water-based repellant and consult your Pioneer dealer for a recommended product. Scotchguard is effective for a short-term application.

#### **11-3.8 Snaps & Zippers**

The snaps & zippers on your Pioneer's canvas are subject to corrosion. They need to be cared for as your canvas. A lubricant made specifically for your snaps and zippers should be applied to the snaps and zippers every three (3) months. Contact your Pioneer dealer for the appropriate lubricant for your canvas' snaps and zippers.

#### **11-3.9 Upholstery**

The vinyl upholstery on your Pioneer may be cleaned with a mild soap and water solution and rinsed with fresh water. Commercial cleaner work well. Consult your Pioneer dealer for recommendations. Your cushions can trap moister and gel-coat blistering can occur. The seams on your cushions are not waterproof and the cushions should be stored or covered when not in use. The bolsters may also be removed. The bolsters are mounted on brackets and secure with screwed. Consult your Pioneer dealer on the appropriate method to remove and store your bolsters.

## ***Section 11: Maintenance System***

### ***Maintenance System***

#### **11-4.10 Plexiglass / Polyethylene**

The rod storage racks in your Pioneer are constructed out of polyethylene and should be cleaned on a regular basis. The use of a cleaning products such as 409 work well. The hard plexiglass should be cleaned using any glass cleaner and a soft cloth.

#### **11-4.11 Anodized Aluminum**

The anodized aluminum should be cleaned and maintained to prevent pitting. The aluminum parts should be washed with soap and water on a regular basis. Never use abrasive cleaners or bleach products. Failure to clean these products on a regular basis will allow contaminants to attack the anodized aluminum to remain and create potential pitting.

To protect the aluminum parts, coat the aluminum with a non-abrasive metal protector. Consult your Pioneer dealer for a recommended product to clean and protect your aluminum.

#### **11-4.12 Stainless Steel Deck Components**

The SS components on your Pioneer should be cleaned with mild soap and fresh water on a regular basis. Use a sponge or soft cloth to wash the SS components.

#### **11-4.13 Vinyl**

Clean your clear vinyl with alcohol (denatured) and apply a thin protective layer of wax. **DO NOT** use a paste wax to the clear vinyl since this will cause a yellowing effect.

Store canvas prior to trailering

Dry all canvas prior to storing to prevent mildew

To store your panels, roll them to prevent the clear vinyl from cracking. **NEVER** fold the panels.

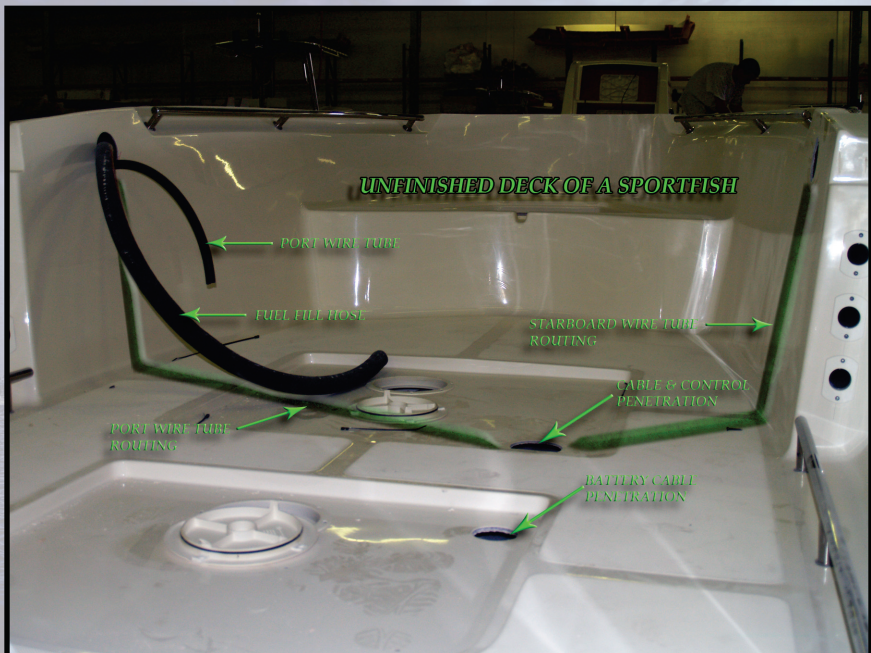
## Section 11: Maintenance System

### Maintenance System

#### 11-5.14 Wiring Tubes

Your Pioneer has wiring tube installed that allows electrical wiring to be run from the stern to the console and to the bow. The image below is diagrammed for the Sportfish models. The Venture models have tubes installed similar to the Sportfish and are located to the port and starboard and are accessed at each of the side consoles.

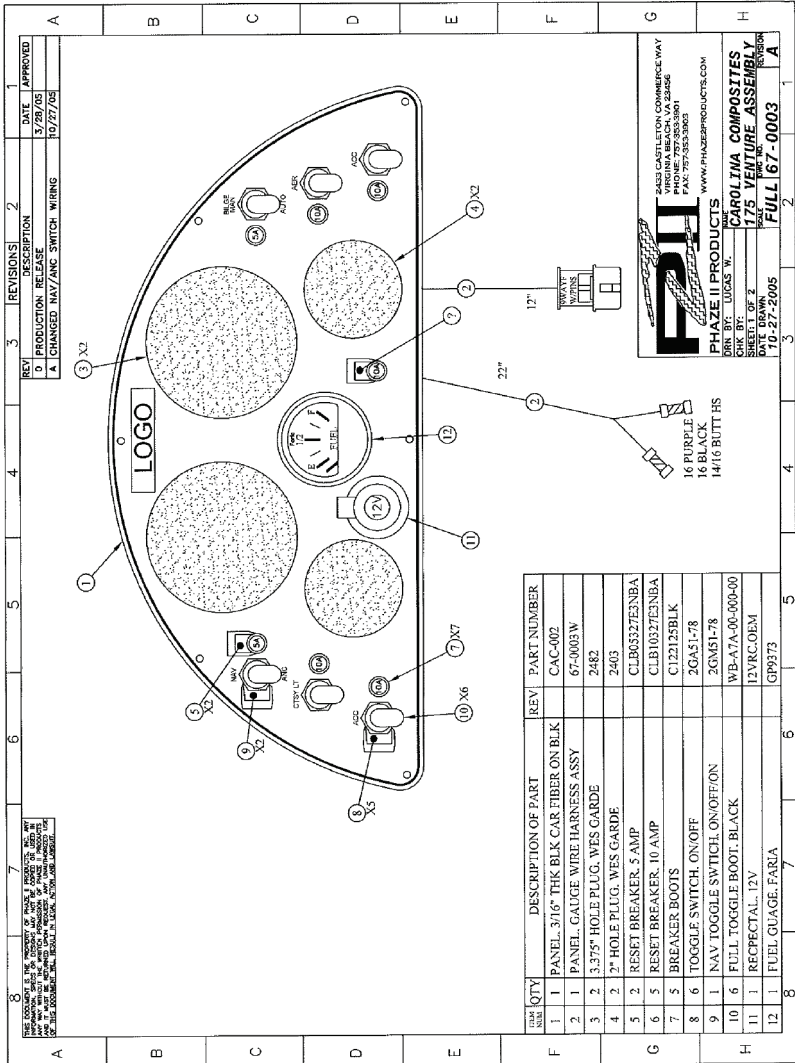
There is a PVC tube that is located on the outside edge on the deck that allows the wiring of the bow lights. This tube is located to the starboard side under the deck where the deck and hull are bonded. This tube can be accessed in the same location as the starboard wire tube.



Typical Sportfish Wire Tube Diagram

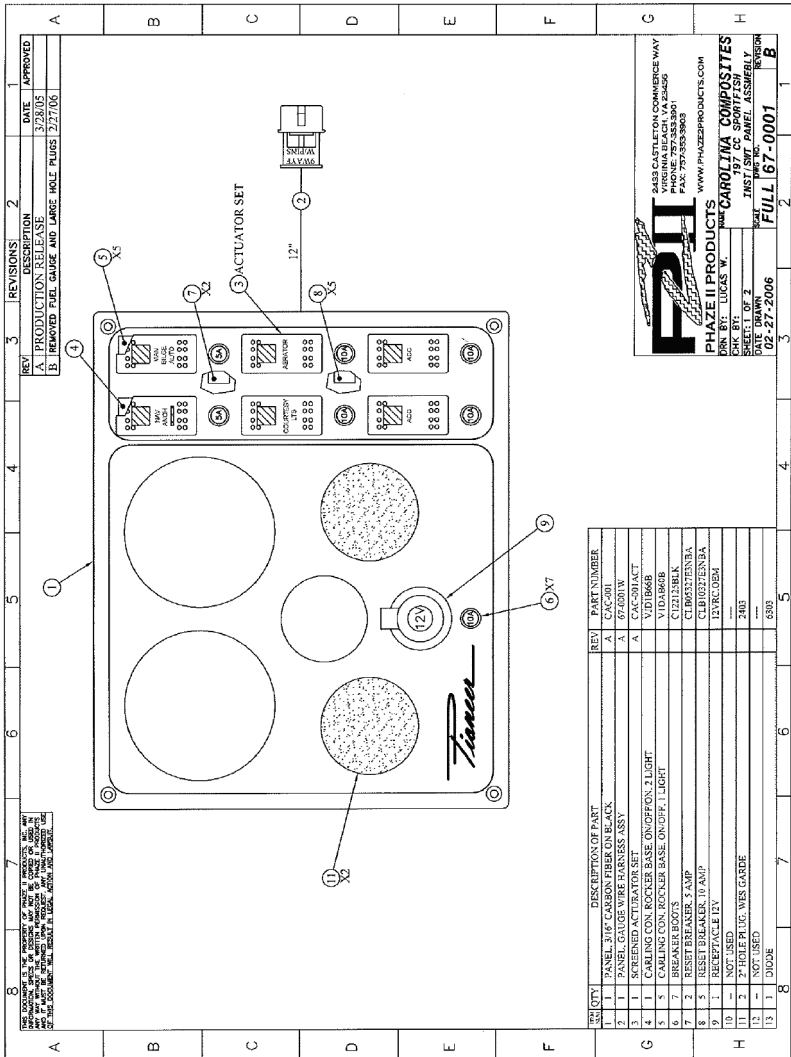
# Section 12: Maintenance System

## Venture Switch Panel Schematic



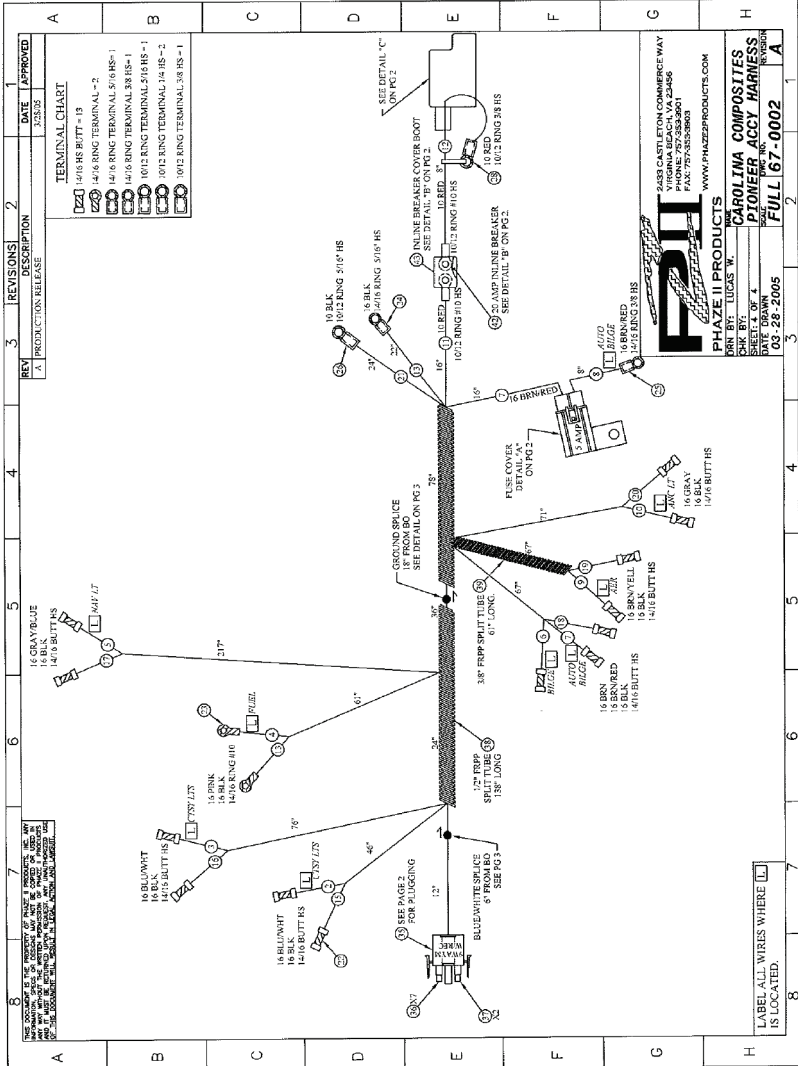
# Section 12: Maintenance System

## 175-197 Sportfish & Baysport Switch Panel Schematic



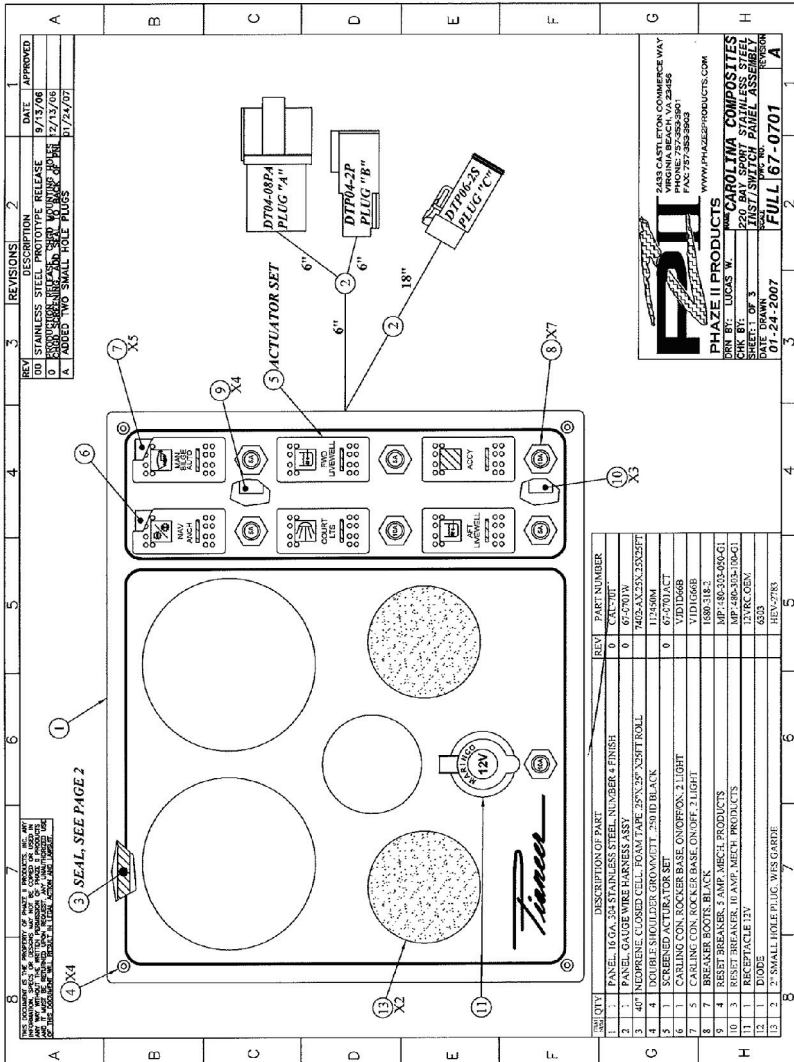
# Section 12: Maintenance System

## 175-197 Sportfish, Baysport & Venture Wiring Harness Schematic



# Section 12: Maintenance System

## 220 Baysport Main Switch Panel Schematic

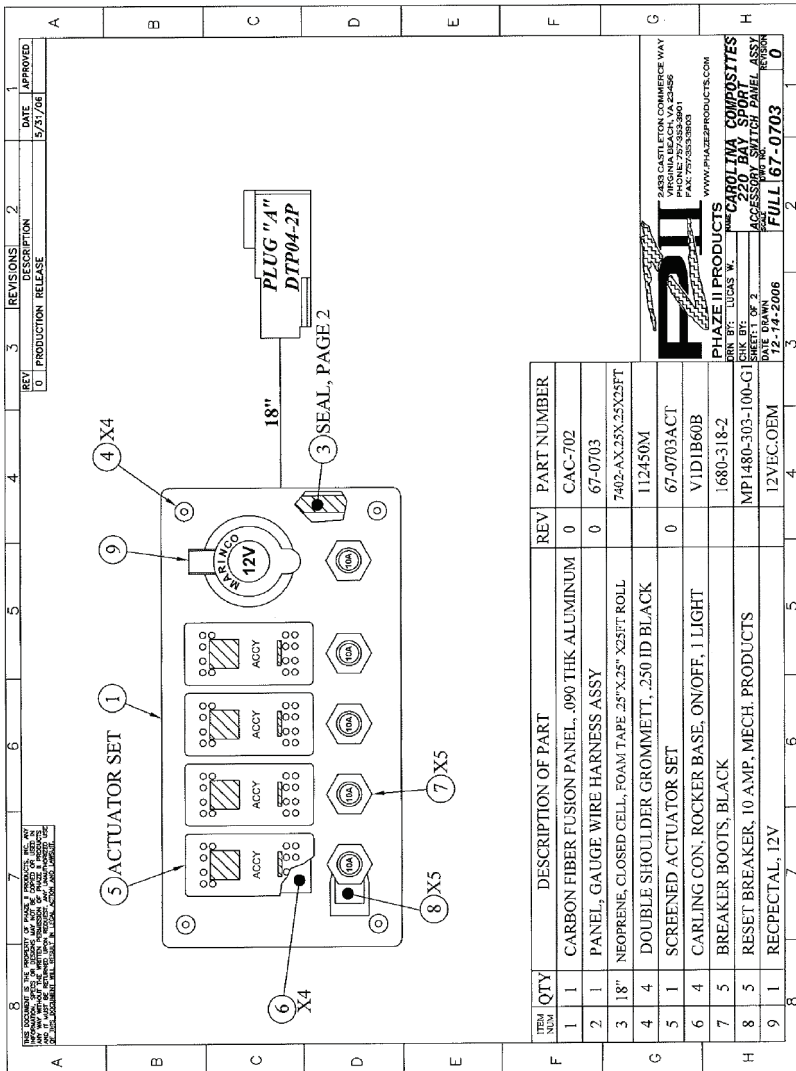






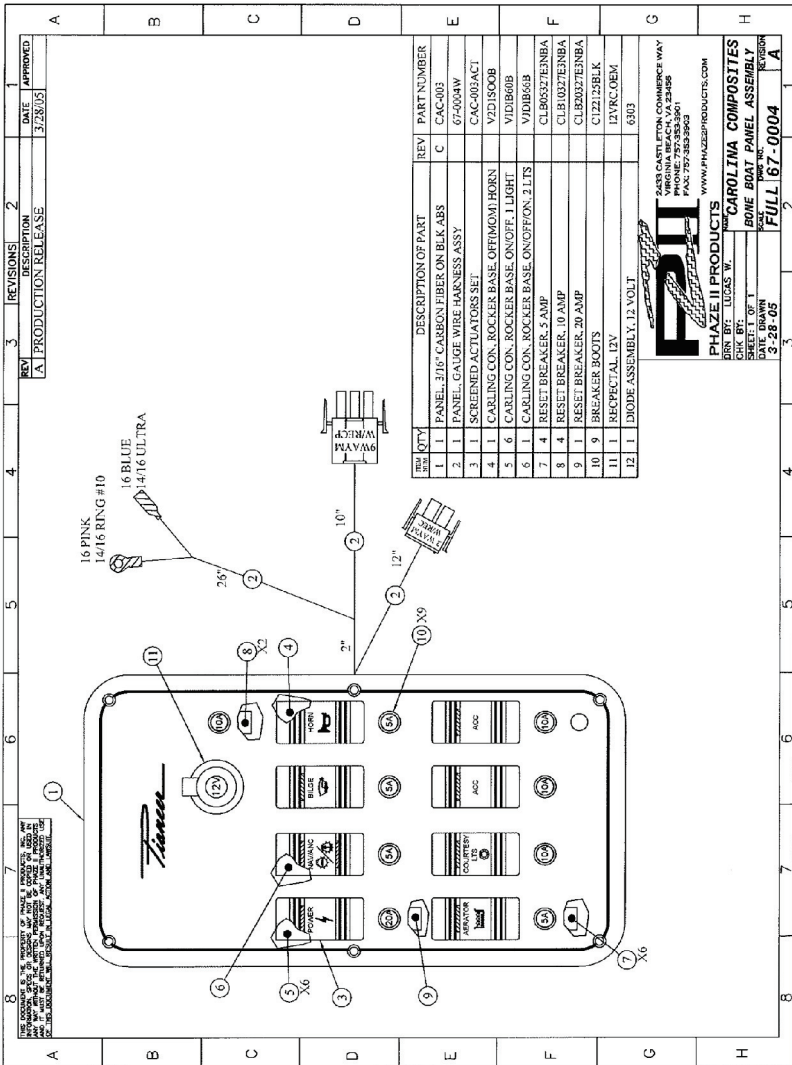
# Section 12: Maintenance System

## 220 Baysport Secondary Switch Panel Schematic



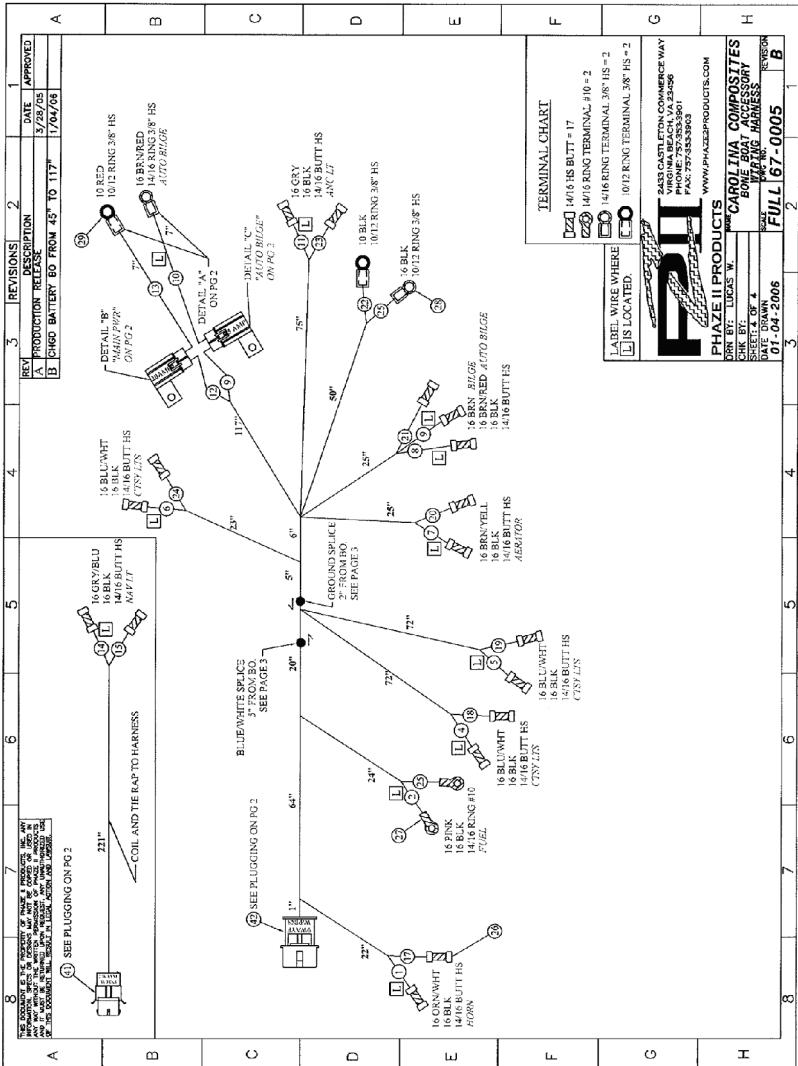
# Section 12: Maintenance System

## 180 Cape Island Switch Panel Schematic



# Section 12: Maintenance System

## 180 Cape Island Wiring Harness Schematic



# Section 12: Schematics

## Pioneer Boats Warranty

### CAROLINA COMPOSITES, LLC WARRANTY REGISTRATION CARD

SOLO TO: _____	DEALER'S NAME: _____	
ADDRESS: _____	DEALER'S ADDRESS: _____	
CITY: _____	CITY: _____	
STATE: _____ ZIP: _____	STATE: _____ ZIP: _____	
PHONE: _____		
MODEL NO: _____	SERIAL NO: _____	
ENGINE NO: _____	OUTDRIVE NO: _____	COLOR _____
DATE OF SALE: _____	PRIMARY USE: PLEASURE <input type="checkbox"/> COMMERCIAL <input type="checkbox"/>	

IMPORTANT: The Federal Board Safety Act requires registration list to be maintained on Products Sales. Dealers will assist you in filling out this card. It is important that you read and understand your Carolina Composites warranty **AND RETURN THIS CARD WITHIN FIFTEEN (15) DAYS OF PURCHASE.** I HAVE READ AND UNDERSTAND THE CAROLINA COMPOSITES LIMITED WARRANTY AS IT APPEARS BELOW.

DATE OF PURCHASE: \_\_\_\_\_

OWNER'S SIGNATURE: \_\_\_\_\_

### LIMITED WARRANTY ON 2004 OR NEWER MODEL PIONEER BOATS

#### WHAT IS COVERED:

CAROLINA COMPOSITES ("MANUFACTURER") warrants only to the original purchaser that the new Pioneer boat acquired by the original purchaser is free from defects in material and workmanship under normal recommended use for a period of one year from the date of sale to the original purchaser. Carolina Composites further warrants to the original purchaser that the hull of the new Pioneer boat is free from structural hull failure under normal recommended use for the duration of the original 1st (first) purchaser's period of ownership excluding any gel-coat crazing, cracking, fading, or blistering which might occur during the warranty period (the "Limited Structural Hull Warranty"). The transferred warranty period to a 2nd (second) purchaser runs 7 (seven) years from the original delivery date, regardless of when the warranty is transferred.

Manufacturer hereby demands that the Buyer examine the product to discover all defects in material or workmanship and notify Manufacturer or the authorized selling dealer of same. During the warranty period, warranty repairs will be made without charge by the authorized selling dealer, at the dealers store or service facility, or, at Manufacturer's election, by Manufacturer at its facility in Walterboro, S.C. Transportation to and from Manufacturer's factory or to the dealer's store or service facility, **shall be at the buyer's expense.**

The obligation of Carolina composites under this warranty shall be limited to the repair or replacement of any part **WHICH IS JUDGED DEFECTIVE BY CAROLINA COMPOSITES.** Carolina Composites will not be liable for haulout, launch, towing or storage charges, inconvenience or loss of time or income or any other special or consequential damages of any kind.

Buyer must validate this warranty by completing and returning the boat registration card within fifteen (15) days after original purchase. The failure of Buyer to completely fill out and return the boat registration card may make it impossible for Carolina Composites to give required notice to the Buyer in the event any defect is discovered "which creates a substantial risk of personal injury to the public" on any noncompliance by manufacturer.

This warranty may be transferred to second owner for any remaining warranty term for a fee of \$150.00. Such a transfer **REQUIRES** second owner to contact Carolina Composites **IN WRITING** within fifteen (15) days of transfer, requesting a warranty transfer form.

#### WHAT IS NOT COVERED:

The following is not warranted:

(1) A product which has been repaired or altered without authorization of Manufacturer or altered in any way so as to affect its use and operation.

(2) Engines, outdrives, controls, propellers, engine brackets, batteries or other equipment or accessories which are not manufactured by Manufacturer whether or not warranted by such other manufacturer;

(3) **Blistering or Discoloring, Gelcoat finish, cracking or crazing;**

(4) Windshield breakage;

(5) Leakage around windshields, hatches or other apertures;

(6) Canvas, zippers, vinyl, upholstery, plastic, fabric, trim, or wood;

(7) A product which has been subjected to unreasonable use, tampering, abuse, mishandling, improper maintenance, negligence, improper trailering, alterations, accidents, or used for racing or commercial purposes, or which has been operated contrary to any printed instruction furnished by manufacturer;

(8) A product which has been overpowered according to the maximum recommended engine horsepower specified on the attached capacity plate;

(9) Machinery, equipment and accessories not factory installed;

(10) Condensation in Gauges;

(11) Any representation relating to the speed or weight of a product;

(12) Dealer preparation, cleaning, and final adjustments and alignments in preparing the boat for delivery or commissioning;

(13) Damages from transport on roller type trailers;

(14) Any act of God.

#### GENERAL PROVISIONS:

This warranty gives you specific rights, and you may also have other rights which vary from state to state. This warranty is governed by the Laws of the State of South Carolina. This document contains the entire warranty given by Manufacturer and there are no terms, promises, conditions, or warranties other than those contained herein. No oral or written information or advice given by Manufacturer, its dealers, representatives, agents or employees shall create a warranty by Manufacturer or in any way increase the scope of this warranty. Manufacturer does not authorize any person to alter or amend this warranty or to create or assume for it any other obligation or liability with respect to its product. Manufacturer reserves the right to improve its products through such changes in products previously manufactured. The unexpired term of this warranty may not be transferred to a new owner.

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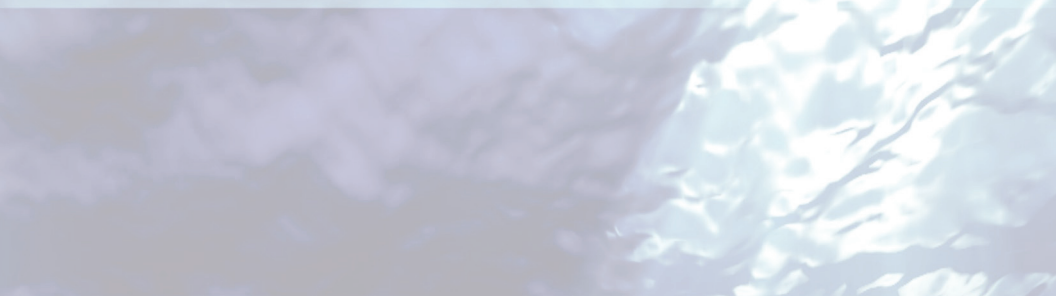
In the event that the above disclaimer and exclusion of warranties and damages are inconsistent with applicable law, those disclaimers and exclusions are limited to the maximum permitted by applicable law, and all remaining implied obligations and warranties are limited in duration to a period of one (1) year or such shorter period as permitted by applicable law.

Some states do not allow limitation on implied warranties or the exclusion or limitation of incidental or consequential damages, so the above limitations or exclusions may not apply to you.

**ALL WARRANTIES RUN CONCURRENTLY!**



# Notes

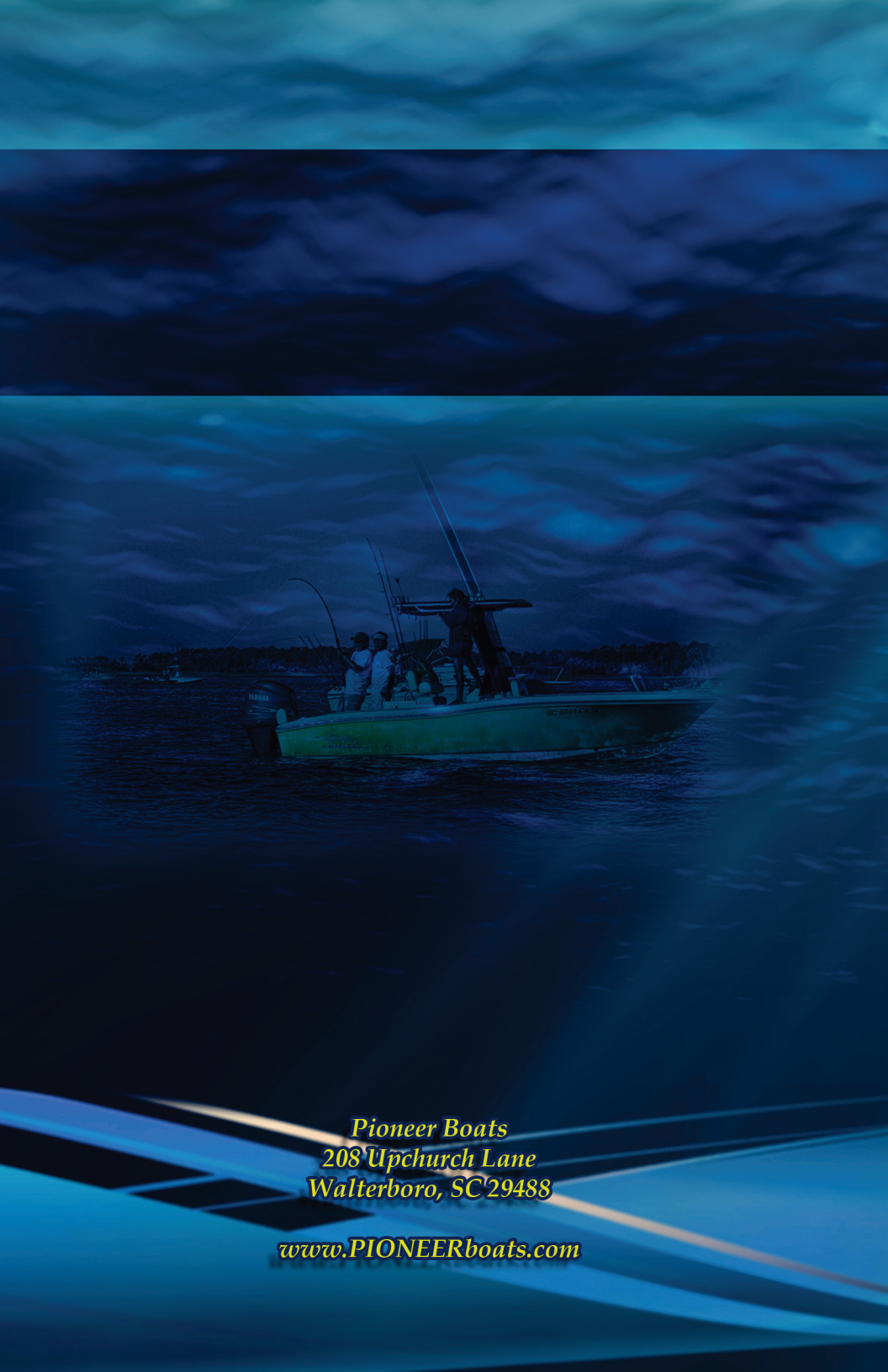


# Notes



# Notes





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*[www.PIONEERboats.com](http://www.PIONEERboats.com)*