

*Welcome to your
Royal 169SS*

Royal
Boats.net

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SAFETY

As with any motorized vehicle use, the operator should follow all local and federal rules and regulations.

Check with the local authorities to see what equipment is required in your boat, what registration is required, etc. Some states require a special boat operator's license. Royal Boats highly encourages all people in the boat to wear lifejackets at all times.

Royal Boats also insists on the use of a kill switch. This is the engine kill that is tethered to a clip on the shift or control box. This clip connects the operator to the boat. In the event of an operator ejection, the engine will cease to run.

Please follow all requirements that Royal Boats has put in place including weight and persons limits. This information can be found on the manufacturers M.S.O. (Manufacturer's Statement of Origin) and on the USCG sticker usually located under the operator's cup holder.

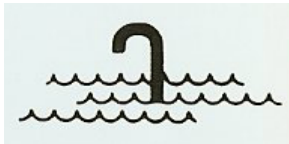
Always have a float plan. Know where you are going and what time you should be back. Let someone know this plan so they will expect you and know if you need help. Remember your fuel. 1/3 tank out, 1/3 tank back, and 1/3 tank spare.

FLAGS AND WARNINGS:









The United States Coast Guard recognizes the following flags and buoys as warnings and information for boat operators. This is a basic list and does not include all signals.

- ! Always yield the right of way to smaller and lower powered craft
- ! Always keep to the right
- ! Never use motor near swimmers or divers
- ! Educate yourself on all signs and signals
- ! Never operate under the influence of drugs or alcohol

SCUBA or Swimmer Flags, do not approach with motor running



Wind Signals. Red and Black flags by day, Red and white lights by night

DAY SIGNALS	NIGHT SIGNALS
	
SMALL CRAFT WARNING - Winds up to 38 miles an hour (33 knots) and/or sea conditions dangerous to small craft operations forecast for area.	
	
GALE WARNING - Winds from 39 to 54 miles an hour (34 to 48 knots) forecast for area.	
	
WHOLE GALE WARNING - Winds from 55 to 73 miles an hour (48 to 63 knots) forecast for area.	
	
HURRICANE WARNING - Winds 74 miles an hour (64 knots) and above forecast for area.	

Buoys and Channel Markers:

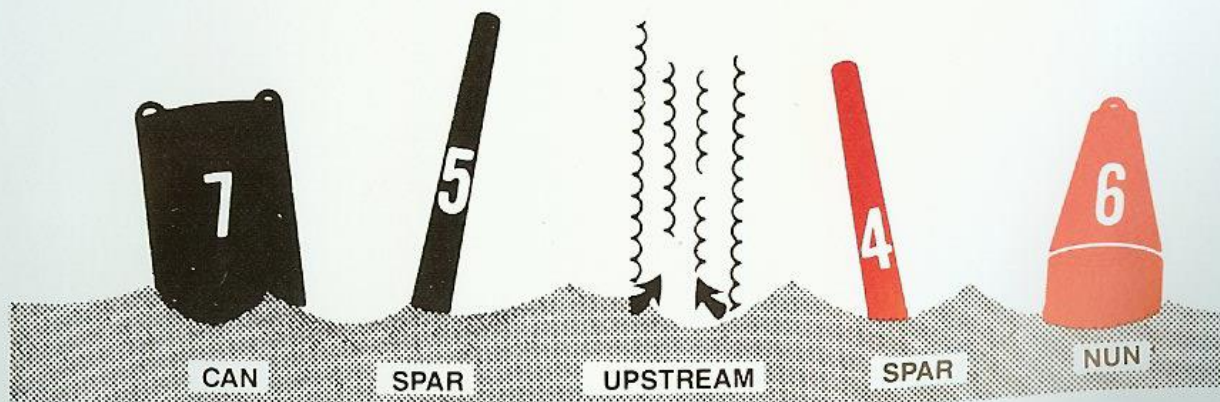
There are three basic types of buoys: NUN (cone shaped), SPAR (spar shaped) and CAN (cylindrical shaped).

Buoys marked with a contrasting band of color indicate that the channel splits. If the buoy is a can with a red band, then the preferred channel is to the starboard side of the buoy. If the buoy is a nun with a green band, then the preferred channel is to the port side of the buoy.

Going upstream, the RIGHT (Starboard) side of the channel is marked with even numbered RED buoys, nuns or spars: the LEFT (Port) side of the channel is marked with odd numbered GREEN buoys, cans or spars. RED and WHITE vertically striped buoys indicate the middle of a channel. Always pass close to these buoys.



PREFERRED CHANNEL



IGNITION:

Most Royal 169 boats are equipped with 4 stroke engines. These motors do not require the use of a choke before ignition. Pump the fuel bulb (located under the back deck lid) until it is firm. Next, insert key and turn. Follow all recommendations of the Engine owner's manual. This can be found in the owners pack that comes with your boat. If your engine refuses to start, the two most common problems are:

1. Kill switch is not in proper position
2. Shift control is not in neutral position

If these do not work, check the troubleshooters guide in engine owner's manual or contact your local authorized dealer.

STICK STEERING:

Stick steering boats are very different than wheel steering boats. If you have not had any experience operating these, be sure you have instruction before operation your 169SS.

Stick steering reacts quickly. The break-in period is an excellent time to build your steering skills at lower speeds. Be sure to always wear your lifejacket and kill switch. Never steer the vessel while standing up, this could result in ejection causing serious injury or death. Start slow and work your way up to the speed you are comfortable with. Running full throttle dramatically reduces your fuel efficiency so take it slow, enjoy the smooth ride! Remember, the 169SS has been designed to grip the water in turns and run smooth to get you where you need to go.

LIVE WELL OPERATION:

Your Royal 169SS may have been fitted with a “Max Air” system. This system introduces fresh oxygen into the live well water to keep your catch alive! This system can be run even if the boat is out of water for the trip home, but must be in the water in order to fill. The system is very easy to use:

1. Have boat in the water.
2. Be sure valve in live well is in the “on” position. This would be in line with the black valve body.
3. Insert the white overflow pipe into the live well drain hole.
4. Turn on Aerator switch on the switch panel located to the left of the operator’s chair. This will fill the live well.
5. When tank is full, turn off Aerator switch.
6. Turn on the Recirculation switch located on the switch panel to the left of the operator’s chair.
7. To drain, simply make sure Recirculation switch is in the “off” position and pull out the white overflow pipe. The water will drain out of the back of the boat.

Note: The Spray head on the fill valve can be unscrewed and removed to have a wash down hose attached. The boat must be in the water and the Aerator switch “on” for this to work. Royal Boats does not recommend the use of a wash down in salt water.

WIRING:

Your Royal 169SS has been fitted with a custom wiring harness. In this section we will discuss the following:

1. Wire size, color, and use
2. Location of fuses
3. Recommended ampere load
4. Adding on to the system

The following codes indicate the function of the wire. All plain black wires (with no colored ends) indicate a ground wire.

		FUSE (amp)	Location
Stern Light-----	White	5	In switch panel
Bow Light-----	White w/ Red end	5	In switch panel
Bilge pump switched—	Yellow	5	In switch panel
Bilge pump automatic-	Red	5	#2 Fuse block
Aerator pump-----	Blue	5	In switch panel
Recirculation pump---	Green	5	In switch panel
Fish Finder Power----	Red w/ White end	3	#1 Fuse block
12V Acc outlet-----	Red w/ Blue end	20	#3 Fuse block
Fuel gauge send-----	Red w/ Yellow end	N/A	
Fuel gauge return-----	Red w/ black end	N/A	
Ground/ common-----	Black	N/A	
Switch Bank/ hot-----	Black w/ Red end	30	#4 Fuse block
Trolling Motor Positive	Black w/ Red end		Resettable breaker
Anchor- Bow	RED		Resettable breaker
Anchor- Stern	RED		Resettable breaker

*Is your load too large for the fuse? Remember Ohm's Law:
Amperes= Watts divided by Volts (usually 13.2V)
This will give you a CLOSE APPROXIMATION of your Ampere draw*

LOCATION DEFINITIONS:

In switch panel- Round twist off on the right hand side of the switch panel to the left on the operator

Inline off battery- Attached directly to the battery (remember larger battery is for trolling and the smaller is you cranking/ accessory battery)

in fuse block- These fuses are located in the rear compartment above the starting battery. The fuse block is mounted on the wall behind the smaller (cranking) battery. The Extra or Accessory slots can handle up to 30 amps each.

Recommended Ampere loads:

12 Volt accessory plug 20 amps

Accessory switch on switch panel 5 amps

Royal Boats does not recommend adding anything to the factory wiring harness at any point other than the 5 amp accessory switch or the extra slots in the fuse block (max amp = 30)

. If you must add additional equipment, please check with your local electrician or dealership to be sure that the correct wires, fuses, and designs are used to prevent shorts.

CARE:

1. Keep your boat covered or indoors to protect from sunlight.
2. Use a recommended boat wax at least twice a year to keep the shine new. Contact your local dealer for recommended products.
3. Wash boat after each use to remove dirt and deposits.
4. Clean and treat seats with a vinyl protecting product at least 4 times per year. NEVER use bleach containing products or harsh cleaners; this will remove the UV protecting chemicals on the vinyl. Contact your local dealer for recommended products.
5. SALT WATER- Wash thoroughly after every use. Be sure to wash everything (flush motor, inside trailer tubing, in and under boat, trolling motor, anchors, etc.) due to the corrosiveness of salt water. Also grease your bearings after each salt water use. *We highly recommend the use of a salt removing solution such as "Salt-Away".*
6. Follow engine manufacturer's recommendation for the maintenance of the engine.

LOADING :

Loading of your Royal 169SS is an easy feat. Your Royal comes with a custom built trailer fitting only the 169SS and because of the welded bunks, there is never a need to adjust the bunks. Typically submerging the trailer to just below the tops of the fender well (Where the fender is about 2” out of the water) is sufficient for easy loading, but may need to be adjusted due to the angle of the landing ramp. Take your time loading your Royal.

The following is a check sheet before transporting your Royal on road. A cut out copy can be found in the back of the manual. Hang it in a place like the visor of your tow vehicle!

- Winch strap tight, locked in place?
- Ball hitch locked down?
- Emergency chains, light properly hooked up?
- All lights working?
- Straps on back of the boat tight and locked?
- * ALL LID LATCHES in locked position? (BE SURE TO DOUBLE CHECK BACK DECK LID TO PREVENT WIND FROM CATCHING IT)
- Motor up and locked or motor toter in place?
- Anything that could fly out removed from boat?
- Are the tires properly inflated?

OWNERS PACK

When you get your owners pack, take time to read through it. It contains information on the operation of the components of your boat. It will also have warranty information on the components. Take the time to fill these out in case you run into future problems. (If the warranty cards are missing, please contact your dealer. They may have taken the time for you and filled them out and sent them off!). There will also be keys (take the spares off and store in a safe place), and some hardware. This hardware is extra and has been put there intentionally. It has not been forgotten on the boat. Please contact your dealer if you have any questions.

Optional Equipment:

Along with a wide variety of accessories that your dealer offers for any boat, Royal Boat offers several factory options:



Bimini Top



Custom fit cover



Battery Chargers



Trolling motor upgrades (including wireless)



Anchors with wired remote switches



Wash down kits



Matching Spare Tire



Permanent Fuel tank with gauge



Digital tack/ information center



Fish finder upgrade



Third removable seat



Third permanent matching seat and pedestal



Hats



Polo Shirts



Royal Boats window stickers

Glossary:

Aft- Refers to the back, stern, or rear section of the vessel.

Ampere- A unit used to measure the rate of power consumed by a piece of equipment, also known as an amp.

Bow- Refers to the front section of the vessel.

Kill Switch- The safety switch that is tethered to the vessel operator. In the event the operator is thrown from the vessel, the kill switch stops the engine preventing further incidents.

Ohm's Law- Amperes= Watts divided by Volts (usually 13.2V). This formula allows the user to determine if the equipment will overload the capacity of the power supply wire and fuse. See also; Ampere

Port- Refers to the left side of the vessel.

Starboard- Refers to the right side of the vessel.

USCG- United States Coast Guard

Volt- A unit of measurement used to measure the strength of power supplied

SERIAL NUMBERS

Boat _____

Motor _____

Trailer _____

Trolling Motor _____

Fish Finder _____

Front Anchor _____

Back Anchor _____

- All lights working?
- Straps on back of the boat tight and locked?
- * ALL LID LATCHES in locked position? (BE SURE TO DOUBLE CHECK BACK DECK LID TO PREVENT WIND FROM CATCHING IT)
- Winch strap tight, locked in place?
- Ball hitch locked down?
- Emergency chains, light properly hooked up?
- Motor up and locked or motor toter in place?
- Anything that could fly out removed from boat?
- Are the tires properly inflated?

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