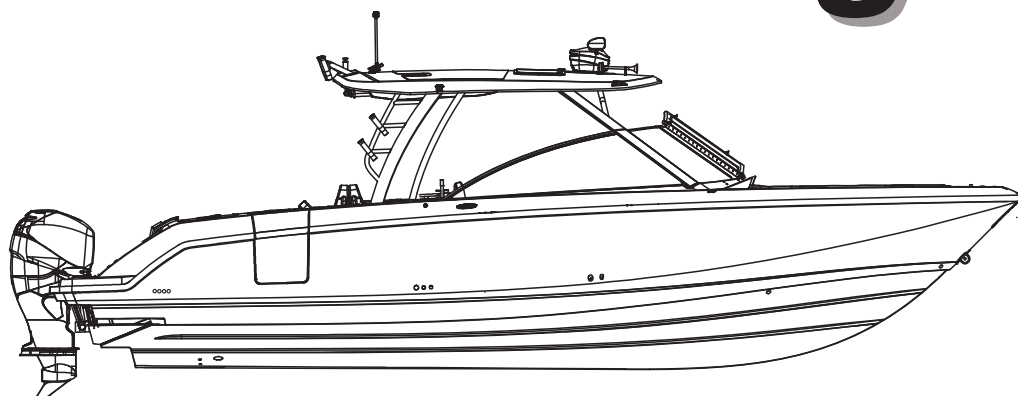

320 Vantage



**“The mission of Boston Whaler®
is to provide consumers with the
safest, highest quality, most durable
boats in the world”**

Welcome to the Boston Whaler family! Congratulations on your purchase of a Boston Whaler boat.

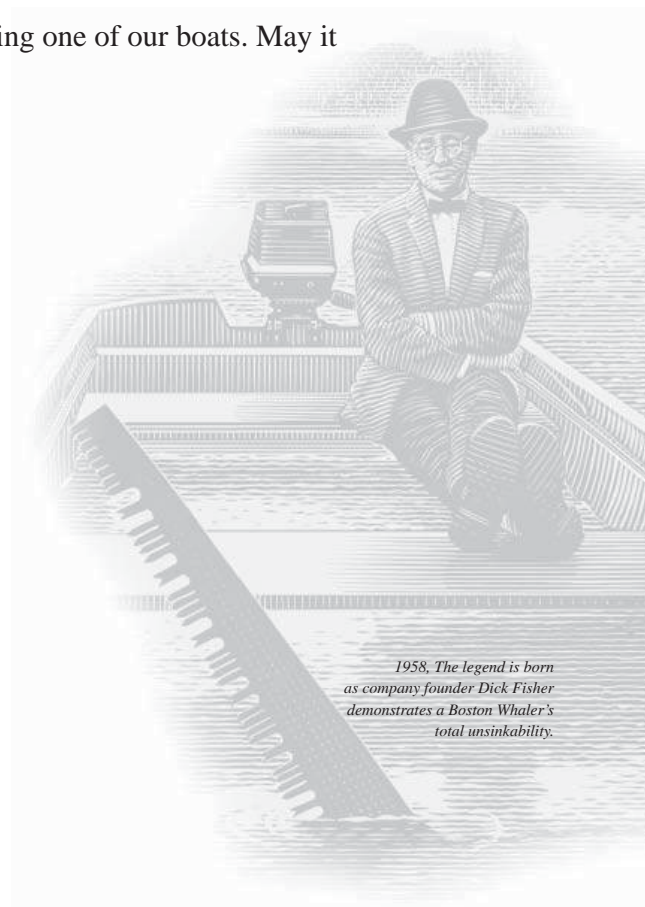
For over 50 years now, Boston Whaler has been represented by a select group of the best dealers in the boating industry. Boston Whaler depends on this extremely qualified network of dealers to provide you, our customer, with a truly exceptional boating experience.

Should you have any questions or concerns regarding your boat, please don't hesitate to contact your selling dealer. They will be more than happy to provide you with all the information and assistance that you require.

Information and assistance is also available at our corporate website, www.bostonwhaler.com. On our website, you will find information on our entire lineup of Unsinkable Legends, as well as a collection of customer resources including parts diagrams, maintenance tips and frequently asked questions. In addition, you can sign up to receive future issues of Boston Whaler's lifestyle magazine, *Whaler*.

Since Boston Whaler's inception in 1958, we have been committed to providing customers with the safest, highest quality, most durable boats in the world. I am confident that you, as a Whaler owner, will also appreciate the quality and pride that is built into every Boston Whaler boat.

From all of us here at Whaler, thank you for purchasing one of our boats. May it bring you many years of boating enjoyment.



*1958, The legend is born
as company founder Dick Fisher
demonstrates a Boston Whaler's
total unsinkability.*

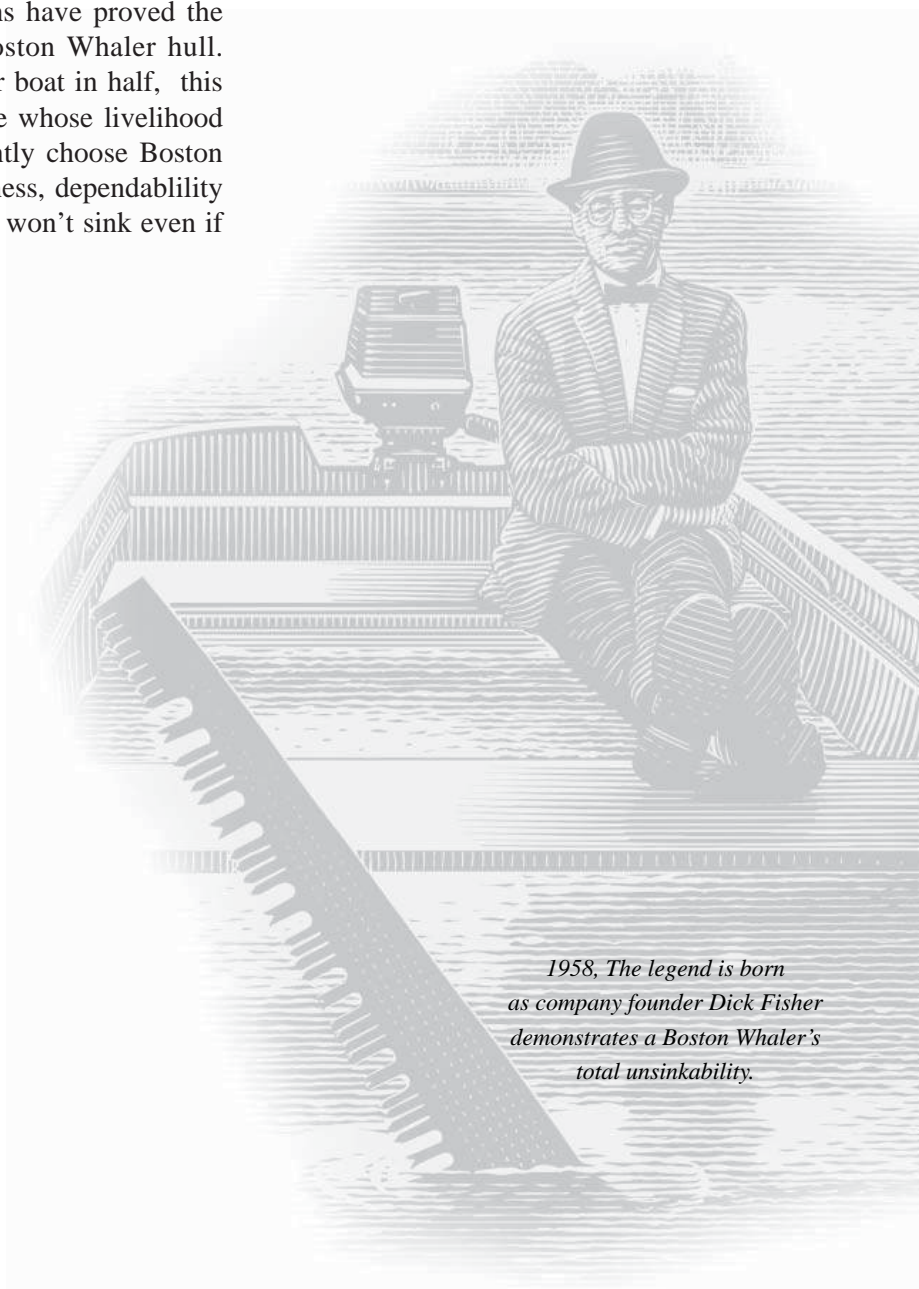
HISTORY

In 1958, company founder Richard T. Fisher introduced the first Boston Whaler® boat in Braintree, Massachusetts. It featured two significant innovations: first, its twin sponson hull design produced superior stability and a remarkably dry ride; second, its unique foam core construction made the boat not only durable, but unsinkable as well.

Fisher took every opportunity to illustrate the unique characteristics of the Boston Whaler®. His most famous demonstration was captured in 1961, by *Life Magazine*. The series of photographs showed the boat underway, the boat being sawed in half and ultimately Fisher motoring away in the remaining half of the boat. And through the years many other demonstrations have proved the toughness and durability of the Boston Whaler hull. And though you may never cut your boat in half, this only goes to show one thing, people whose livelihood and lives depend on boats consistently choose Boston Whaler® because of their seaworthiness, dependability and the inherent safety of a hull that won't sink even if severely damaged.

Boston Whalers are built to last. For over 50 years Boston Whaler® has strived to make each model better, providing you with a safe and fun boating experience. That is the reason we offer a 10 year limited transferable warranty. It is also an excellent reason why you can trust the safety of your family and friends to a Boston Whaler®.

On September 26, 1996, Richard T. Fisher was posthumously inducted into the NMMA (National Marine Manufacturer's Association) Hall of Fame for accomplishments made in marine engineering and construction.



*1958, The legend is born
as company founder Dick Fisher
demonstrates a Boston Whaler's
total unsinkability.*

**PLEASE KEEP THIS OWNER'S MANUAL PACKET IN A SECURE PLACE, AND BE SURE
TO HAND IT OVER TO THE NEW OWNER IF YOU SELL THE BOAT.**

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Attachments

Commissioning Checklist
Product Registration Card

This Owner's Manual has been written to provide specific information about your boat and it should be read carefully. Keep this booklet with the Manuals in the Owner's Manual Packet. The Owner's Manual Packet has been compiled to help you operate your boat with safety and pleasure. It contains details of the boat, the equipment supplied or fitted, it's systems and information on it's operation and maintenance. Please familiarize yourself with the boat and it's operation before using it. If this is your first boat, or you are changing to a type of boat you are not familiar with, for your own comfort and safety, please ensure that you obtain handling and operating experience before "assuming command" of your boat. Your Boston Whaler® dealer or local Yacht Club will be pleased to advise you of marine safety classes and safe boating classes in your area.

INFORMATION IN THIS PUBLICATION IS BASED ON THE LATEST PRODUCT SPECIFICATIONS AVAILABLE AT PRINTING, BOSTON WHALER® BOATS, INC. RESERVES THE RIGHT TO MAKE CHANGES AT ANY TIME WITHOUT NOTICE, IN THE COLORS, EQUIPMENT, SPECIFICATIONS, MATERIALS AND PRICES OF ALL MODELS, OR TO DISCONTINUE MODELS. SHOULD CHANGES OR MODIFICATIONS TO THE MODELS BE MADE BOSTON WHALER® IS NOT OBLIGATED TO MAKE SIMILAR CHANGES OR MODIFICATIONS TO MODELS SOLD PRIOR TO THE DATE OF SUCH CHANGES.

BOSTON WHALER® • A BRUNSWICK COMPANY
MRP #2199053

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320 VANTAGE
AUGUST, 2015

THE FOLLOWING ARE REGISTERED TRADEMARKS OF THE BRUNSWICK CORPORATION:
CONQUEST, BOSTON WHALER®



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BOSTON WHALER LIMITED WARRANTY

Boston Whaler, Inc. ("Boston Whaler") provides the following Limited Warranty to the original retail owner of its 2016 model year boats, if purchased from an authorized Boston Whaler Dealer and operated under normal, non-commercial use ("Boat"), subject to the remedies, exclusions, and limitations set out below.

- 1. Ten-Year Structural Hull Limited Warranty:** Any Structural Hull Defect in material or workmanship which is reported within ten (10) years from the date of sale to the original purchaser will be repaired or replaced at Boston Whaler's sole discretion. The "Hull" shall mean the single fiberglass molded shell and integral structural components. A Structural Hull Defect shall mean a substantial defect in the Boat's Hull which causes the boat to be unfit or unsafe for general use as a pleasure craft under normal operating conditions
- 2. Three-Year Limited Warranty on Components Manufactured or Installed By Boston Whaler:** Boston Whaler will repair or replace, at its sole discretion, any components manufactured or installed by Boston Whaler that are defective in factory materials and/or workmanship, which are reported within three years from the date of sale to the original purchaser, and are not addressed in the specific warranties listed in paragraph 1 or 3 or set out in the Exclusions paragraph below.
- 3. One-Year Limited Warranty on Upholstered Items, Canvas, Teak, and Powder Coating:** Boston Whaler will repair or replace, at its sole discretion, any upholstered items, canvas, teak, and powder coating manufactured or installed by Boston Whaler that are defective in factory materials and/or workmanship and are reported within one year from the date of sale to the original purchaser.
- 4. Transportation:** For warranty claims filed under the following provisions 1) Ten-Year Structural Hull Limited Warranty, 2) Three Year Limited Warranty for Warranty Servicing of Vessels with Beams equal to or greater than 8.5 feet and not legally trailer-able without special permits and 3) One Year Limited Warranty for Warranty Servicing of Vessels not offered with a standard trailer: Reasonable expenses, at Boston Whaler's sole discretion, for hauling out, transportation to and from the dealer or other service provider authorized by Boston Whaler for warranty service.

EXCLUSIONS

This limited warranty does not apply to any boat which has been salvaged or declared a total loss or constructive total loss for any reason not covered in this limited warranty. This warranty also does not apply to the following items:

- (1) Except where offered above, expenses for hauling out, transportation to and from the dealer or the Boston Whaler factory for warranty service.
- (2) Equipment or accessories which are not installed by Boston Whaler or which carry their own individual warranties, including but not limited to engines, engine components, batteries, propellers, controls, steering mechanisms, and electronics.
- (3) Damage, deterioration, discoloration or mold of cushions, cosmetic surface finishes, including discoloration, chalking, cracking, crazing, fading or oxidation of gel coat, stress lines, plated or painted metal and stainless steel finishes, plastics or acrylic materials, or anti-fouling bottom paint.
- (4) Windshield breakage and leakage.
- (5) Any Boston Whaler boat initially sold at retail by a party other than an authorized Boston Whaler dealer.
- (6) Damage resulting from abuse, misuse, improper rigging and installation by an owner or any other person or entity not being an authorized dealer, accidents, overloading or powering in excess of the recommended maximum horsepower.
- (7) Failure of the owner to use, maintain, or store the boat as specified in the Boston Whaler owner's manual; and any other failure to provide reasonable care and maintenance. Normal wear and tear maintenance items are excluded from warranty coverage including but not limited to filters, bulbs, batteries, bungees, anchor rope, trailer finishes, tires, brakes, bearings and lights.
- (8) Any Boston Whaler boat which has been altered or modified from Boston Whaler factory specifications, including penetration of the hull by anyone other than Boston Whaler factory personnel or Boston Whaler authorized dealer service personnel following factory specified procedures.

- (1) Use of improper trailer, improperly placed supporting bunks or slings, incorrect bunks placement and improper boat lift or sling.
- (2) Any Boston Whaler boat used for commercial, which includes but is not limited to any for-profit uses, or other revenue-generating purposes.
- (3) Any representation or implication relating to speed, range, fuel consumption or estimated performance characteristics.
- (4) Any failure or defect caused by an act of nature resulting in damage, cost, or expense;
- (5) Any failure or defect arising from a previous repair made by a non-authorized service provider.
- (6) Any item exceeding the expressed coverage limits specified in any Boston Whaler Limited Warranty.
- (7) Any defect or repair requiring redesign of the Boat, except pursuant to the recall provisions of the United States Federal Boat Safety Act of 1971 or the recall laws of any other foreign jurisdiction.

SOLE REMEDY

THE REMEDY OF REPAIR OR REPLACEMENT OF PARTS OR MATERIALS THAT ARE FOUND TO BE DEFECTIVE IN FACTORY MATERIALS OR WORKMANSHIP COVERED BY THIS LIMITED WARRANTY SHALL CONSTITUTE THE OWNER'S SOLE AND EXCLUSIVE REMEDY AGAINST BOSTON WHALER FOR ANY CLAIMS WHATSOEVER OF ECONOMIC LOSS RESULTING FROM PRODUCT FAILURE.

In keeping with environmental policies and practices, Boston Whaler reserves the right to utilize reconditioned, refurbished, repaired or remanufactured products or parts in the warranty repair or replacement process. Such products and parts will be comparable in function and performance to an original product or part and warranted for the remainder of the original warranty period. In no event shall any repair or replacement under this Limited Warranty exceed the fair market value of the product as of the date of the owner's claim. Acceptance of any product returned or any refund provided by Boston Whaler shall not be deemed an admission that the product is defective. Products that are replaced become the property of Boston Whaler.

OTHER LIMITATIONS

EXCEPT AS SET FORTH HEREIN, THERE ARE NO OTHER WARRANTIES EITHER EXPRESS OR IMPLIED PROVIDED BY BOSTON WHALER ON THIS BOAT. ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING IMPLIED WARRANTIES OF FITNESS AND MERCHANTABILITY, ARE EXPRESSLY EXCLUDED. BOSTON WHALER FURTHER DISCLAIMS ANY LIABILITY FOR ECONOMIC LOSS ARISING FROM CLAIMS OF PRODUCT FAILURE, NEGLIGENCE, DEFECTIVE DESIGN, MANUFACTURING DEFECT, FAILURE TO WARN AND/OR INSTRUCT, LACK OF SEAWORTHINESS, AND ANY OTHER THEORY OF LIABILITY NOT EXPRESSLY COVERED UNDER THE TERMS OF THIS LIMITED WARRANTY.

ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE IS DISCLAIMED. TO THE EXTENT THE IMPLIED WARRANTY CANNOT BE DISCLAIMED, IT IS LIMITED TO THE SHORTER OF ONE YEAR FROM THE DATE OF DELIVERY TO THE FIRST RETAIL OWNER OR THE DURATION OF THE RESPECTIVE EXPRESS LIMITED WARRANTIES STATED HEREIN. TO THE EXTENT ALLOWED BY LAW, NEITHER BOSTON WHALER, NOR THE SELLING DEALER, SHALL HAVE ANY RESPONSIBILITY FOR LOSS OF THE BOAT, LOSS OF TIME, INCONVENIENCE, COMMERCIAL LOSS OR CONSEQUENTIAL DAMAGES. SOME STATES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS, SO THE ABOVE LIMITATION MAY NOT BE APPLICABLE. SOME STATES DO NOT ALLOW THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATIONS OR EXCLUSIONS MAY NOT BE APPLICABLE. THIS WARRANTY GIVES THE OWNER SPECIFIC LEGAL RIGHTS, AND THE OWNER MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE OR COUNTRY TO COUNTRY.

RETAIL CUSTOMERS IN THE EUROPEAN ECONOMIC AREA (EEA) MAY HAVE LEGAL RIGHTS UNDER APPLICABLE NATIONAL LEGISLATION REGARDING THE SALE OF CONSUMER GOODS WHICH ARE NOT AFFECTED BY THIS LIMITED WARRANTY. THE RETAIL CUSTOMER'S LEGAL RIGHTS UNDER ANY APPLICABLE NATIONAL LEGISLATION REGARDING THE SALE OF CONSUMER

GOODS SHALL NOT BE AFFECTED. Information on authorized EEA dealers and EEA Privacy may be obtained by contacting Boston Whaler at www.bostonwhaler.com.

STATUTE OF LIMITATIONS

Any action for rescission or revocation against Boston Whaler shall be barred unless it is commenced within one (1) year from the date of accrual of such cause of action. This provision does not grant any consumer a right of rescission or revocation against Boston Whaler, where such right does not otherwise exist under applicable law. Some states may not allow the applicable statute of limitations for rescission or revocation to be reduced, so this provision may not apply to each retail owner.

OWNER'S OBLIGATIONS

To initiate a warranty claim, it is the responsibility of the purchaser to contact an authorized Boston Whaler dealer immediately after discovery of any defect, describe the nature of the problem, and provide a hull serial number, date of purchase, and name of selling dealer. The authorized dealer will notify Boston Whaler, who is solely responsible for determining and authorizing in writing the remedial action(s) to be performed at either an authorized Boston Whaler dealership chosen by Boston Whaler or at the Boston Whaler factory. The purchaser should notify Boston Whaler of any boat being repaired by an authorized Boston Whaler dealer which has been at the dealership for fifteen (15) days, or of any claimed defect which was not corrected after one repair attempt. Our privacy policies are available at www.bostonwhaler.com.

ASSIGNMENT OF COMPONENT WARRANTIES

Except as expressly set out herein, all warranties provided by the manufacturers and distributors of components, equipment, and parts on the boat (collectively "Component Manufacturers") are hereby assigned to the owner to the extent permitted by the Component Manufacturers, as the owner's sole and exclusive remedy with respect to such items.

REGISTRATION & WARRANTY TRANSFER POLICY

Boston Whaler provides each new boat owner with a product registration card which should be filled out and sent to Boston Whaler within 30 days of purchase. Please complete and return the product registration card within 30 days of purchase of your boat in order to facilitate processing of warranty claims and for manufacturer notifications.

The ten-year, three-year, and one-year limited warranties are transferable to a subsequent owner, except this limited warranty will not transfer to any new owner of a boat which has been salvaged and resold, or resold after a declaration of a total loss or a constructive total loss, i.e. the cost of repair exceeds the value of the boat. The new owner must fill out and send in a Boston Whaler warranty transfer form, accessible from www.bostonwhaler.com, a copy of the bill of sale to Boston Whaler, 100 Whaler Way, Edgewater, Florida 32141, within 30 days of purchase.

MODIFICATIONS & SEVERABILITY

The terms and conditions contained herein, as well as those of any documents prepared in conjunction with the sale of this vessel may not be modified, altered or waived by any action, inaction, or representations, whether oral or in writing, except upon the expressed, written authority of a management level employee of Boston Whaler. The invalidity or unenforceability of any one or more of the provisions herein shall not affect the validity and enforceability of the other provisions.

World Headquarters, 100 Whaler Way, Edgewater, FL 32141

Phone (386) 428-0057

Internet Address: www.bostonwhaler.com

BOSTON WHALER LIMITED WARRANTY- AUSTRALIA

Boston Whaler, Inc. of **100 Whaler Way, Edgewater, Florida 32141 USA** ("Boston Whaler") provides the following Limited Warranty to the original retail owner of its 2016 model year boats, if purchased from an authorized Boston Whaler Dealer and operated under normal, non-commercial use ("Boat"), subject to the remedies, exclusions, and limitations set out below.

- 1. Ten-Year Structural Hull Limited Warranty:** Any Structural Hull Defect in material or workmanship which is reported within ten (10) years from the date of sale to the original purchaser will be repaired or replaced at Boston Whaler's sole discretion. The "Hull" shall mean the single fiberglass molded shell and integral structural components. A Structural Hull Defect shall mean a substantial defect in the Boat's Hull which causes the boat to be unfit or unsafe for general use as a pleasure craft under normal operating conditions
- 2. Three-Year Limited Warranty on Components Manufactured or Installed By Boston Whaler:** Boston Whaler will repair or replace, at its sole discretion, any components manufactured or installed by Boston Whaler that are defective in factory materials and/or workmanship, which are reported within three years from the date of sale to the original purchaser, and are not addressed in the specific warranties listed in paragraph 1 or 3 or set out in the Exclusions paragraph below.
- 3. One-Year Limited Warranty on Upholstered Items, Canvas, Teak, and Powder Coating:** Boston Whaler will repair or replace, at its sole discretion, any upholstered items, canvas, teak, and powder coating manufactured or installed by Boston Whaler that are defective in factory materials and/or workmanship and are reported within one year from the date of sale to the original purchaser.
- 4. Transportation:** For warranty claims filed under the following provisions 1) Ten-Year Structural Hull Limited Warranty, 2) Three Year Limited Warranty for Warranty Servicing of Vessels with Beams equal to or greater than 8.5 feet and not trailer-able without special permits and 3) One Year Limited Warranty for Warranty Servicing of Vessels not offered with a standard trailer: Reasonable expenses, at Boston Whaler's sole discretion, for hauling out, transportation to and from the dealer or other service provider authorized by Boston Whaler for warranty service.

EXCLUSIONS

This limited warranty does not apply to any boat which has been salvaged or declared a total loss or constructive total loss for any reason not covered in this limited warranty. This limited warranty also does not apply to the following items:

- (1) Except where offered above, expenses for hauling out, transportation to and from the dealer or the Boston Whaler factory for warranty service.
- (2) Equipment or accessories which are not installed by Boston Whaler or which carry their own individual warranties, including but not limited to engines, engine components, batteries, propellers, controls, steering mechanisms, and electronics.
- (3) Damage, deterioration, discoloration or mold of cushions, cosmetic surface finishes, including discoloration, chalking, cracking, crazing, fading or oxidation of gel coat, stress lines, plated or painted metal and stainless steel finishes, plastics or acrylic materials, or anti-fouling bottom paint.
- (4) Windshield breakage and leakage.
- (5) Any Boston Whaler boat initially sold at retail by a party other than an authorized Boston Whaler dealer.
- (6) Damage resulting from abuse, misuse, improper rigging and installation by an owner or any other person or entity not being an authorized dealer, accidents, overloading or powering in excess of the recommended maximum horsepower.
- (7) Failure of the owner to use, maintain, or store the boat as specified in the Boston Whaler owner's manual; and any other failure to provide reasonable care and maintenance. Normal wear and tear maintenance items are excluded from warranty coverage including but not limited to filters, bulbs, batteries, bungees, anchor rope, trailer finishes, tires, brakes, bearings and lights.
- (8) Any Boston Whaler boat which has been altered or modified from Boston Whaler factory specifications, including penetration of the hull by anyone other than Boston Whaler factory personnel or Boston Whaler authorized dealer service personnel following factory specified procedures.
- (9) Use of improper trailer, improperly placed supporting bunks or slings, incorrect bunks placement and improper boat lift or sling.

- (1) Any Boston Whaler boat used for commercial, which includes but is not limited to any for-profit uses, or other revenue-generating purposes.
- (2) Any representation or implication relating to speed, range, fuel consumption or estimated performance characteristics.
- (3) Any failure or defect caused by an act of nature resulting in damage, cost, or expense;
- (4) Any failure or defect arising from a previous repair made by a non-authorized service provider.
- (5) Any item exceeding the expressed coverage limits specified in any Boston Whaler Limited Warranty.
- (6) Any defect or repair requiring redesign of the Boat, except pursuant to the recall provisions of the United States Federal Boat Safety Act of 1971 or the recall laws of any other foreign jurisdiction.

SOLE REMEDY UNDER THIS LIMITED WARRANTY

THE REMEDY OF REPAIR OR REPLACEMENT OF PARTS OR MATERIALS THAT ARE FOUND TO BE DEFECTIVE IN FACTORY MATERIALS OR WORKMANSHIP COVERED BY THIS LIMITED WARRANTY SHALL CONSTITUTE THE OWNER'S SOLE AND EXCLUSIVE REMEDY AGAINST BOSTON WHALER UNDER THIS LIMITED WARRANTY FOR ANY CLAIMS WHATSOEVER OF ECONOMIC LOSS RESULTING FROM PRODUCT FAILURE. In keeping with environmental policies and practices, Boston Whaler reserves the right to utilize reconditioned, refurbished, repaired or remanufactured products or parts in the warranty repair or replacement process. Such products and parts will be comparable in function and performance to an original product or part and warranted for the remainder of the original warranty period. In no event shall any repair or replacement under this Limited Warranty exceed the fair market value of the product as of the date of the owner's claim. Acceptance of any product returned or any refund provided by Boston Whaler shall not be deemed an admission that the product is defective. Products that are replaced become the property of Boston Whaler.

OTHER LIMITATIONS

EXCEPT AS SET FORTH HEREIN AND EXCEPT FOR THE GUARANTEES AND OTHER RIGHTS AND REMEDIES THAT A CONSUMER MAY HAVE UNDER A LAW IN RELATION TO WHICH THE BOAT OR ITS COMPONENTS RELATES:

1. THERE ARE NO OTHER WARRANTIES EITHER EXPRESS OR IMPLIED PROVIDED BY BOSTON WHALER ON THIS BOAT. ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING IMPLIED WARRANTIES OF FITNESS AND MERCHANTABILITY, ARE EXPRESSLY EXCLUDED.;
2. TO THE EXTENT ALLOWED BY LAW, BOSTON WHALER FURTHER DISCLAIMS ANY LIABILITY FOR ECONOMIC LOSS ARISING FROM CLAIMS OF PRODUCT FAILURE, NEGLIGENCE, DEFECTIVE DESIGN, MANUFACTURING DEFECT, FAILURE TO WARN AND/OR INSTRUCT, LACK OF SEAWORTHINESS, AND ANY OTHER THEORY OF LIABILITY NOT EXPRESSLY COVERED UNDER THE TERMS OF THIS LIMITED WARRANTY;
3. ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE IS DISCLAIMED; AND.
4. TO THE EXTENT ALLOWED BY LAW, NEITHER BOSTON WHALER, NOR THE SELLING DEALER, SHALL HAVE ANY RESPONSIBILITY FOR LOSS OF THE BOAT, LOSS OF TIME, INCONVENIENCE, COMMERCIAL LOSS OR CONSEQUENTIAL DAMAGES.

WHAT OWNER MUST DO TO CLAIM THIS LIMITED WARRANTY

To initiate a warranty claim, it is the responsibility of the owner to contact an authorized Boston Whaler dealer immediately after discovery of any defect, describe the nature of the problem, and provide a hull serial number, date of purchase, and name of selling dealer. A list of authorized Boston Whaler dealers and their contact details is available at www.bostonwhaler.com.

The authorized dealer will notify Boston Whaler, who is solely responsible for determining and authorizing in writing the remedial action(s) to be performed at either an authorized Boston Whaler dealership chosen by Boston Whaler or at the Boston Whaler factory. The owner will be notified of where the Boat is to be delivered for inspection and any repairs. The owner is responsible for delivering the Boat to that location.

The owner must also:

- comply with all reasonable directions given by the authorized dealer and/or Boston Whaler in connection with the warranty claim;

- refer all warranty work or repairs to the authorized dealer for authorization as a condition precedent to Limited Warranty coverage;
- allow Boston Whaler an opportunity to resolve any warranty claim; and
- notify Boston Whaler of any Boat being repaired by an authorized Boston Whaler dealer which has been at the dealership for fifteen (15) days, or of any claimed defect which was not corrected after one repair attempt.

Our privacy policies are available at www.bostonwhaler.com.

EXPENSE OF CLAIMING THIS LIMITED WARRANTY

This limited warranty does not cover any expenses that you may incur claiming the warranty.

REGISTRATION & WARRANTY TRANSFER POLICY

This limited warranty is conditional upon the original retail owner activating the warranty coverage and, where applicable, upon Boston Whaler accepting the transfer to any subsequent owner or owners of any unexpired terms of the warranty provisions that are capable of being transferred in accordance with the terms and conditions of this limited warranty.

The limited warranty coverage may be activated by the authorized selling dealer registering the sale of a new Boat with Boston Whaler. Alternatively, the purchaser may activate the limited warranty coverage by filling out the product registration card which Boston Whaler provides each new boat owner and sending the card to Boston Whaler at the address shown at the foot of this warranty within 30 days of purchase.

The ten-year, three-year, and one-year limited warranties are transferable to a subsequent owner, except this limited warranty will not transfer to any new owner of a boat which has been salvaged and resold, or resold after a declaration of a total loss or a constructive total loss, i.e. the cost of repair exceeds the value of the boat. The new owner must fill out and send in a Boston Whaler warranty transfer form, accessible from www.bostonwhaler.com, a copy of the bill of sale, and a \$50.00 fee to Boston Whaler, 100 Whaler Way, Edgewater, Florida 32141, within 30 days of purchase.

MODIFICATIONS & SEVERABILITY

The terms and conditions contained herein, as well as those of any documents prepared in conjunction with the sale of this vessel may not be modified, altered or waived by any action, inaction, or representations, whether oral or in writing, except upon the expressed, written authority of a management level employee of Boston Whaler. The invalidity or unenforceability of any one or more of the provisions herein shall not affect the validity and enforceability of the other provisions.

WARRANTIES UNDER AUSTRALIAN CONSUMER LAW

Our goods come with guarantees that cannot be excluded under the Australian Consumer Law. You are entitled to a replacement or refund for a major failure and compensation for any other reasonably foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a major failure.

World Headquarters, 100 Whaler Way, Edgewater, FL 32141

Phone +1 386 428-0057

Internet Address: www.bostonwhaler.com

Email: service@whaler.com

PRIVACY STATEMENT

Thank you for purchasing a boat or requesting information from Boston Whaler! This Privacy Statement is to inform you how we collect, use, disclose, and safeguard the personal information you provide to us through your purchases, requests for brochures, product registration cards, promotions, surveys, call centers, or other customer contacts. To see our full Privacy Policy and any updates, please visit www.whaler.com and select the Privacy Statement link.

“Personal information” may include your name, age, mailing address, residential phone number, or e-mail address. It may also include income ranges, marital status, product or lifestyle preferences, and information concerning dealer service.

How We Collect Personal Information: Our authorized dealer provided Boston Whaler or our company in the European Union with personal information collected at the time of your boat order/purchase with other product registration data and will continue to provide warranty and servicing information on your boat. We will send you customer satisfaction surveys which you may elect to return to provide us with information on your boat purchase and your servicing needs. Your personal information may be gathered by or shared with Boston Whaler’s marketing providers and affiliated companies, who have comparable levels of privacy protection, for the purposes described in this statement. Boston Whaler, your dealer, and our marketing providers collect personal information when your request information about our companies and from surveys, promotions, contests, correspondence, your e-mails, telephone inquiries, web forms, and other communications.

How We Use & Disclose Personal Information: Unless you advise us otherwise, Boston Whaler, our authorized dealers, affiliated companies, and our marketing providers may generally collect, use, disclose, hold, and file your personal information for the following purposes: (1) Providing goods, brochures, information, incentives, and/or services to you or on your behalf; (2) Fulfilling the terms of our limited warranty or other service obligation; (3) Facilitating recalls or service campaigns if necessary; (4) Reviewing goods and/or services provided to you in product, services, and marketing analyses; (5) Ensuring your satisfaction through surveys or other contacts; (6) Administration, billing, accounting, and collections; and protecting against fraud and error; and (7) Investigating a breach or a contravention of a law, complying with a subpoena, warrant, court order, or as required or otherwise permitted by law. **BOSTON WHALER WILL NOT SELL YOUR PERSONAL INFORMATION OR SUBJECT YOU TO TELEMARKETING OR UNSOLICITED E-MAIL.**

Safeguards: We use security safeguards appropriate to the sensitivity of personal information to protect it from loss or theft, as well as prohibiting unauthorized access, disclosure, copying, use or modification of your personal information. These safeguards include restricted access to offices and equipment, security clearances, the use of passwords and/or encryption, publishing our privacy policy to appropriate personnel with instructions to act in accordance with its principles, and contractual provisions with our marketing agents and authorized dealers to follow the principles of our privacy policy.

Access and Correction to Your Personal Information: Subject to the exceptions provided by applicable law, we will provide, upon written request, your specific personal information collected in a form which is generally understandable. Your Personal Information is held by us and for us by our marketing agency, AVALA, who has contractually agreed to protect your information according to our privacy policies at the following addresses: Boston Whaler Inc., 100 Whaler Way, Edgewater, FL 32141. Please direct corrections, withdrawal of consent for specific purpose, complaints or other inquiries regarding personal information to: Terry Domian, AVALA Marketing Group; 1078 Headquarters Park Drive, Fenton, MO, 63026; Phone: (636) 343-9988, Fax: (636) 326-3282, E-mail: terryd@MarketingAgencymarketing.com. You can withdraw consent for us to use your personal information at any time or provide corrections upon providing to us a 30-day notice, unless withdrawing consent would impede the performance of legal obligations. We are required by law to provide you with information for product recall and other product safety related purposes. The withdrawal of your consent may also adversely affect our ability to provide products and services to you and to maintain our relationship. Please note, notifying us will not result in withdrawing consent from your dealer, who should be contacted separately.

Obtaining Consent: If any supplementary disclosure is required, we will obtain your consent for disclosure to other persons or organizations and for other purposes than stated herein, unless otherwise permitted by law.

Thank you again for your business. We hope you have many years of wonderful boating experiences!

Owner's manual

The material here and in the rest of the Owner's Manual Packet:

- Gives you basic safety information;
- Describes the features of your boat;
- Describes the equipment on your boat;
- Describes the fundamentals of boat use; and
- Contains service and maintenance information.

You must learn to operate this boat as well as read, understand and use this manual.

What this manual **does not** give you is a course in boating safety, or how to navigate, anchor or dock your boat. Operating a power boat safely requires more skills, knowledge and awareness than is necessary for a car or truck.

Your responsibilities

For your safety, the safety of your passengers, other boaters and people in the water, you must:

- Take a boating safety course;
- Get instruction in the safe and proper handling of your boat;
- Understand and follow the "rules of the road";
- Learn how to navigate.

Source of Information

In North America, contact one of the following for boating courses:

- U.S. Coast Guard Auxiliary
- U.S. Power Squadron
- Canadian Power and Sail Squadrons
- Red Cross
- State Boating Offices
- Yacht Club

Contact the Boat/U.S. Foundation at 1-800-336-2628 or go to www.boatus.com/foundation

Outside of North America, contact your boat dealer and/or your governmental boating agency for assistance.

A comprehensive background in boating can be found in the book, *Chapman - Piloting, Seamanship and Small Boat Handling*, by Elbert S. Maloney, published by Hearst Marine.

Warranties

In addition to the Boston Whaler® Limited Warranty for your boat, each component and/or system on your boat has its own warranty that will be found with the specific information and manual for that component. The manuals are included with your Owner's Manual Packet. Locate and read the individual warranties, then keep them together for easy future reference.

Contact Phone Numbers and Internet Addresses

Boston Whaler, Inc.

Phone.....1-877-294-5645
Internetwww.whaler.com

United States Coast Guard

Phone.....1-800-368-5647
Internetwww.uscgboating.org

Boat US Foundation

Phone.....1-800-336-2628
Internet www.boatus.com/foundation

Canadian Coast Guard

Phone.....1-800-267-6687
Internet www.ccg-gcc.gc.ca/main_e.htm

Explanation of Safety Labels

The most important aspect of boating is safety. Although every effort is made to address the numerous issues regarding the safe usage of your boat, it is strongly recommended that you avail yourself of the training and knowledge available through boating safety courses, etc.

Warning Labels

Mounted at key locations throughout your boat are warning labels which advise the owner/operator of imperative safety precautions to follow when operating and/or servicing equipment.

The examples below indicate the level of hazard by color and explanation.

DANGER

Denotes an immediate hazard exists that **WILL** result in severe personal injury or death.

WARNING

Denotes hazards or unsafe practices that **MAY** result in severe personal injury or death.

CAUTION

Denotes hazards or unsafe practices that **COULD** result in minor personal injury, product or property damage.

NOTICE

Denotes information that is important to know prior to operation and/or maintenance, but is not hazard related.

Safety Precautions

The examples below are of precautions which appear throughout this manual and must be observed when operating or servicing your boat. Learn to recognize the degree of hazard and understand the explanations of safety prior to reading this manual.

Always use common sense in the operation and servicing of your boat.

DANGER

Denotes an immediate hazard exists that **WILL** result in severe personal injury or death.

WARNING

Denotes hazards or unsafe practices that **MAY** result in severe personal injury or death.

CAUTION

Denotes hazards or unsafe practices that **COULD** result in minor personal injury, product or property damage.

NOTICE

Denotes information that is important to know prior to operation and/or maintenance, but is not hazard related.

SAFE Boating means:

- Knowing the limitations of your boat
- Following the “RULES of the ROAD”
- Keeping a sharp lookout for people and objects in the water.
- Not boating in water or weather conditions that are beyond the boat’s and operator’s capability.
- Never operating the boat while under the influence of drugs or alcohol.
- Being aware of your passengers safety at all times.
- Reducing speed when there is limited visibility, rough water, people in the water nearby , boats or structures.

In Addition:

- Maintain your boat and its safety and other systems as recommended in this manual.
- Have the boat inspected by a qualified mechanic or dealer, at least annually.
- Ensure that the Coast Guard required safety equipment is on board and functioning.

NOTICE

As a boat owner or operator, YOU are responsible for your safety and the safety of your passengers and other boaters.

Boating in beautiful weather and calm water conditions can be a wonderful experience. Boating however requires considerably greater skills than operating a land vehicle. Taking a boating course is the best way to prepare for a safe and enjoyable experience on the water.

- Take a Coast Guard, U.S. Power Squadron or equivalent boating safety course. (Call the Boat/U.S. Foundation at 1-800 336-2628 for information on available courses, or go to: “www.boatus.com/foundation” on the internet.)
- Get hands-on training on how to operate your boat properly.

Safe Boating Checklist

Before Departure

- ☐ Update checklists when equipment is added or modified.
- ☐ Weather-forecast safe
- ☐ Required documents-on board
- ☐ Navigation charts & equipment-on board
- ☐ Safety equipment-on board
- ☐ Safety training-passengers & crew instructed on procedures, location, and use of safety equipment.
- ☐ Drain plugs-installed
- ☐ Bilge pumps-working & clean
- ☐ Blower-working
- ☐ Navigation lights-working
- ☐ Horn-working
- ☐ Fuel system-no leaks or fumes
- ☐ Fuel filter-tight & clean
- ☐ Power steering fluid-filled(if applicable)
- ☐ Steering system-working smoothly & properly
- ☐ Battery-electrolyte level within range
- ☐ Float plan-filed with friend or relative

Trailer (if applicable)

- ☐ Boat position-secure on trailer
- ☐ Tiedowns-tight
- ☐ Winch-locked
- ☐ Trailer hitch-connected
- ☐ Engine clearance-in trailering position
- ☐ Safety chains-attached
- ☐ Electrical-Lights, brake lights, turn signals working
- ☐ Mirrors-adjusted for trailering

After Return

- ☐ PFD’s & other safety gear-dry, stowed for next use
- ☐ Fuel tanks-filled (allow for expansion) to prevent condensation
- ☐ Fuel system-no leaks
- ☐ Bilge pump-operating properly
- ☐ Bilge-clean, no leaks
- ☐ Float plan-notify person with whom you filed plan

General Considerations

- Know how your boat handles under different conditions. Recognize your limitations and the boat's limitations. Modify speed in keeping with weather, sea and traffic conditions.
- Instruct passengers on location and use of safety equipment and procedures.
- Instruct passengers on the fundamentals of operating your boat in case you are unable to do so.
- You are responsible for passenger's actions. If they place themselves or the boat in danger, immediately correct them.
- Remember the "Rule of Thirds": one third total fuel usage for the trip out; one third total fuel usage while out; one third total fuel usage for the return trip.

Maintain Control

High performance boats require intimate knowledge of their handling characteristics for safe high speed operation.

- Learn the effects of trim, steering and throttle changes at gradually increasing levels of speed.
- Approach full throttle while adjusting trim for safe handling of the vessel.

On the water there are no marked traffic lanes, no traffic signs or lights, and boats have no turn signals. The boat operator must keep her or his attention focused not only on what's ahead but what's on the left, right and behind the boat.

The operator must always be alert to approaching boats (from the rear, right and left sides, as well as those ahead). There can be people in the water, partially submerged debris, and other navigational hazards such as rocks, sand bars or dangerous currents, to name a few.

Your passengers are relying on you to operate and maneuver the boat safely so that they are not in danger of going overboard. If you turn too quickly,

increase or decrease speed abruptly, your passengers are at risk of being thrown overboard or thrown about the boat.

When visibility becomes impaired because of weather, time of day or high bow angle you must slow down so that you have sufficient time to react if an emergency occurs. Nearby boats face similar risks in avoiding a collision with you.

Boarding

- Board only one person at a time.
- Never jump into boat. Step or climb into cockpit.
- Load gear after you are aboard. Carrying gear while boarding can cause you to lose balance.
- Distribute weight evenly.
- Instruct passengers where to sit during on-plane operation to reduce the possibility of falling overboard during high speed maneuvers.
- If gear is not immediately needed, stow it in secure areas.
- Safety gear must be immediately accessible at all times.

Impaired Operation

WARNING

CONTROL HAZARD-Federal laws prohibit operating a boat while under the influence of alcohol or drugs. These laws are vigorously enforced.

The detrimental effects of alcohol and drugs are increased by wind, waves and sun, and will decrease your response time and ability to act in critical situations. Give special attention to the effects of alcohol and drugs while boating. No other single factor causes as many marine accidents and deaths. Death or serious injury and damage to personal and private property can result from being impaired while operating a boat.

WARNING

Death or serious injury can result if you fail to observe these safety rules:

- Anyone who controls the boat should have taken a boating safety course and have trained in the proper operation of the boat.
- Always operate the boat at speeds that will not put people or property in danger.
- Be constantly aware of conditions in all directions when underway and before turning.
- Reduce speed, use a lookout to identify possible hazards or difficulties, and turn on navigation lights when:
 - visibility is impaired;
 - in rough water; and
 - in congested waterways.
- Watch your wake. It can capsize a small boat or damage moored boats or other property. You are responsible for damage caused by your wake.

WARNING

NEVER operate a boat at a speed at which you do not feel in control.

WARNING

A qualified operator must be in control of the boat at all times. Do not operate the boat while under the influence of alcohol or drugs. never operate your boat at speeds which exceed the operator's ability to react if an emergency develops. At night, turn on the appropriate navigation lights and cruise at a reduced speed that will allow you plenty of time to avoid dangerous situations.

WARNING

STABILITY HAZARD

- Load boat properly. The manufacturer's load rating is the maximum allowed under normal conditions. Adjust downward if weather, water or other conditions are adverse.
- Allow passengers to ride only in areas that do not pose a hazard to themselves or the boat.

DO NOT allow passengers to ride on the bow of a closed bow boat.

DO NOT allow several passengers to ride in the bow of a small open-bow boat, causing the boat to "plow" into the water.

DO NOT allow passengers to ride on the stern cushion or gunwales.

DO NOT overload the stern.

- Observe manufacturer's recommended on-plane seating locations.
- Passengers should remain seated while boat is moving.

PERSONAL INJURY HAZARD-Stay alert. Use of drugs, alcohol, or other substances which impair judgement poses a serious threat to yourself and others. The boat operator is responsible for the behavior of passengers.

DROWNING HAZARD-Boats must carry one wearable personal flotation device (PFD) for every passenger on board. Boats must have at least one throwable life preserver.

SLIPPING HAZARD-Wet decks are slippery. Wear proper footwear and use extreme caution on wet surfaces.

Legally Mandated Equipment (Minimum Required)

Consult your National Boating Law Enforcement Agency. The following equipment is the minimum required by the U.S. Coast Guard for a boat which is more than 26 ft. (7.9M) in length but less than 40 ft. (12.2M) in length.

Personal Flotation Devices (PFD's)

One (1) Coast Guard approved Type I, II or III is mandatory for each person aboard.

One (1) throwable Type IV device is also required to be onboard.

A Type V device is acceptable (See page 1-8) if worn for approved use. **ALWAYS WEAR A PFD WHEN BOATING**

WARNING

There is rarely time to reach stowed life jackets in time of emergency. Boaters should always wear a properly fitting, approved life jacket when on the water.

Children and non-swimmers MUST wear PFDs at all times when aboard.

NOTICE

Depending on the state or country of operation, the operator of a vessel may be fined for failure to comply with local or national rules regarding PFD usage.

Fire Extinguishers (Portable)

If there is no fixed fire extinguishing system installed in the engine or generator spaces, the Coast Guard requires two (2) Type B-I or one (1) B-II fire extinguisher(s) be on board.

The American Boat & Yacht Council (ABYC) recommends that you carry three (3) A,B or C Type fire extinguishers on board and located within easy reach of the helm, Engine(s), and galley or passenger cockpit.

Whistle, Horn

You must have on board, some means of making a loud sound signal. Navigation rules require that a sound made by any audible device be capable of a four (4) second blast, and be audible for 1/2 mi. (.80 Km).

Visual distress Signals

If you operate your boat in coastal waters or on the Great Lakes, you must have a visual distress signals for day and night use on board. At least three (3) U.S.C.G. approved pyrotechnic devices marked with date showing service life must be carried, be readily accessible, in serviceable condition and not be expired.

Store all pyrotechnic signals in a well marked, waterproof container.

Additional Recommended equipment for safe operation

In addition to the legally mandated equipment, the following items are necessary for safe boating, especially if your boat will be out of sight of land.

- First Aid kit
- Charts/Maps
- Visual distress signals (for day or night use)
- Marine VHF radio
- Moisture repellent
- Mooring Lines
- Fenders
- Waterproof flashlights
- High power spotlight
- Spare propeller
- Tool kit:
 - Screwdrivers, (Phillips & flat)
 - Pliers, (regular, vise-grip, tongue & groove)
 - Wrenches, (box, open end, Allen & adjustable)
 - Socket set, (metric and U.S.)
 - Electrical tape & duct tape
 - Hammer
 - Spare parts kit, (spark plugs, fuses, etc.)
- Compass
- Manual bilge pump
- GPS or LORAN
- Spare keys
- EPIRB-Emergency positioning-indicating radio beacon
- Boat hook
- Extra batteries
- Instruction manuals
- Lubricating oil
- Anchor

Carbon Monoxide (CO)

DANGER

- **Fumes from the engine(s), Generator(s) and other equipment and appliances that burn fuel contain Carbon Monoxide. Carbon Monoxide can kill you. Open all doors, hatches, curtains and windows to allow fresh air to circulate and dissipate the amounts of Carbon Monoxide present in enclosed spaces, especially when the boat is moored or anchored.**
- **Proper ventilation must be maintained, even during inclement weather to prevent dangerous levels of Carbon Monoxide build-up.**
- **Sleeping aboard a boat will require a working Carbon monoxide detection system, preferably in each sleeping quarter.**

Carbon Monoxide is an odorless, colorless, and tasteless, extremely toxic gas produced by engines, heaters, stoves or generators. When inhaled it combines with hemoglobin in the blood, preventing absorption of oxygen and is unlikely to be noticed until the person is overcome.

Prolonged exposure to low concentration or very short exposure to high concentrations can result in asphyxiation and death.

Symptoms of Carbon Monoxide poisoning include:

- Dizziness
- Headaches
- Ringing in the ears
- Nausea
- Unconsciousness

GET MEDICAL ATTENTION AS SOON AS POSSIBLE.

Symptoms of CO poisoning are often confused with seasickness or intoxication, so those affected may not receive the medical attention they need.

The poisoning victim's skin often turns cherry red. If CO poisoning is suspected, have the victim breathe fresh air deeply. If breathing stops, resuscitate. A victim often revives, then relapses because organs are damaged by lack of oxygen.

Carbon Monoxide can accumulate in dangerous concentrations anywhere in or around your boat including on back decks, swim platforms, or in water around generator exhausts. CO can remain in or around your boat at dangerous levels even if your engine is no longer running.

Remember:

- If you can smell engine exhaust, you are inhaling CO.
- Changing course and speed to place boat heading into the wind can improve ventilation.

To minimize the danger of Carbon Monoxide accumulation when the Engine is running (or by use of fuel burning equipment.):

- Do not idle the engine without moving the boat for more than 15 minutes at a time.
- Inspect the exhaust system regularly.
- Operate all fuel burning appliances, such as charcoal, propane, LPG, CNG or alcohol cooking devices in areas where fresh air can circulate.

Carbon Monoxide Detector

The Carbon Monoxide Detector located in the port cabin (See Fig. 1.7.1) will sound an alarm when dangerous levels of CO are detected. The detector is very sensitive and will notify you before dangerous amounts of Carbon Monoxide can accumulate which will allow you to take measures to dissipate the gas from the affected areas. Read and understand the warnings and recommendations presented in this section to help keep yourself and your passengers safe from carbon monoxide.

Periodically depress the "Test/Silence" button to determine if the detector is working properly. A shrill sound will be emitted indicating proper working order.

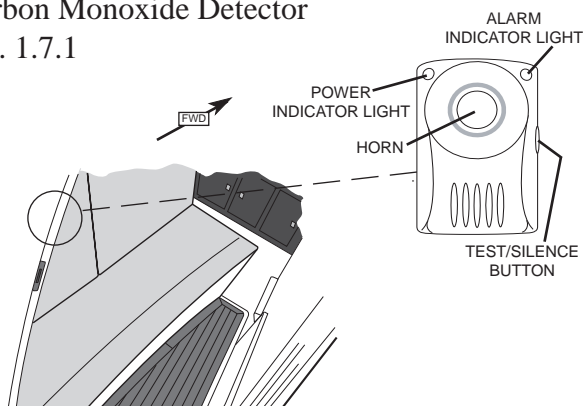
End Of Life signal (EOL)

Your CO detector is equipped with an End Of Life (EOL) signal indicating the sensor used in the unit has reached the end of its service life and must be replaced. The signal is activated from a timer that will run for 4 years, 11 months from the date of manufacture. Depending on your monitor, the EOL signal indicator varies, so check the unit's operation manual for further information and instructions.

The EOL signal can be reset for a period of 72 hours (3 days) for a total of up to 30 days. After this time, the unit will continuously signal EOL and will no longer detect CO and **MUST BE REPLACED! DO NOT DISCONNECT THE ALARM UNTIL YOU HAVE A REPLACEMENT ALARM AVAILABLE TO INSTALL! REMOVING THE LITHIUM BATTERY WILL CAUSE THE UNIT TO SIGNAL EOL PERMANENTLY!**

Carbon Monoxide Detector

Fig. 1.7.1



⚠ DANGER

Even in rainy cold weather, ventilation must be maintained to avoid Carbon Monoxide poisoning. You will get wet and/or cold.

⚠ DANGER

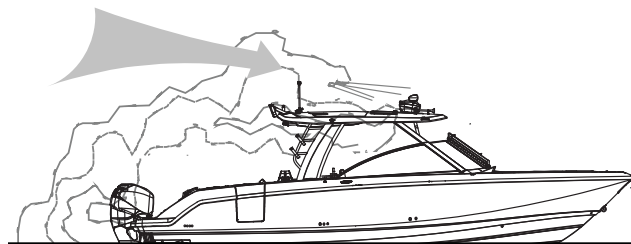
Never ignore an alarm.

In the event the CO alarm activates:

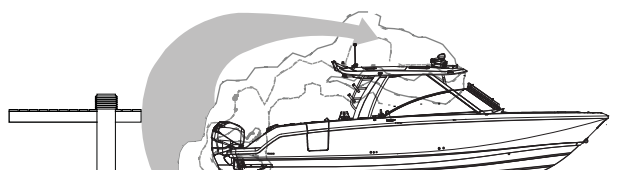
- Evacuate enclosed areas immediately.
- Shut OFF any fuel burning equipment or appliances.

- Open hatches, doors, portlights, etc. to improve ventilation.
- If making way, head boat into the wind.

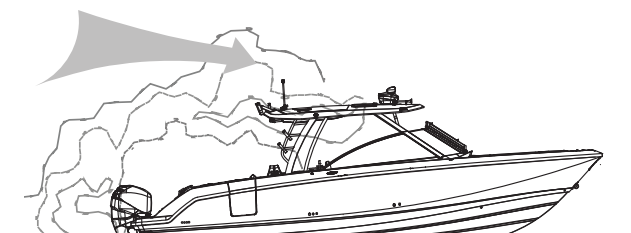
Examples of accumulation of Carbon Monoxide Fig. 1.7.2



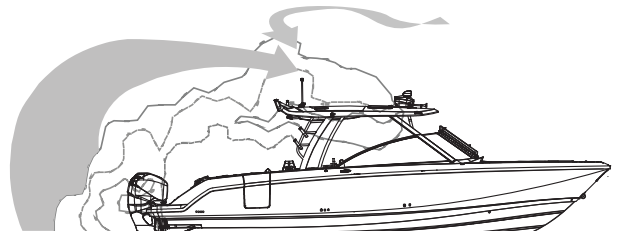
WINDS BLOWING EXHAUSTS TOWARD BOAT OCCUPANTS.



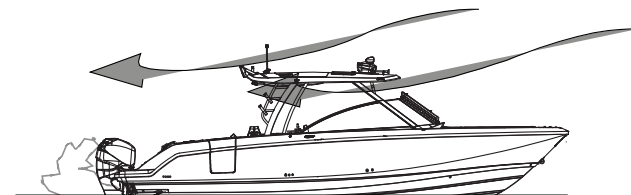
BLOCKING EXHAUSTS



OPERATING WITH "BOW HIGH"



OPERATING AT SLOW SPEED
OR DEAD IN WATER



GOOD AIR FLOW

OPEN ALL HATCHES, PORTLIGHTS OR CANVAS OPENINGS TO LET FRESH AIR CIRCULATE.

REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Lifesaving Equipment

Even strong swimmers can tire quickly in the water and drown due to exhaustion, hypothermia, or both. The buoyancy provided by a personal flotation device (PFD) will allow the person who has fallen overboard to remain afloat with far less effort and body heat loss, extending survival time necessary to find and retrieve them.

PFD Requirement

One (1) Coast Guard approved PFD, Type I, II or III for each person aboard or being towed on water skis, tubes, etc.

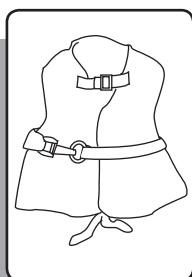
The law requires that PFDs must be readily accessible, if not worn. “Readily Accessible” means removed from storage bags and unbuckled.

NOTICE

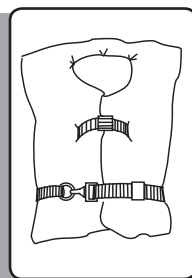
Children and non-swimmers MUST wear PFDs at all times when aboard.

PFD Classifications

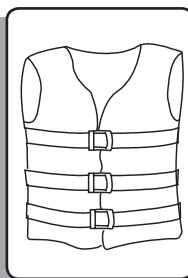
Listed below are the several different types of PFDs, each life jacket has different purposes, choose one that will suit your purpose.



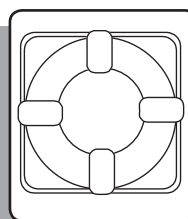
Type I, The off-shore Life Jacket is considered the most buoyant, it is designed to turn an unconscious person face up. Use in all types of waters where rescue may be slow, particularly in cold or rough water conditions.



Type II, Near-shore Life Vest, “keyhole” vest with flotation filled head and neck support is also designed to turn a person face up, but the turning action is not as pronounced. Use in calm inland waters or where quick rescue is likely.



Type III, Flotation-aid Life vest is designed so that conscious wearers can turn face-up. Designed for comfort while engaged in water skiing or other forms of water activities.



Type IV, Throwable Devices, horseshoe bouys, ring bouys and buoyant cushions are designed to be grasped, not worn.



Type V, Special-Use devices, sailboat harnesses, white water vests, float coats, and hybrid vests which have minimum inherent buoyancy and an inflatable chamber.

Before purchasing PFDs, ensure that there is an attached tag indicating they are approved by the U.S.Coast Guard or by your National Boating Law Enforcement Agency.

The operator is responsible for instructing everyone onboard on their location and use. **The best precaution is to wear the PFD at all times while on the boat.**

Emergency Situations

NOTICE

The law requires the owner/operator to assist any person or boat in distress as long as rendering assistance does not endanger the owner/operator, the passengers or the boat.

Prevention is the safest approach. We hope that you are never involved in an emergency situation, but if you are it is imperative that you react.

Medical Emergency

You may be far from professional medical help when you are boating. At least two (2) persons on board your boat should be CPR certified, and should have taken a first aid course. Your boat should have a well stocked first aid kit on board. In many situations your radio will be your only link to reaching medical assistance. Keep the radio in working order and understand which channels are used for emergencies, these channels are constantly monitored and will be useful when situations arise. Cell phones are becoming more common and can help in some areas, but they are limited and unreliable and should not be used in the place of a good VHF radio.

Water Rescue

In most situations a person that has fallen overboard will succumb to hypothermia if not rescued immediately. Life expectancy decreases as rescue time increases in water temperatures below 70° (21.1°C).

There are three (3) steps that must be taken when a person has fallen overboard:

1. Returning to the victim:

- Immediately make everyone onboard aware that someone is overboard and keep the victim in sight.
- Slow the boat and keep pointing toward the person overboard. At night or in low light, point the best available light source at the person.

- Throw a life ring/preserver to the victim, even if they are wearing one it will serve as another marker.

2. Making contact:

- Stop or slow the boat and circle toward the person overboard.
- Try to approach heading into the wind or into the waves.
- Keep person overboard constantly in sight.
- When almost alongside, stop the engine in gear to prevent propeller “windmilling”.

3. Getting back aboard:

- Try to reach the person overboard with a pole, or by throwing a life preserver. NEVER swim to them except as a last resort.
- Assist the person in boarding. Boarding should be done at the stern of the boat.
- If the person is injured or incapable of boarding by themselves, a rescuer should don a life preserver with a safety line and enter the water to assist the person onto the boat.
- Handle the person carefully, spinal injuries might have occurred and could be worsened by rough handling.
- Check for other injuries, render medical assistance immediately.

Fire

Fire is a serious boating hazard. Boats will burn quickly. Do not remain onboard and fight a fire for more than a few minutes. If the fire is out of control and cannot be put out with the fire suppression equipment onboard, abandon ship immediately.

The fumes released during a fire are toxic and should be avoided. Even after the fire has been extinguished, proper ventilation of the area is required to minimize exposure to harmful fumes.

DANGER

- Fires can spread quickly. Your reaction to the fire is important. Have the proper fire fighting equipment close at hand, and in good working order to respond quickly.
- Small fire extinguishers have small discharge times. Aim at the base of the fire with a sweeping motion to maximize the use of the fire extinguisher contents.

To lessen the danger of fire:

- Extinguish all smoking materials, shut off blowers, stoves, engine(s) and generator(s).
- Keep bilge area clean, oil and fuel spills should be cleaned immediately.
- If possible throw burning materials overboard.
- If fire is accessible, release the contents of the fire extinguisher(s) into the base of the fire.
- If the fire is in an enclosed compartment, and you have an automatic extinguisher for the compartment, wait 15 min. before opening the compartment. Have an extinguisher handy in case of a flare up.
- If possible, signal for help. Radio, visual, and audible signal should be used as needed. You must render assistance to any boater requesting help.
- If fire is out of control, grab all necessary survival gear, distress signals, don your PFD's and prepare to abandon ship.
- If you do abandon ship, make sure the passengers have PFD's. Take a head count before entering the water and take another head count when in the water. **STAY TOGETHER.**

Flooding, Swamping and Capsizing

In the event of Flooding, Swamping or Capsizing:

Flooding-

- Always wear your PFD, or have it within reach.

- If the bilge pump(s) have not automatically turned ON, switch them ON immediately.
- Find the source of the flooding and determine the best fix.
- Keep the bilge pumps running until the flooding is under control.
- Call for assistance if the source of the flooding cannot be controlled.
- Head back to port if possible.

Swamping-

- Always wear your PFD, or have it within reach.
- Swamping is usually a result of wave action, immediately get control of the helm and turn the boat into the waves.
- Swamping can also be caused by an overloaded boat.
- If the bilge pump(s) have not automatically turned ON, switch them ON immediately.
- The deck scuppers on your boat are designed to drain the deck of water.
- Keep the bilge pumps running until the flooding is under control.
- Take a head count of all passengers.

Capsizing-

- “Capsized” is when a boat is on its side or completely upside-down (usually as a result of wave action, improper loading or load shifting).
- If the boat will not right itself, get out of the water and climb onto the exposed hull.
- Do a head count for all passengers
- **STAY TOGETHER**
- Usually a capsizing will happen quickly and without warning.
- Use whatever is at hand to signal for help.

The chances of flooding, swamping or capsizing can be reduced by being aware of:

- Weather
- Water Conditions
- Proper boat handling techniques
- Proper loading of the boat

Collision

In the event of collision:

- Cut the engine(s)
- Check on passengers
- If the bilge pump(s) have not automatically turned ON, switch them ON immediately.
- Determine the amount of damage to your boats structure.
- Call for assistance
- In the event of collision you are required to file an accident report. Contact a state enforcement agency or the nearest U.S. Coast Guard office. If you are boating outside U.S. waters, consult the nation you are visiting for accident reporting requirements.

Propulsion, Control or Steering failure:

If there is a propulsion, control or steering failure:

- Stop the engine, (shut off at Ignition or pull on the Emergency Engine Shut-Off Switch.)
- Drop anchor to prevent drifting.
- Determine if the problem can be fixed or will assistance be needed.
- Call for assistance if needed.

When loss of propulsion or steering is noticed, your quick reaction is required to prevent further damage to your boat or injuries to your passengers.

Outboard engines require propulsion to control the direction the boat will take. Without propulsion, the steering is virtually useless. If you are in a congested waterway you will need to react quickly to warn

others that you have lost power, propulsion or steering control and that assistance will be needed.

Grounding

Running aground may be avoided by paying attention to marker bouys or indicated by waves as they form into breakers when passing over a sand bar.

If you do run aground, the course of action depends on how hard the boat hits bottom and whether the boat remains stranded. If it is a simple touch, you may need only to inspect the lower drive of the engine and the hull of the boat. If possible do a thorough inspection before trying to get loose, throwing the boat into reverse before this is done may do more damage.

Distress Signals

Visual Distress Signals, (VDS)

- U.S. Coast Guard regulations require boats in coastal waters and the Great Lakes to carry a Visual Distress Signal (VDS) for day and night use, as well as appropriate for the time of operation. Exempt from the day signals requirement, but not night signals, are boats less than 4.8 meters (16 feet), open sailboats less than 7.9 meters (26 feet), boats participating in organized events and manually propelled boats.
- If you are required to have visual distress signals, at least three safety approved pyrotechnic devices in serviceable condition must be readily accessible. They must be marked with a date showing the service life which must not be expired.
- Carry three signals for day use and three for night use. Some pyrotechnic devices such as red flares, meet both day and night use requirements.
- Store pyrotechnic signals in a cool, dry location. An orange or red watertight container prominently marked "DISTRESS SIGNALS" is recommended.

Other recognized visual distress signals include:

- Flames in a bucket
- Code flags November & Charlie
- Black square & ball on orange background flag.
- Orange flag (certified)
- Electric distress light (certified)-for night use
- Dye marker (any color)
- Person waving arms (slowly)
- U.S. ensign flown upside down

Audible Distress Signals, (ADS)

U.S. Coast Guard regulations require one hand, mouth or power operated whistle or horn, audible for at least 1/2 mile.

Other recognized audible distress signals include:

- Radio communication (see **Radio Communication** below)
- Radio-telegraph alarm
- Position indicating radio beacon
- Morse Code S-O-S (3 short 3 long 3 short) sounded by any means.
- Fog horn sounded continuously.

Radio Communication

A radio is the boat operator's main method of receiving safety information and summoning aid. VHF-FM radio is the primary means of short range communication. Single sideband radio (SSB) is used for longer range communication.

VHF-FM channel 16 and SSB 2182 kHz are designated for emergency use. Such situations can be categorized as:

- **EMERGENCY-**
“MAYDAY, MAYDAY, MAYDAY,”- used when life or vessel is in imminent danger.

- **URGENCY-**

“PAN-PAN, PAN-PAN, PAN-PAN” (pronounced PAHN-PAHN)-used when a person or vessel is in some jeopardy less than indicated by a “MAYDAY” call.

- **SAFETY-**

“SECURITY, SECURITY, SECURITY” (pronounced SAY-CURE-IT-AY)-used for navigational safety or weather warning.

An emergency situation will be hectic and there will not be time to learn proper radio procedure. **LEARN WHAT TO DO BEFORE YOU NEED TO DO IT.** If you hear a distress call, stop all radio transmissions. If you can directly assist, respond on the emergency frequency. If you cannot assist, do not transmit on that frequency. However, continue to monitor until it is obvious that help is being provided.

Weather

DANGER

DO NOT attempt to boat in severe weather conditions. Death or serious injury can occur. Get to shore before the weather turns bad.

Getting caught in severe weather is hazardous. Bad weather and/or rough sea or water conditions can cause an unsafe situation. Consult local weather services for up-to-date forecasts on weather and sea conditions. Television, Radio, Internet can give you access to NOAA weather reports that will help you make a determination on where and when to get underway.

Following are some weather related rules:

- Understand the design limitations of your boat.
- Check the weather forecast and water conditions before leaving and while underway.
- Wear a Personal Flotation Device, (PFD)

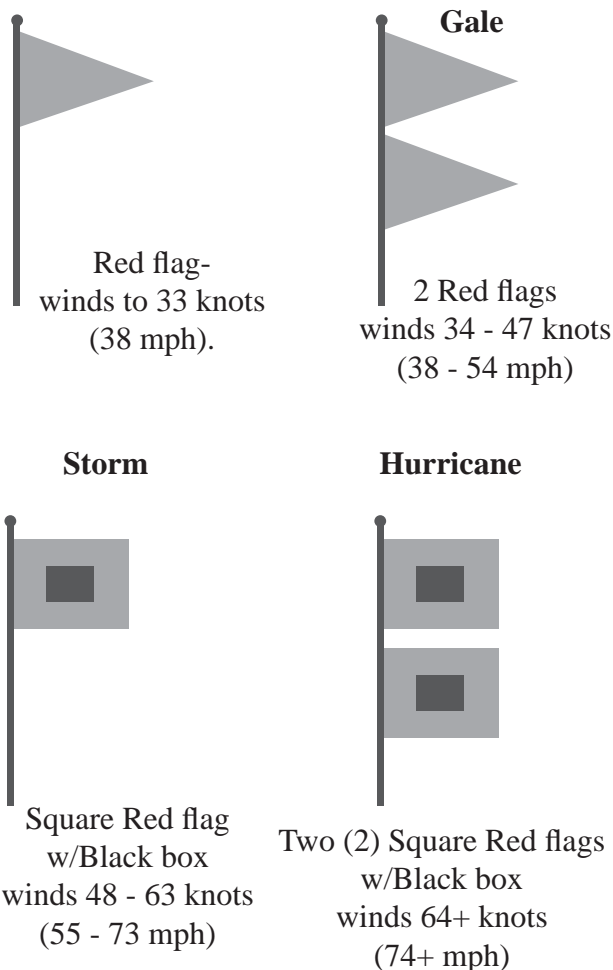
⚠ WARNING

A sudden change in wind direction or speed or an increase in wave height indicates deteriorating weather.

NOTICE

Check the weather forecast and water conditions before leaving and while underway

Weather Warning Penanats
Fig. 1.13.1



- If a storm approaches, immediately seek a safe harbor.
- If a storm hits have everyone sit in the cabin or cockpit deck in the boat. Head the bow into the wind with enough power to maintain slow headway.

- If you encounter fog, determine your position, set a safe course, slow down and alert other boats of your presence with a sound signal.
- If a lightning storm approaches, the safest action is to dock and disembark. If you cannot return to shore, have passengers go inside the cabin and remain there until the storm passes.
- Stay out of the water during a lightning storm. If caught swimming during a storm, get back into the boat and remain there until the storm passes. (remember that lightning can strike several miles away from the storm itself. Be aware of the storms location relative to your location and the direction the storm is moving).

Swimming, Diving & Water Skiing

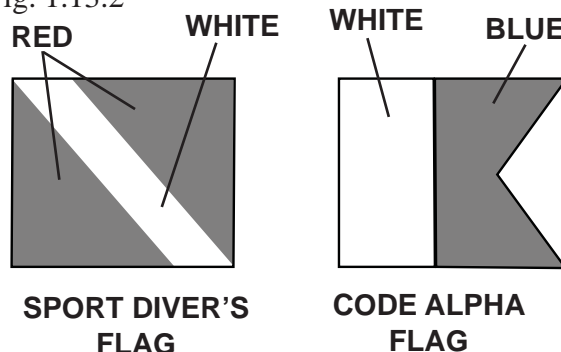
Swimming

- Do not swim from a moving boat.
- Many areas prohibit swimming from a boat except in designated areas.
- Turn off engine in gear (to prevent propeller “windmilling”) before picking up swimmer.

Diving

Recognize and respect diving flags. Keep at least 30 meters (100 ft.) away.

Diver's Flags
Fig. 1.13.2



SPORT DIVERS FLAG-Red flag with diagonal white stripe marks a diver in the water.

CODE ALPHA FLAG-Blue and white pennant designates boat being used in dive operations.

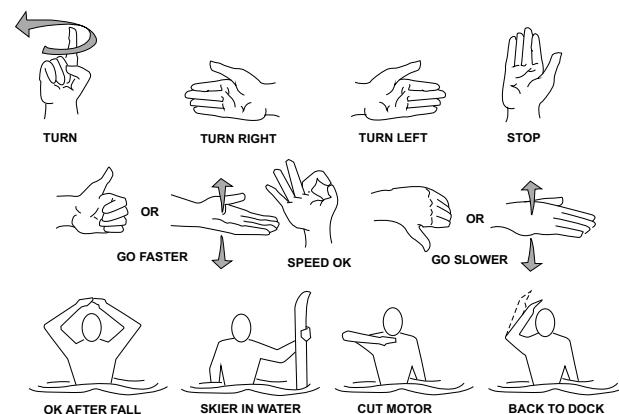
Water Skiing

- Always have two persons in the boat, one at the controls and one who can easily and continuously look at the skier.
- Insist that anyone who water skis must know how to swim.
- Insist that skiers wear approved Personal Flotation Devices (PFD's)
- Ski only in daylight when visibility is good.
- Never drive the boat directly behind a water skier. At 22 knots (25 m.p.h.), it takes only 5 seconds to overtake a fallen skier who was 60 meters (200 feet) in front.
- Ski only in areas where skiing is permitted.
- Observe local restrictions on length of tow line.
- Learn the signals to communicate with a skier. The skier is to control the boat through hand signals (Figure 1.14.1).
- Your boat will handle differently while towing a skier. Experiment carefully to learn the difference.
- Skiers may start from the shore or dock, if boat traffic allows. When returning, pick up skiers from water. Do not ski back to shore or dock.
- Give immediate attention to fallen skiers.
- Keep a downed skier in sight and on the operator's side of the boat when approaching the skier. **Never back up to anyone in the water.**
- Turn off engine in gear (to prevent propeller "windmilling") before picking up skier.
- If the skier suddenly releases the tow rope, it can backlash into cockpit. Spotters who are watching the skier must be aware of this fact and be prepared to take appropriate action to avoid injury.

Water Skiing Signals

Skiing Signals

Fig. 1.14.1



Turn – Arm raised, circle with index finger extended.

Turn Right – Extend arm out from body to the right.

Turn Left – Extend arm out from body to the left.

Stop – Raise arm with palm vertical and facing forward.

Faster – Thumb pointed up or palm up, move hand up and down.

Speed OK – Raise arm and form a circle with thumb and index finger.

Slow Down – Thumb pointed down or palm down, move hand up and down.

OK After a Fall – Clasp hands together overhead.

Skier in Water – Extend one ski vertically out of water.

Cut Motor – Draw finger across throat.

Back to Dock – Pat top of head.

WARNING

SWIMMING/DIVING HAZARD

- Keep clear of areas designated only for swimmers and skin divers. Recognize markers used for such areas.
- Never swim when there is lightning in the area.

SKIING HAZARDS

- Skiers must use a safety approved Personal Flotation Device (PFD).
- Ski only during daylight and in good visibility.
- Avoid shallow water, other boats, navigational aids and other obstructions.
- Keep at least 30 meters (100 ft.) from other objects.
- Never drive directly behind a water skier.
- A competent observer must watch the skier at all times. A competent observer is a person that has the ability to assess when a skier is in trouble, knows or understands water skiing hand signals and is capable of helping a skier.
- Keep a downed skier in constant sight.
- Turn off engine in gear before you get close to person in the water.
- Never back up to anyone in the water.
- Use caution in boat when skier is being towed. Sudden release of tow rope can cause it to backlash into the cockpit.

PERSONAL INJURY HAZARD

Use transom tow ring only to pull water skiers. Unless specified by the manufacturer, any other use, such as parasailing, kite flying, towing other boats, etc. may create too much stress on the tow ring, resulting in personal injury and/or equipment damage.

DANGER

PROPELLER SAFETY

- Before starting your boat, walk to the stern and look in the water to assure there is no one near your propeller.

People near propeller may not be visible from helm.
- NEVER allow passengers to board or exit your boat from the water when engines are on.
- Educate passengers about the dangers of propellers
- Be especially alert when operating in congested areas. NEVER enter swimming zones.
- Take extra precautions near boats that are towing skiers or tubers.
- NEVER permit passengers to ride on the bow, gunwale, transom, seatbacks, or other locations where they may fall overboard.
- STOP! if someone falls overboard. Slowly turn the boat around, and keep the person in sight as you approach. Turn your engine off FIRST and then bring the person aboard.
- NEVER reverse your boat to pick someone up out of the water.

Ignition Shutdown Safety Switch

WARNING

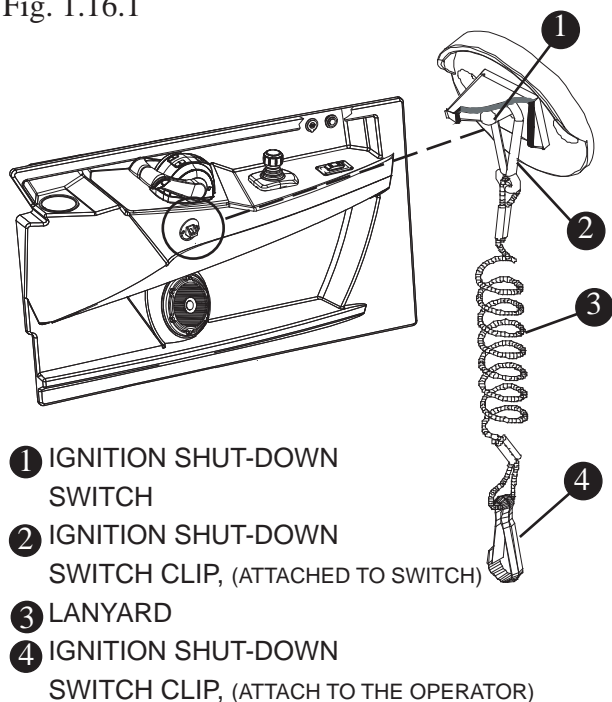
Wear the lanyard at all times when operating the boat. Use it to stop only in an emergency. DO NOT use it to shut off the engine during normal operation

Your boat is equipped with an engine shutdown safety switch. The switch is located below the gear shift/throttle control unit. The ignition shut down safety switch incorporates a shut-off switch, switch clip, lanyard and lanyard clip, which is clipped to the operator when running.

If an emergency arises and the engine must be shut down, a pull on the cord to release the clip from the shut-off will shut off the engine.

This switch is designed to shut the engine off when the operator of the boat leaves the control station, either accidentally by falling into the boat, or by being ejected overboard. This would most likely occur as a result of poor operating practices.

Ignition Shutdown Safety Switch
Fig. 1.16.1



The lanyard should be long enough to prevent inadvertent activation. Do not let the lanyard become entangled.

Accidental loss of power can be hazardous, particularly while docking or in heavy seas, strong current or high winds. Passengers and crew may lose balance and the boat may lose steering control.

Should the operator fall out of the boat at planing speed, it may take several seconds for the engine and propeller to stop turning. The boat may continue to coast for several hundred feet, causing injury to anyone in its path.

Float Plan

Float plans are important to you should you encounter problems on the water. A float plan should contain a description of your boat along with any distinguishing features. It should describe where you will be boating, your departure time and estimated return. The number and names of passengers, and destination should also be noted.

The float plan should be given to a friend or relative, so they can give the information to a national boating agency like the U.S. Coast Guard, in the event you do not return at the time specified on the float plan.

If there are any changes to the float plan they should be conveyed to the person holding the float plan. Once you return you should contact the person holding the float plan to let them know you are back.

Chart Your Course

To avoid boating in unsafe areas where there are underwater obstructions, shallow water, unnavigable conditions such as dangerous currents, and others, you must chart a course. This means having and using National Oceanic and Atmospheric Administration (NOAA) charts for coastal waters, observing and understanding all navigational aids, using the knowledge and guidance of experienced boaters, and being aware of the tides and times where appropriate. If you are boating in an area you are unfamiliar with, proceed with caution and post a lookout to watch for hazards.

WARNING

Hitting an object in or under the water or boating in dangerous currents can cause serious injury or death to occupants in the boat.

You must know where the hazards are and avoid them. In uncharted waters, boat very slowly and post a lookout.

If an object is struck or if you run aground:

- Shut the engine OFF
- Check the hull for damage
- Check propeller for damage
- If aground, consider the bottom grade before moving off, (damage to the hull and propellers could be worsened).
- Determine the tides and whether it will help or hinder you from the grounding.
- Do not have anyone other than a trained and competent service tow your boat.

Environmental Considerations

Fuel & Oil Spillage

Regulations prohibit discharging fuel or oily waste in navigable waters. Discharge is defined as any action which causes a film, sheen or discoloration on the water surface, or causes a sludge or emulsion beneath the water surface. A common violation is

bilge discharge. Use rags or sponges to soak up fuel or oily waste, then dispose of it properly ashore. If there is much fuel or oil in the bilge, contact a knowledgeable marine service to remove it. Never pump contaminated bilge overboard. Help protect your waters.

Excessive Noise

Many areas regulate noise limits. Even if there are no laws, courtesy demands that boats operate quietly.

Wake / Wash

Power boat wakes can endanger people and vessels. Each power boat operator is responsible for injury or damage caused by the boat's wake. Be especially careful in confined areas such as channels or marinas. Observe "no wake" warnings.

WARNING

SPEED HAZARD - Watch your wake. It might capsize a smaller craft. You are responsible for damage caused by your wake.

CAUTION

Reduce speed in congested waterway. Be alert for No Wake markers.

Homeland Security Restrictions

Recreational boaters have a role in keeping our waterways safe and secure. Violators of the restrictions below can expect a quick and severe response.

- **DO NOT** approach within 100 yards, and slow to minimum speed within 500 yards of any U.S. Naval vessel. If you need to pass within 100 yards of a U.S. Naval vessel for safe passage, you must contact the U.S. Naval vessel or the Coast Guard escort vessel on VHF-FM channel 16.

DANGER

DO NOT approach within 100 yards of any U.S. Naval vessel without first contacting the vessel on VHF-FM channel 16. To do so will result in a quick and severe response.

- Observe and avoid all security zones. Avoid commercial port areas, especially those that involve military, cruise line or petroleum facilities. Observe and avoid other restricted areas near dams, power plants, etc.
- **DO NOT** stop or anchor beneath bridges or in channels.

America's Waterway Watch

In March, 2005, the U.S. Coast Guard officially launched *America's Waterway Watch* to encourage the boating public to report suspicious activities in our nation's ports and waterways. *America's Waterway Watch* simply asks anyone who works, lives, or recreates on the water to keep an eye out for suspicious activities. Anyone who spots such activity is asked to call the National Response Center's 24-hour hotline, 800-424-8802 or 877-24WATCH (877-249-2824).

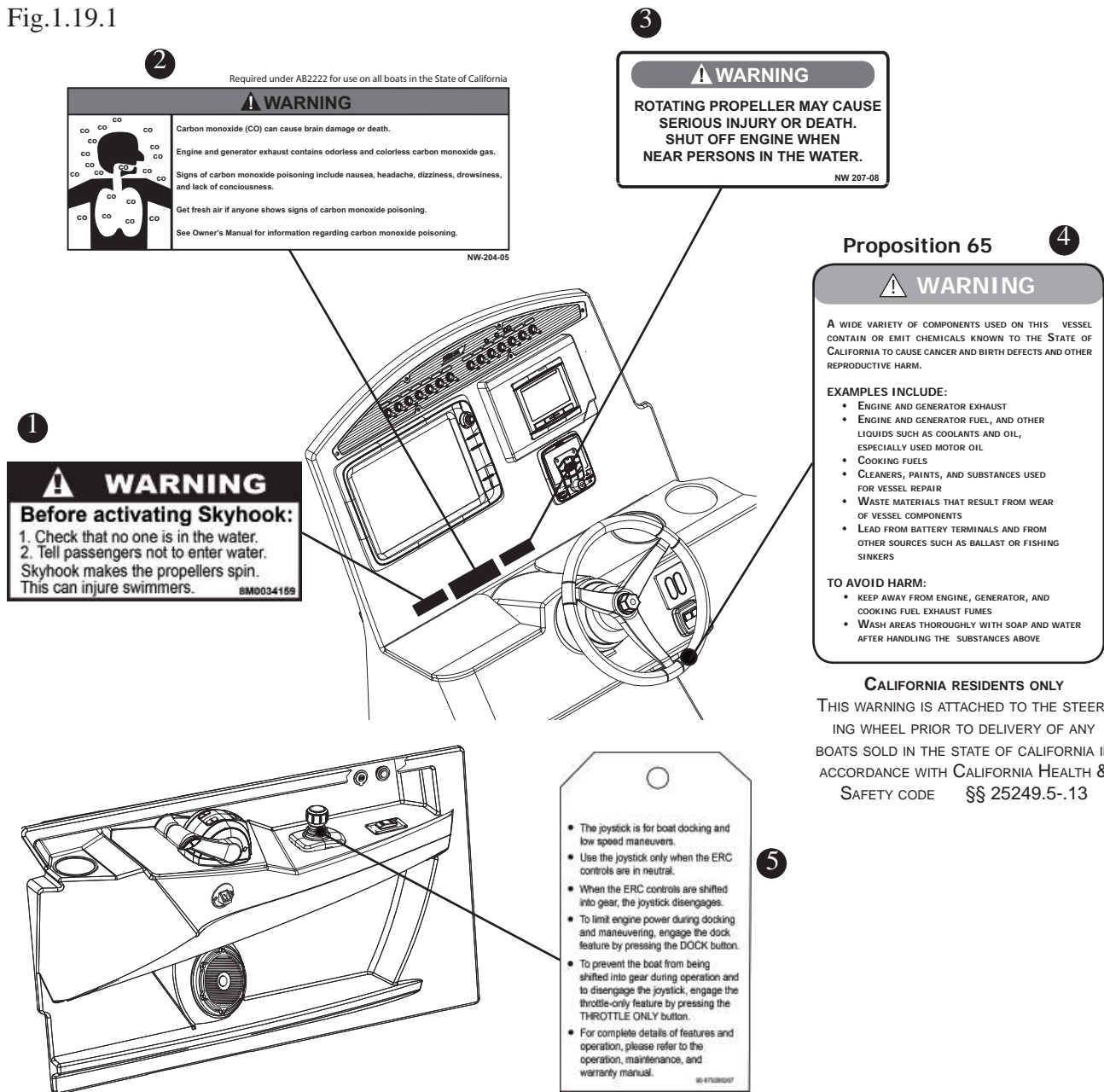
Warning Label Locations

Mounted at key locations throughout the boat (See figure 1.19.1 thru 1.22.1), warning labels advise the owner/operator of imperative safety precautions to follow when operating and/or servicing equipment. **DO NOT REMOVE OR OBSTRUCT ANY WARNING LABEL.** Replace any label which becomes illegible.

Warning Label Locations

Warning Label Locations

Fig.1.19.1



CALIFORNIA RESIDENTS ONLY
THIS WARNING IS ATTACHED TO THE STEERING WHEEL PRIOR TO DELIVERY OF ANY BOATS SOLD IN THE STATE OF CALIFORNIA IN ACCORDANCE WITH CALIFORNIA HEALTH & SAFETY CODE §§ 25249.5-.13

Replacement Part No.

- | | | |
|----------|---|---------|
| 1 | WARNING W/JOYSTICK LABEL KIT (OPTION) | 2121785 |
| 2 | DANGER CO HELM..... | 1811368 |
| 3 | WARNING, PROP DANGER..... | 1950698 |
| 4 | PROP 65 HANG TAG | 1795087 |
| 5 | HANG TAG W/JOYSTICK LABEL KIT (OPTION) | 2121785 |

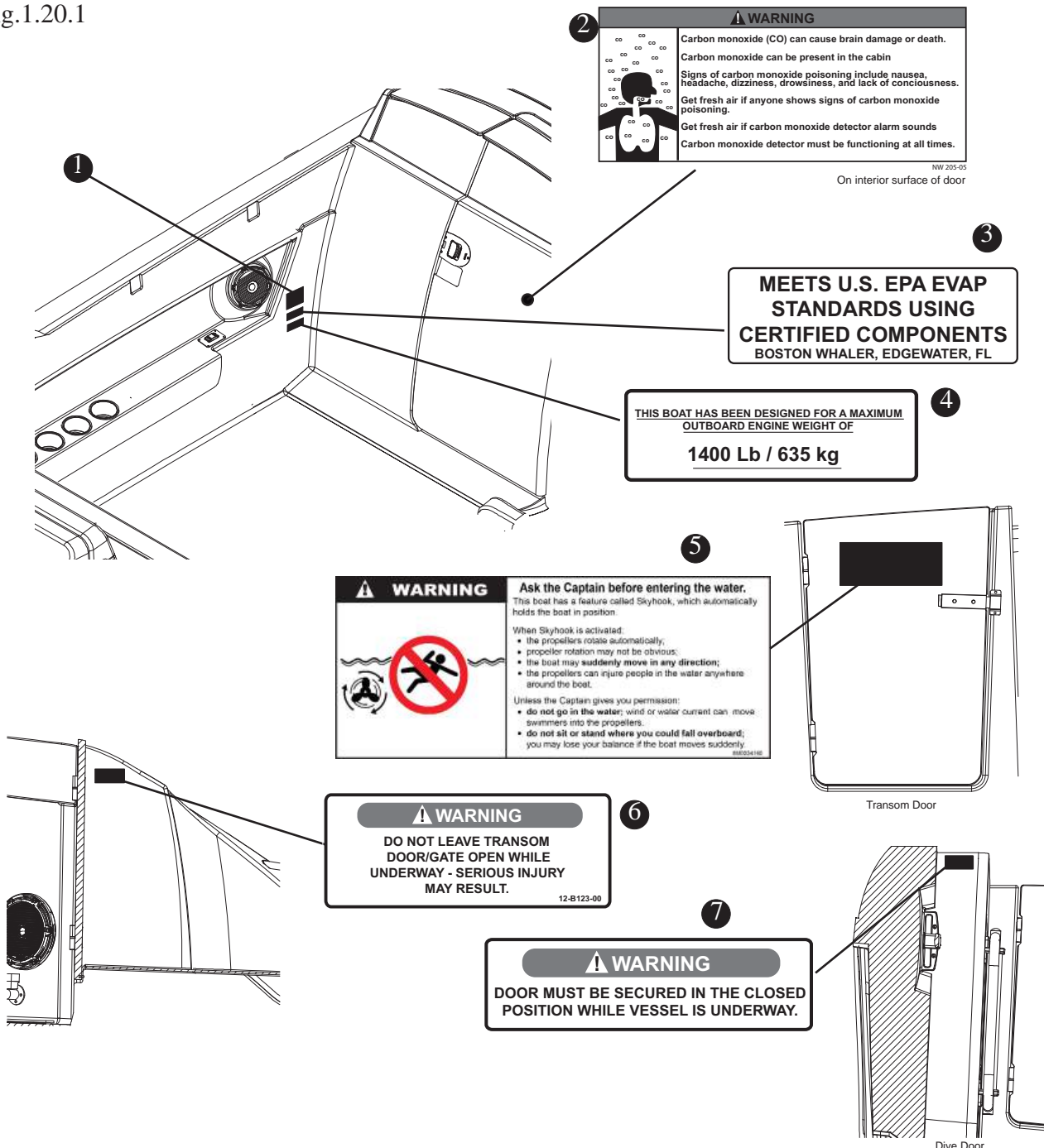
NOTICE

It is important to replace any damaged or unreadable label. Call your Boston Whaler dealer for replacement labels.

Section 1 • Safety

Warning Label Locations

Fig.1.20.1



Replacement Part No.

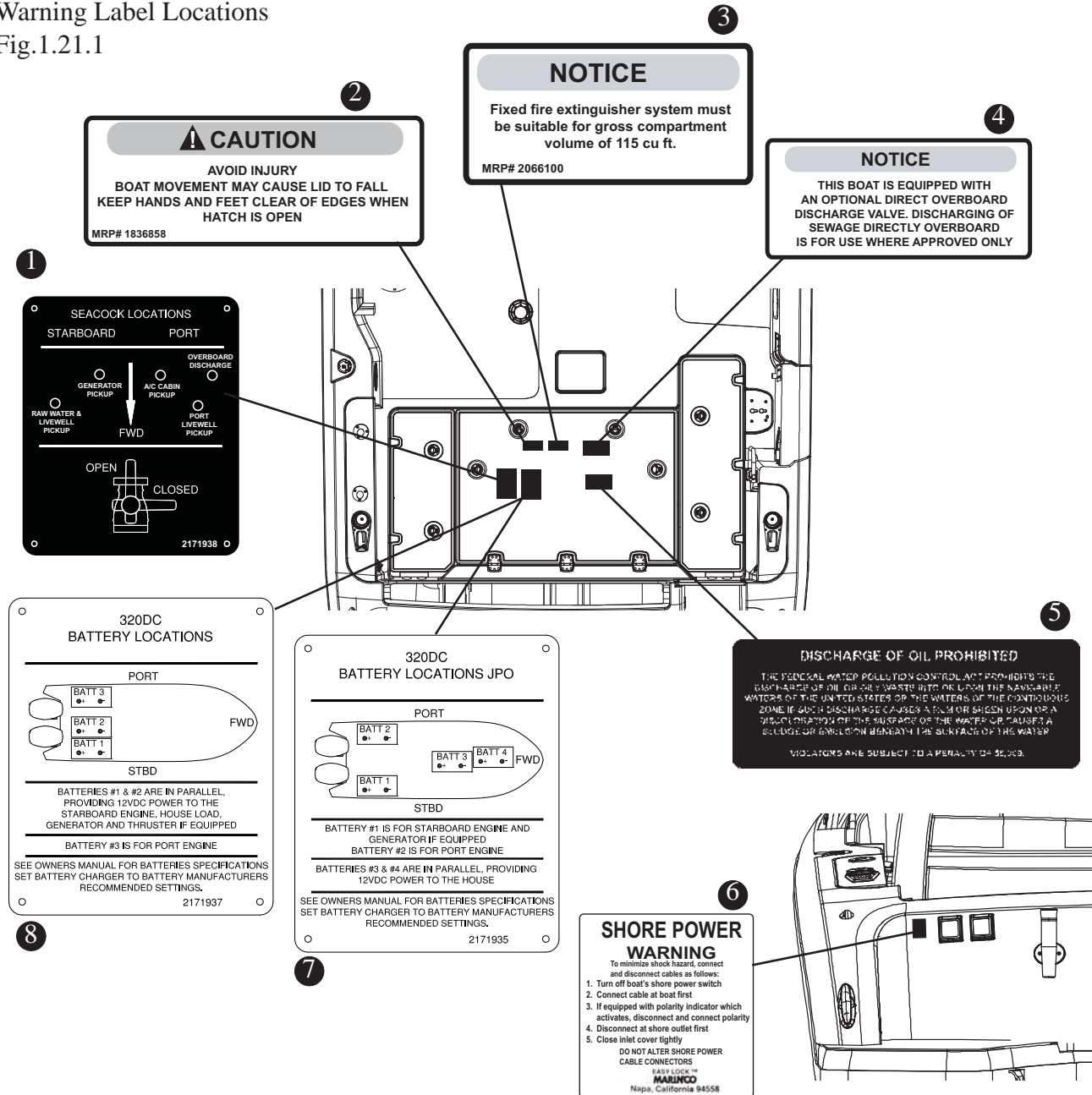
- | | |
|--|------------------|
| 1 VESSEL CERTIFICATION PLATE | SEE FIGURE 2.2.1 |
| 2 US EPA EVAPORATION EMISSIONS | 1967297 |
| 3 MAXIMUM ENGINE WEIGHT 1400 LBS/635 KG | 1774308 |
| 4 WARNING W/JOYSTICK LABEL KIT (OPTION) | 2121785 |
| 5 DANGER TRANSOM DOOR | 2063385 |
| 6 WARNING, DOOR SECURED CLOSED | 2063402 |
| 7 DANGER, CO CABIN | 1812911 |

NOTICE

It is important to replace any damaged or unreadable label. Call your Boston Whaler dealer for replacement labels.

Warning Label Locations

Fig.1.21.1



Replacement Part No.

1	SEACOCK LOCATIONS	2171938
2	CAUTION, AVOID INJURY, BOAT MOVEMENT (P&S) ...	1836858
3	NOTICE, FIRE EXT SYS 115 CU FT	2066100
4	NOTICE, OVERBOARD DISCHARGE.....	2063381
5	DISCHARGE OF OIL	2063375
6	WARNING SHORE POWER	2067983
7	PLATE, BATTERY LOCATIONS, JOYSTICK (OPTION) ..	2171935
8	PLATE, BATTERY LOCATIONS.....	2171937

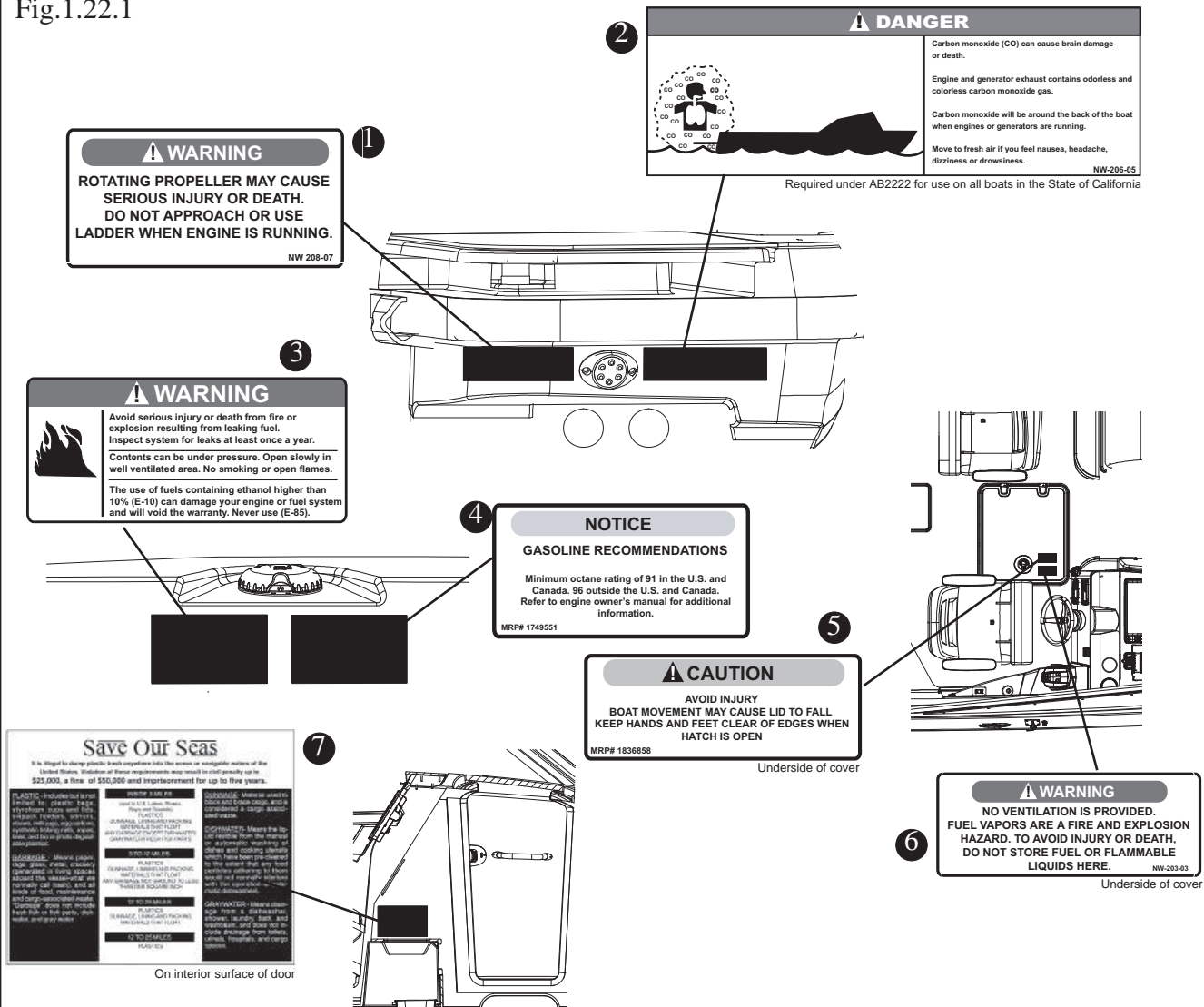
NOTICE

It is important to replace any damaged or unreadable label. Call your Boston Whaler dealer for replacement labels.

Section 1• Safety

Warning Label Locations

Fig.1.22.1



Replacement Part No.

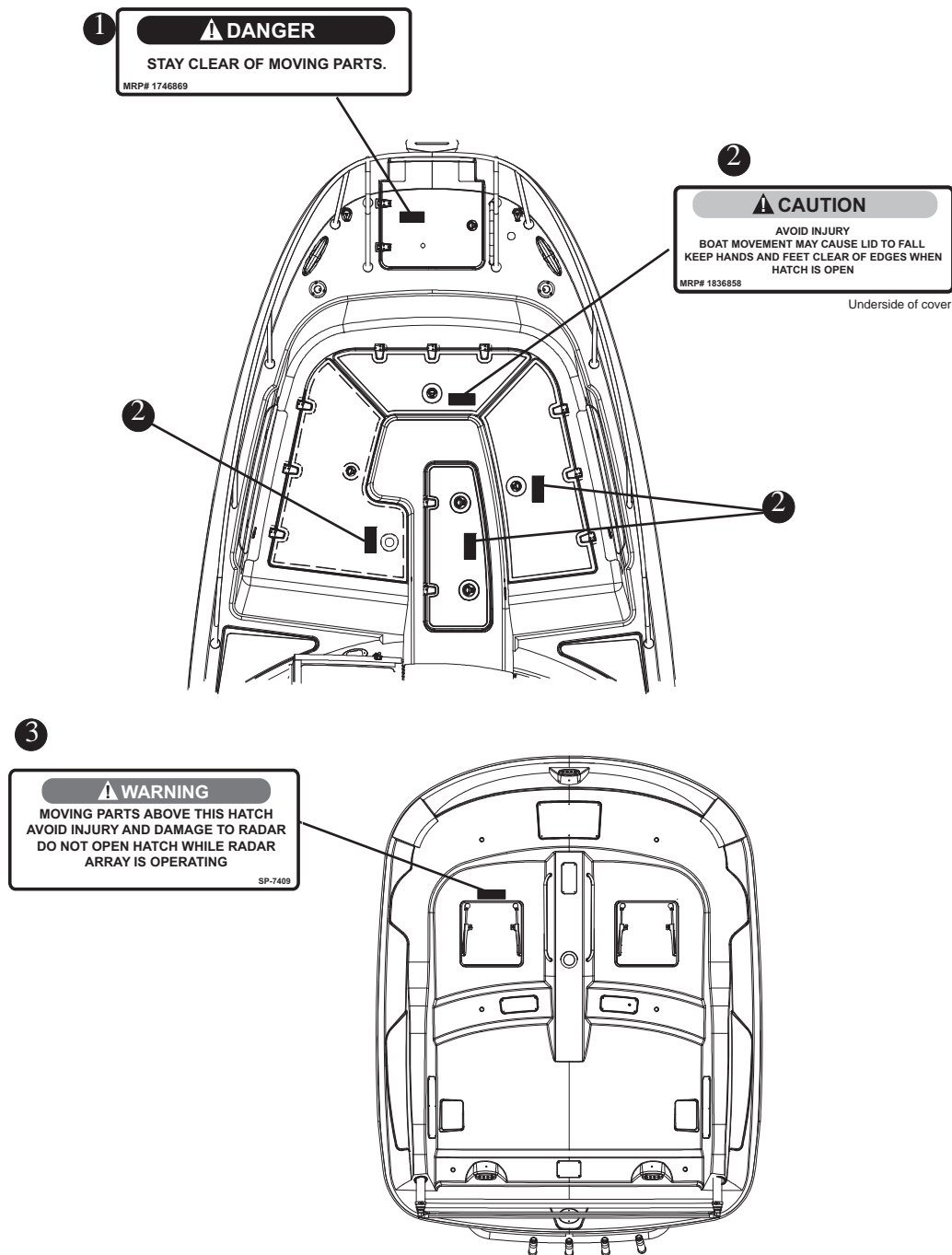
1	WARNING, ROTATING PROP DANGER.....	1903624
2	DANGER CO TRANSOM.....	1811367
3	FUEL HAZARD WARNING	2096004
4	NOTICE, RECOMMENDED FUEL.....	2038447
5	CAUTION, AVOID INJURY, BOAT MOVEMENT	1836858
6	WARNING, DO NOT STORE FUEL.....	1691003
7	SAVE-OUR-SEAS (DISPOSAL OF GARBAGE)	2029125

NOTICE

It is important to replace any damaged or unreadable label. Call your Boston Whaler dealer for replacement labels.

Warning Label Locations

Fig.1.22.1



Replacement Part No.

- | | | |
|---|--|---------|
| ① | DANGER, STAY CLEAR OF MOVING PARTS | 2028932 |
| ② | CAUTION, AVOID INJURY, BOAT MOVEMENT | 1836858 |
| ③ | WARNING, RADAR ARRAY | 1888985 |


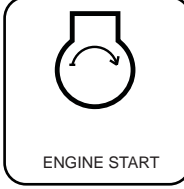




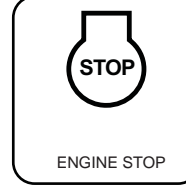
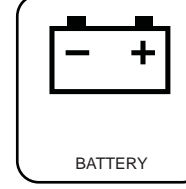
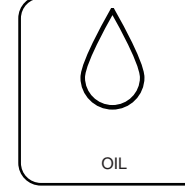
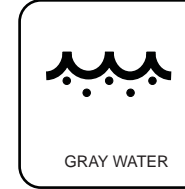
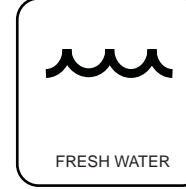
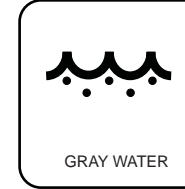



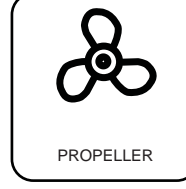
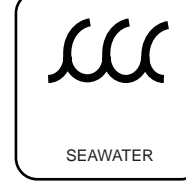

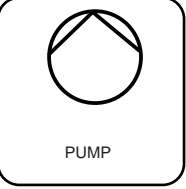

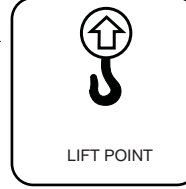
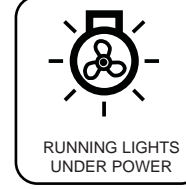
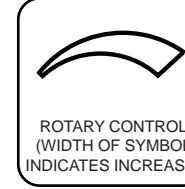
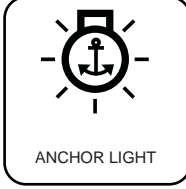
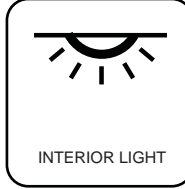

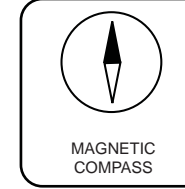
NOTICE

It is important to replace any damaged or unreadable label. Call your Boston Whaler dealer for replacement labels.

Section 1 • Safety

Key to Symbols on Controls & Prints

Although not used in this manual, some of these symbols may be found on the controls, gauges, and hardware on your boat. This page is to help you understand what the symbols mean.

					
PROPULSION SYSTEM TRIM	TRIM TAB TRIMMING OPERATION	ENGINE START	WARNING ELECTRICAL HAZARD	FIRE RISK	NO OPEN FLAME NO SMOKING
					
FUEL GENERAL	FUEL LEVEL	LEADED FUEL	ENGINE STOP	BATTERY	OIL
					
UNLEADED FUEL	FRESH WATER	GRAY WATER			
					
BILGE PUMP	OUTBOARD DRIVE	OUTBOARD DRIVE TILT	PROPELLER	SEAWATER	SEWAGE
					
PUMP	SINGLE LEVER CONTROL	LIFT POINT / SLING LOCATION	LIFT POINT	RUNNING LIGHTS UNDER POWER	ROTARY CONTROL (WIDTH OF SYMBOL INDICATES INCREASE)
					
ANCHOR	ANCHOR LIGHT	INTERIOR LIGHT	HORN	WINDSHIELD WIPER AND WASHER	MAGNETIC COMPASS

Construction Standards

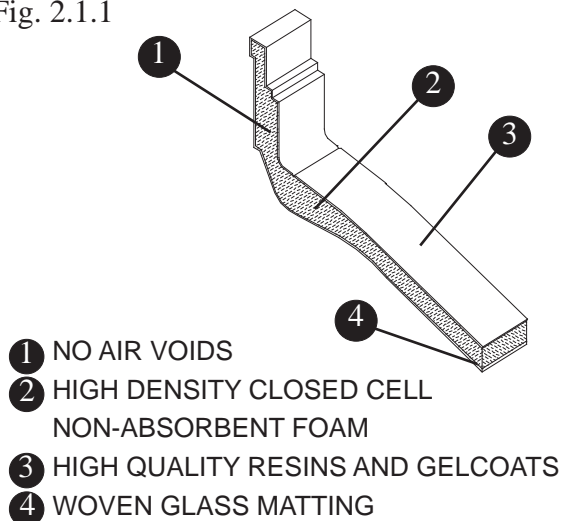
Boston Whaler® is dedicated to creating a superior product which will provide comfort, performance, safety and dependability. All of our boats comply with the safety standards set by the United States Coast Guard and are designed, engineered and manufactured in accordance with applicable recommendations and guidelines of the American Boat and Yacht Council (A.B.Y.C.) and certified by the National Marine Manufacturers Association (N.M.M.A.).

Our Hull

Boston Whaler® hulls are constructed with our patented Unibond™ construction process. This involves foam injection into a closed mold system where the foam expands to fill all voids in the hull. When the finished product is pulled from the mold, the hull and deck are chemically bonded to form a solid, inseparable unit.

Hull Construction

Fig. 2.1.1



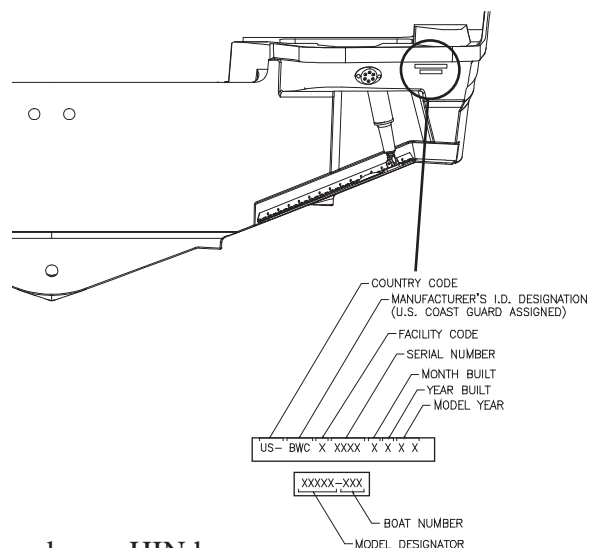
Hull Identification Number

The “Hull Identification Number” is located on the starboard side of the transom.

This is the most important identifying factor and must be included in all correspondence related to your vessel. Also of vital importance are the engine serial numbers, part numbers, etc. when writing about or ordering parts for your engine.

Hull Identification Number (HIN)

Fig. 2.1.2



Record your HIN here:

Servicing Your Boston Whaler

When your Whaler requires service or maintenance work, it should be taken to an authorized Boston Whaler® dealer.

To find a Boston Whaler® dealer in your area call:
1-800-942-5379 (Domestic/International).

In the unlikely event that a problem is not handled to your satisfaction, discuss any warranty related problems directly with the service manager of the dealership or your sales person. Give the dealership an opportunity to help the service department resolve the matter for you.

Manufacturer's Certification

All boats must comply with federal regulations regarding maximum capacities. The “Specifications & Dimensions” list on the bottom of page 2-4 indicates the maximum weight, number of persons, and maximum horsepower your boat is rated to handle. **DO NOT exceed these specifications.**

⚠ DANGER

NEVER carry more weight or passengers than indicated for your boat, regardless of the weather or water conditions.

The number of persons on board must be reduced if you go out in poor weather and rough water.

The information present on the certification plate does not relieve the operator of responsibility. Use common sense and sound judgement when placing equipment and/or passengers in your boat.

- Do not load to capacity in poor weather or rough water.
- The number of seats does not indicate how many people a boat can carry in poor weather and rough water
- Above idle speed, all passengers must be seated on the seats provided.

An **NMMA Certification** means that your Boston Whaler® has been judged by the National Marine manufacturers Association to be in compliance with applicable federal regulations and American Boat and Yacht Council standards.

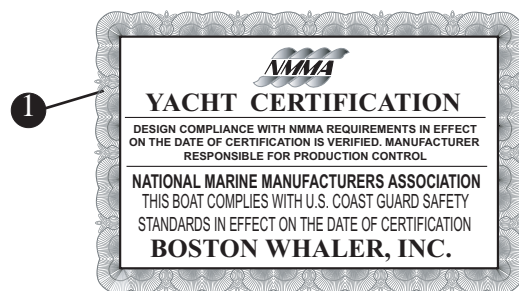
A **Canada Conformity Sticker** means that your Boston Whaler® has been certified to comply with construction standards for small vessels by Transport Canada.

A **CE mark** means that your Boston Whaler® has been certified with the applicable international Organization for Standardization directives.

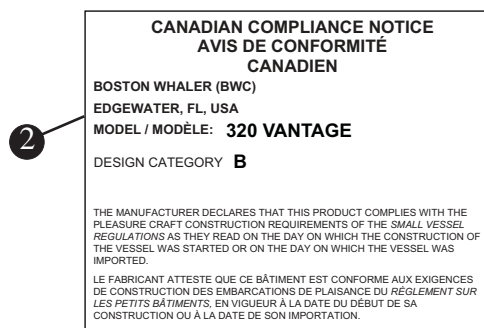
An **Australian Builder's plate** means that your Boston Whaler® has been certified to comply with safety standards set by the National Marine Safety Committee.

Certification Plates

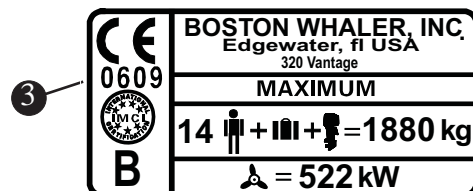
Fig. 2.2.1



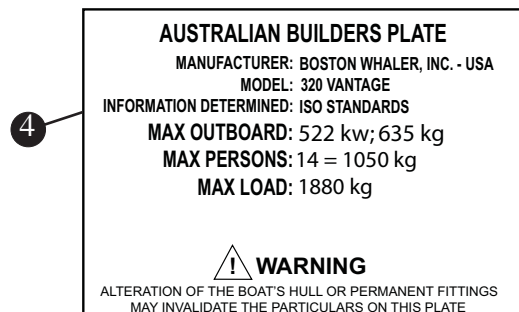
Replacement Part No. 125062



Replacement Part No. 2166759



Replacement Part No. 2166761



Replacement Part No. 2166760

- 1 NMMA CERTIFICATE
- 2 CANADA CONFORMITY STICKER
- 3 CE MARK (INT'L) BUILDER'S PLATE
- 4 AUSTRALIAN BUILDER'S PLATE

Section 2 • General Information

CE Certification Design Category

A: A recreational craft given design category A is considered to be designed for winds that may exceed wind force 8 (Beaufort scale) and significant wave heights of 4 meters and above but excluding abnormal conditions, such as storm, violent storm, hurricane, tornado and extreme sea conditions or rogue waves.

B: A recreational craft given design category B is considered to be designed for a wind force up to, and including, 8 and significant wave heights up to, and including 4 m.

C: A watercraft given design category C is considered to be designed a wind force up to, and including 6 and significant wave heights up to, and including, 2 m.

D: A watercraft given design category D is considered to be designed for a wind force up to, and including 4 and significant wave heights up to, and including, 0,3 m, with occasional waves of 0,5 m maximum height.

The significant wave height is considered to be the primary factor for determining design category. Other parameters (e.g. meteorological) are descriptions of when these wave heights may be expected to occur. Refer to page 1-11 for weather information.

NOTICE

Your 320 Vantage is design category B

Power Capacity

The “Specifications & Dimensions” list on the following page indicates the maximum rated power listed for your boat. **DO NOT EXCEED THIS RATING.** The various engine types offered today are more powerful and require constant maintenance to stay at optimal performance. It is required of the operator to read all information regarding safety features, warning notices and maintenance schedules for continued safe operation of the engine.

The engine on the 320 vantage has been tested and proven to be best suited for general use under normal conditions and load.

If you are re-powering your Boston Whaler®, you should pay particular attention to the maximum/minimum horsepower and maximum safe engine weight load your Boston Whaler® boat is rated for. There is a a maximum engine weight label located port of the companion helm seat (See Figure 1.20.1).

NOTICE

The 320 Vantage is designed for a MAXIMUM outboard engine weight of 1400 LBS (635 kg).

WARNING

- **DO NOT Exceed the maximum engine power rating stated on the certification plate.**
- **Use caution while accelerating. Make sure passengers are safely seated in designated areas of the boat and all gear is stowed securely.**

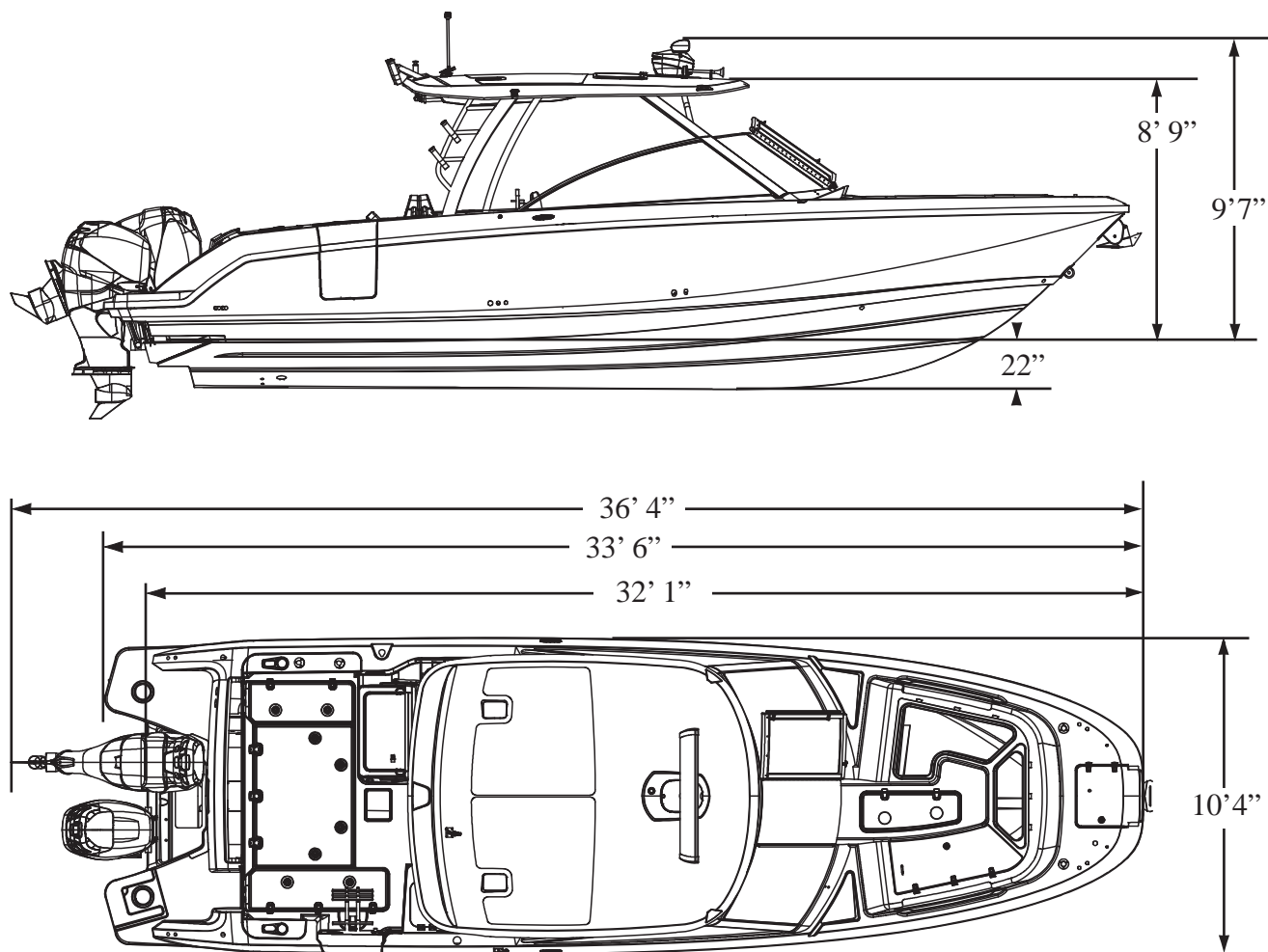
NOTICE

Always adjust the speed and direction of the craft to the varying sea conditions.

Section 2 • General Information

Dimensions & Clearances

Fig. 2.4.1



Specifications & Dimensions

(Specified measurements are approximations and are subject to variance.)

Overall Length	33' 6"	10.21 m	Maximum Engine Weight	1400 lbs.	635 kg
Length of Hull (center line)	32' 1"	9.78 m	Maximum Weight, (passengers, engine(s), gear ²)	4145 lbs	1880 kg
Overall Length (engines raised)	36' 4"	11.07 m	Persons	14	
Bridge Clearance (hardtop)	8' 9"	2.67 m	Maximum Horsepower	700 HP	522 kw
Bridge Clearance (radar)	9' 7"	2.92 m	Minimum Horsepower	500 HP	372 kw
Beam	10' 4"	3.15 m	Fuel Capacity	285 gal.	1078 L
Draft, (Hull only) ¹	22"	.56 m	Water Capacity	30 Gal	113.5 L
Weight (dry, no engine)	9800 lbs.	4445 kg	Waste Capacity	6.5 Gal	24.6 L
Swamped Capacity	4825 lbs	2189 kg			

¹ Optional equipment and loading of the boat will affect the draft measurements. Follow the recommendations listed on your capacity plate regarding the maximum amount of weight your boat can safely carry.

² Exceeding this weight will affect the boat's performance. **DO NOT** Exceed the weights listed on the capacity plate.

Passenger Areas

Deck Occupancy

Fig. 2.5.1

Working deck



This area is intended for occupation **ONLY** while mooring, anchoring, loading/unloading or when the boat is at rest. **NEVER** operate the engine while loading or unloading swimmers/divers from the swim platform/ladder.

Accommodation deck



This area of the boat is inside the cockpit & cabin and includes helm seating. Movement in this area should be done with extreme caution while the boat is underway. A sudden shift in boat direction can cause a loss of balance and lead to injury or death.



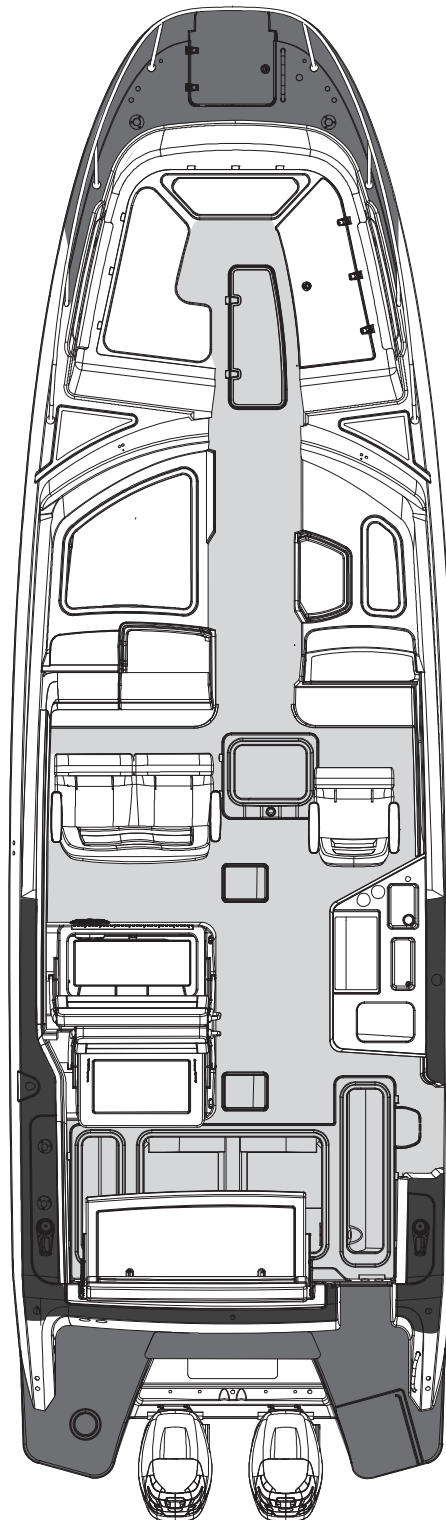
DO NOT stand or walk on this area. Serious injury could result.

⚠ DANGER

Be aware of your footing while the boat is underway, slipping or falling could result in serious injury or death, especially if the boat is in motion or in rough seas. Keep the accommodation deck clean, so if movement is necessary it will be free of obstruction.

⚠ WARNING

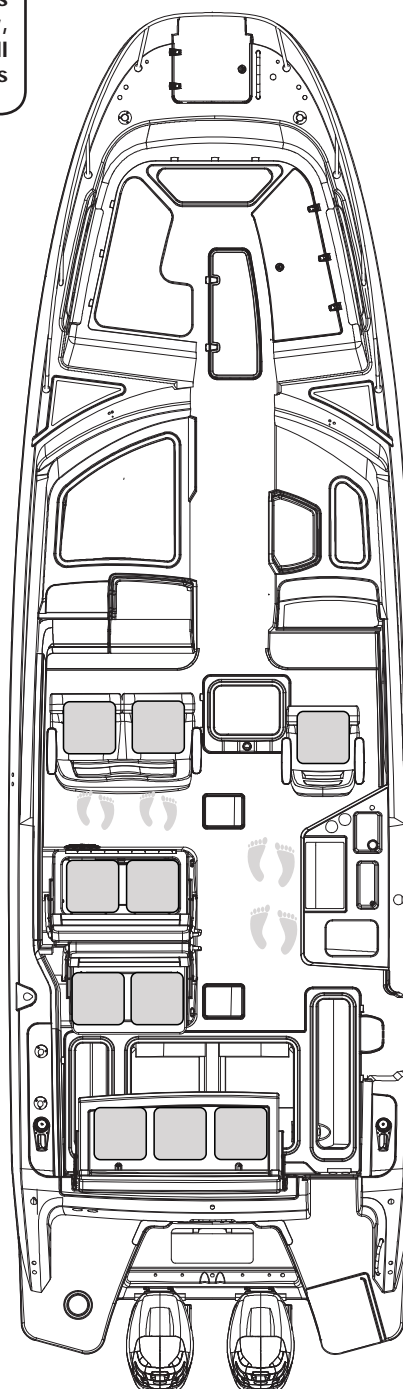
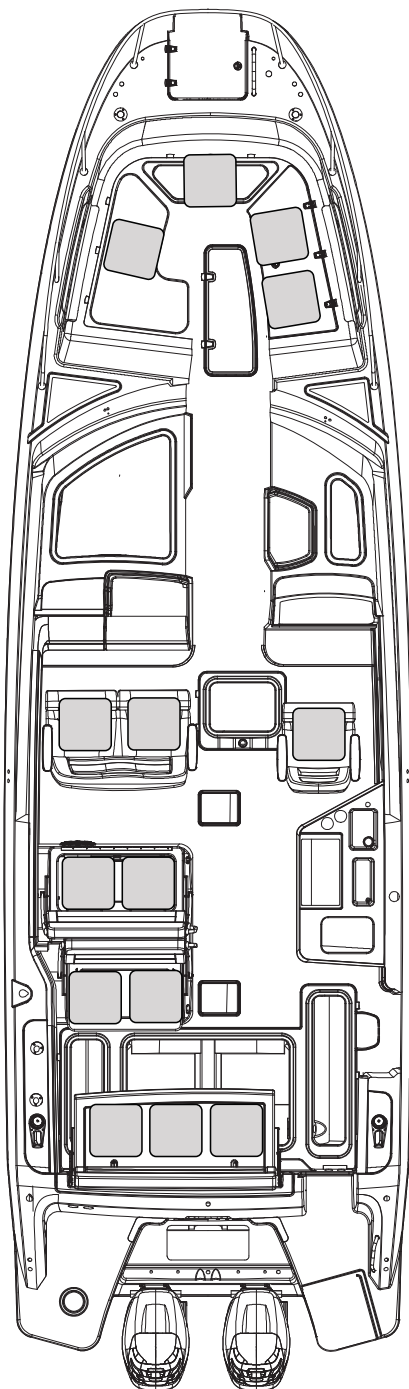
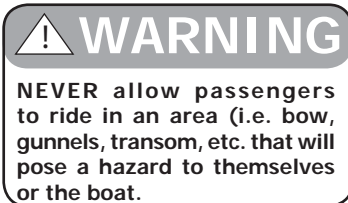
- Gelcoat surfaces are slippery when wet. Use extreme caution when walking on wet surfaces.
- Never occupy the working decks while the boat is underway.
- Use care when waxing to ensure that walkways are not made dangerously slippery.



Recommended Passenger Locations

Recommended Seating & On-Plane Locations

Fig. 2.6.1



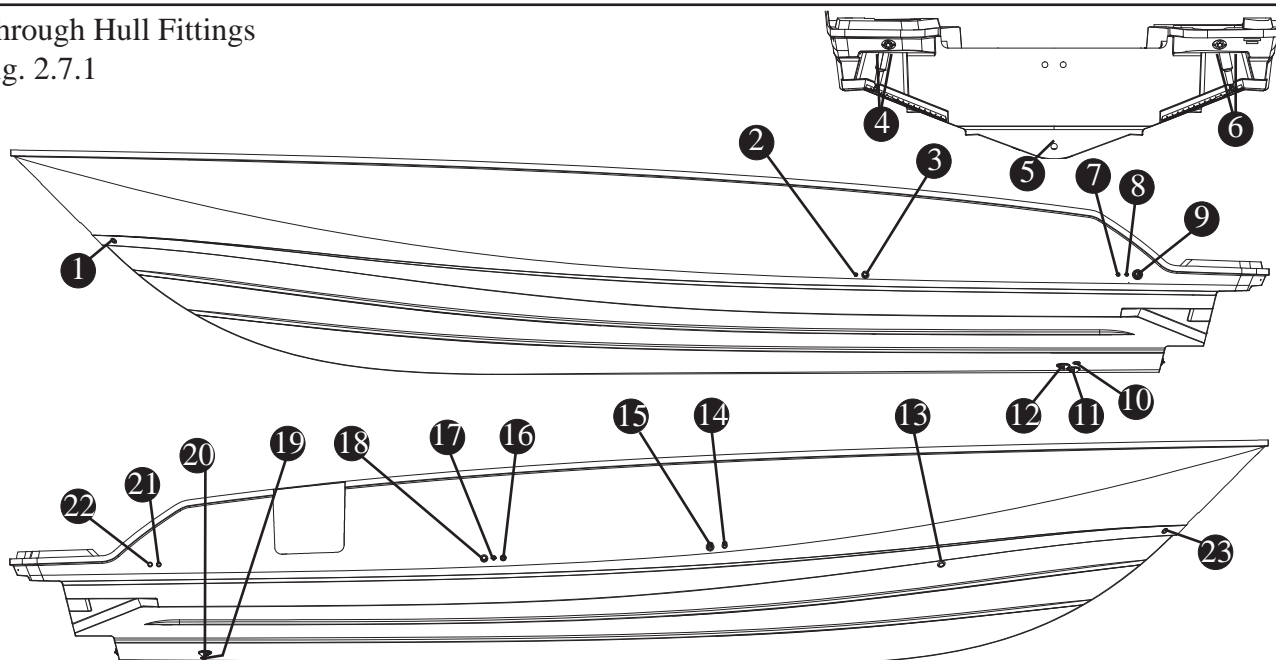
NOTE: Hardtop removed for clarity

RECOMMENDED SEATING
while moored, at idle or at speed under 5 mph

**RECOMMENDED ON-PLANE
LOCATIONS**

Location of Thru-Hull Fittings

Through Hull Fittings
Fig. 2.7.1



- | | |
|--|---|
| ① PORT ANCHOR LOCKER DRAIN | ⑭ A/C SYSTEM DISCHARGE |
| ② MIDSHIP HATCH DRAIN | ⑮ BILGE PUMP, SUMP BOX, WATER HEATER PURGE |
| ③ DELUXE PREP STATION DRAIN (OPTION) | ⑯ WASTE, GREY WATER VENT |
| ④ PORT DECK DRAINS | ⑰ PREP STATION SINK DRAIN |
| ⑤ GARBOARD DRAIN | ⑱ LIVEWELL DRAIN |
| ⑥ STARBOARD DECK DRAINS | ⑲ GENERATOR INTAKE |
| ⑦ PORT FISHBOX OUTLET | ⑳ PREP CENTER LIVEWELL, RAW WATER WASHDOWN (OPTION) |
| ⑧ BILGE PUMP OUTLET | ㉑ STARBOARD FISHBOX OUTLET |
| ⑨ GENERATOR EXHAUST (OPTION) | ㉒ BILGE PUMP OUTLET |
| ⑩ WASTE SYSTEM OUTLET | ㉓ STARBOARD ANCHOR LOCKER DRAIN |
| ⑪ A/C SYSTEM INLET | |
| ⑫ DELUXE PREP STATION INLET | |
| ⑬ FWD BILGE PUMP, FWD HATCH GUTTER DRAIN, COOLER DRAIN | |

NOTICE

- The deck drains provide self-bailing capabilities while the boat is static in the water and no passengers on board. This feature prevents the accumulation of water in the cockpit.
- Depending on the type of boat you have, you may have underwater fittings that need drain plugs. Garboard drain plugs and fishbox drain plugs need to be in place before the boat goes into the water. Any fitting that will be underwater needs to be plugged or the seacock needs to be closed.
- Through hull fittings should be checked for proper seal annually. When the boat is in the water the underwater fittings can be checked for dripping. It is recommended that the underwater fittings be removed, cleaned and resealed every other year.
- If the through hull fittings need to be replaced, it is recommended that an authorized Boston Whaler® dealer perform this type of repair. Through hull fittings that are improperly installed can cause premature hull failure and may void the Boston Whaler® limited warranty.
- A standard 1" "Snap-Tite" plug can be used to replace the drain plug(s) in your boat. It is recommended that you carry spare plugs to be used in the event that the drain plug(s) become lost or damaged.

Features

Deck features

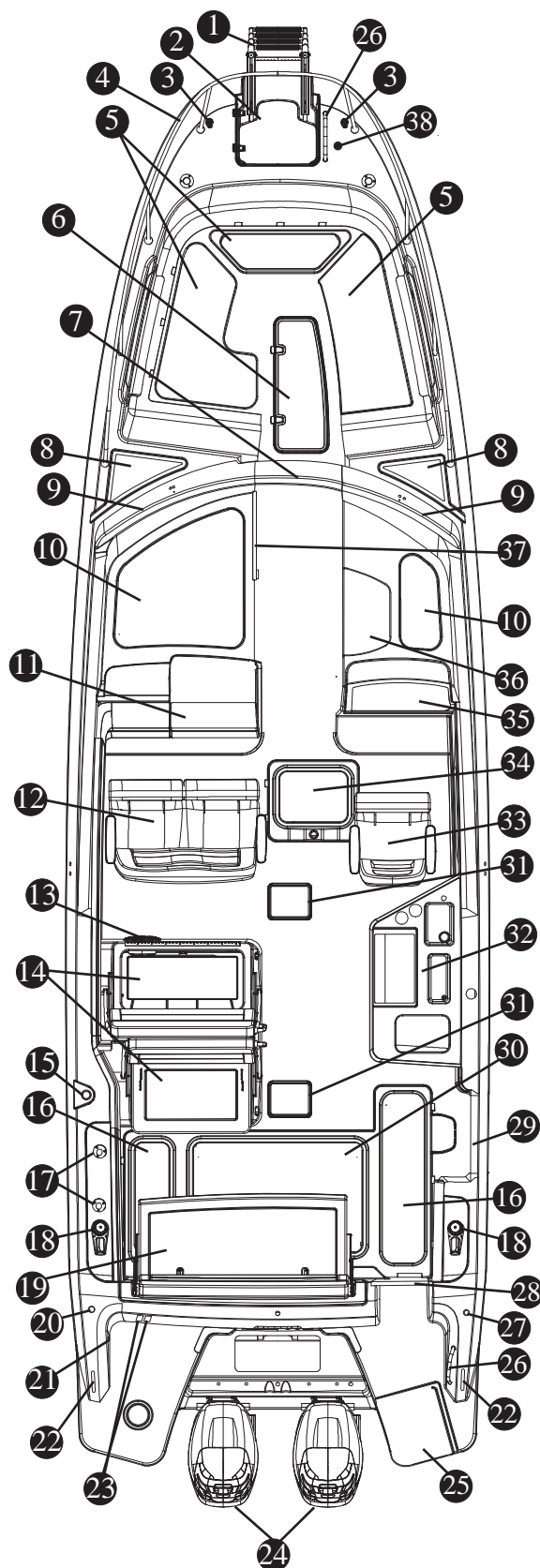
Fig. 2.8.1

- 1 BEACH BOARDING LADDER (OPTION)*
- 2 ANCHOR LOCKER
- 3 NAVIGATION LIGHT (P&S)
- 4 STAINLESS STEEL BOW RAIL (OPTION)**
- 5 BOW SEATING W/ STORAGE UNDER
- 6 IN-DECK STORAGE
- 7 FOLD BACK CENTER WINDSHIELD
- 8 OPENING CONSOLE TINTED WINDOWS (P&S)
- 9 WINDSHIELD
- 10 TINTED SKYLIGHT
- 11 LOCKABLE CABIN DOOR
- 12 DELUXE SWIVEL PORT HELM SEATING
- 13 STEREO SPEAKER
- 14 CONVERTABLE PORT LOUNGE SEAT W/STORAGE
- 15 FUEL FILL DECK PLATE
- 16 N-DECK FISHBOX W/DRAIN & PUMPOUT (P&S)
- 17 ROD HOLDERS
- 18 HAWSE PIPE W/CUPHOLDER (P&S)
- 19 STERN FOLDAWAY BENCH SEAT
- 20 FRESH WATER FILL DECK PLATE
- 21 WASTE DOCKSIDE PUMPOUT DECK PLATE
- 22 STAINLESS STEEL POP-UP CLEATS (P&S)***
- 23 SHORE POWER INPUT (OPTION)
- 24 I250 CXL DTS DUAL MERCURY VERADO® 4-STROKE W/ HYDRAULIC POWER STEERING
- 25 TELESCOPING SWIM LADDER W/COVER
- 26 GRAB RAIL
- 27 TRANSOM SHOWER
- 28 TRANSOM DOOR WITH STAINLESS STEEL LATCH
- 29 DIVE DOOR
- 30 EQUIPMENT DECK ACCESS
- 31 FUEL COMPONENT DECK ACCESS
- 32 PREP STATION
- 33 HELM SEAT
- 34 MID SHIP DECK STORAGE
- 35 CONTROL CONSOLE (SEE FIGURE 2.11.1)
- 36 ENTRY TO HEAD
- 37 BOW WALKTHROUGH BLOCK OFF PANEL
- 38 BOW FRESH WATER SHOWER

* Not compatible with optional bow rail

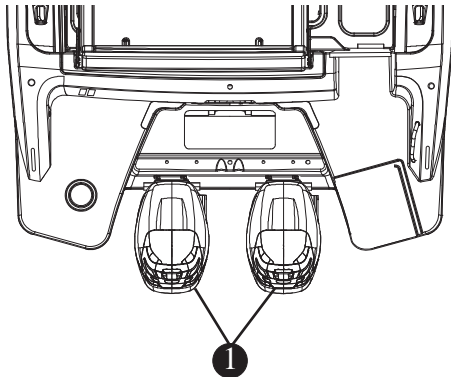
** Split rail (Option) available

*** (2) bow, (2) spring line, (2) stern



Power Options

Fig. 2.9.1



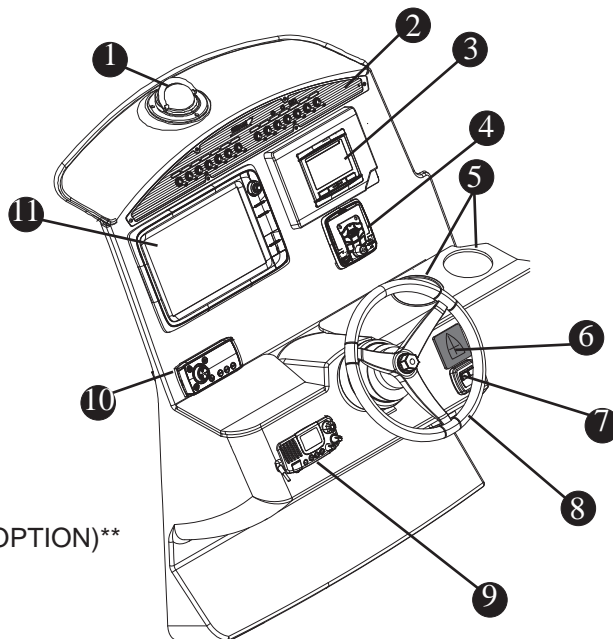
- ① 300 CXL L6 DTS DUAL MERCURY VERADO FOURSTROKE W/ HYDRAULIC POWER STEERING
- 300 CXL L6 DTS DUAL **WHITE** MERCURY VERADO FOURSTROKE W/ HYDRAULIC POWER STEERING
- 350 CXL L6 DTS DUAL MERCURY VERADO FOURSTROKE W/ HYDRAULIC POWER STEERING
- 350 CXL L6 DTS DUAL **WHITE** MERCURY VERADO FOURSTROKE W/ HYDRAULIC POWER STEERING
- 250 CXL L6 DTS DUAL MERCURY VERADO FOURSTROKE W/JOYSTICK PILOTING*
- 300 CXL L6 DTS DUAL MERCURY VERADO FOURSTROKE W/JOYSTICK PILOTING*
- 300 CXL L6 DTS DUAL **WHITE** MERCURY VERADO FOURSTROKE W/JOYSTICK PILOTING*
- 350 CXL L6 DTS DUAL MERCURY VERADO FOURSTROKE W/JOYSTICK PILOTING*
- 350 CXL L6 DTS DUAL **WHITE** MERCURY VERADO FOURSTROKE W/JOYSTICK PILOTING*

*Outboard docking system with joystick electronic steering, skyhook/autopilot keypad and functionality.
(Raymarine or other standalone optional autopilot not permitted with joystick piloting).

Console Features

Fig. 2.9.2

- ① MAGNETIC COMPASS
- ② HELM SWITCH PANEL
- ③ VESSEL VIEW 4 DISPLAY*
- ④ AUTOPILOT (OPTION)
- ⑤ CUPHOLDERS
- ⑥ TRIM TABS PAD
- ⑦ ENGINE START/STOP SWITCHES
- ⑧ STAINLESS STEEL STEERING WHEEL
- ⑨ VHF RADIO (OPTION)
- ⑩ FUSION AM/FM STEREO
- ⑪ RAYMARINE E127 12" CHARTPLOTTER (OPTION)**



*Optional Vessel View 7 available

**Optional screens available

Raymarine E125 12" additional display electronics package (not compatible with Vessel View 7)

Raymarine gS125 12" electronics/navigation package

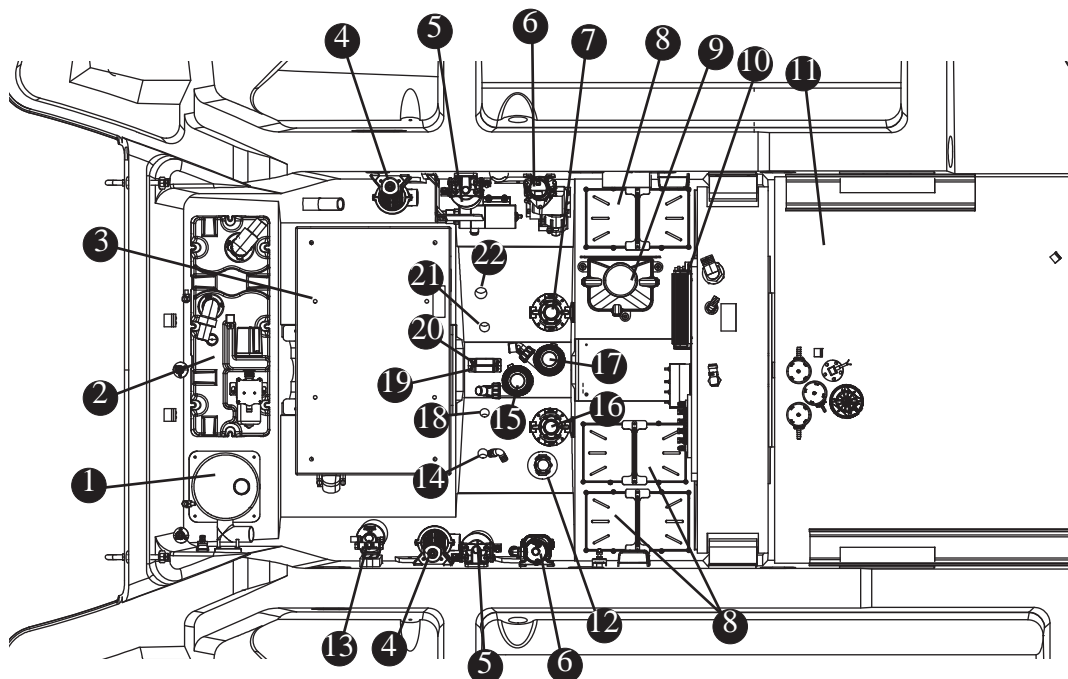
Raymarine gS125 12" additional display electronics package (not compatible with Vessel View 7)

Raymarine E165 15" electronics/navigation package

Raymarine gS165 15" electronics/navigation package

Bilge features

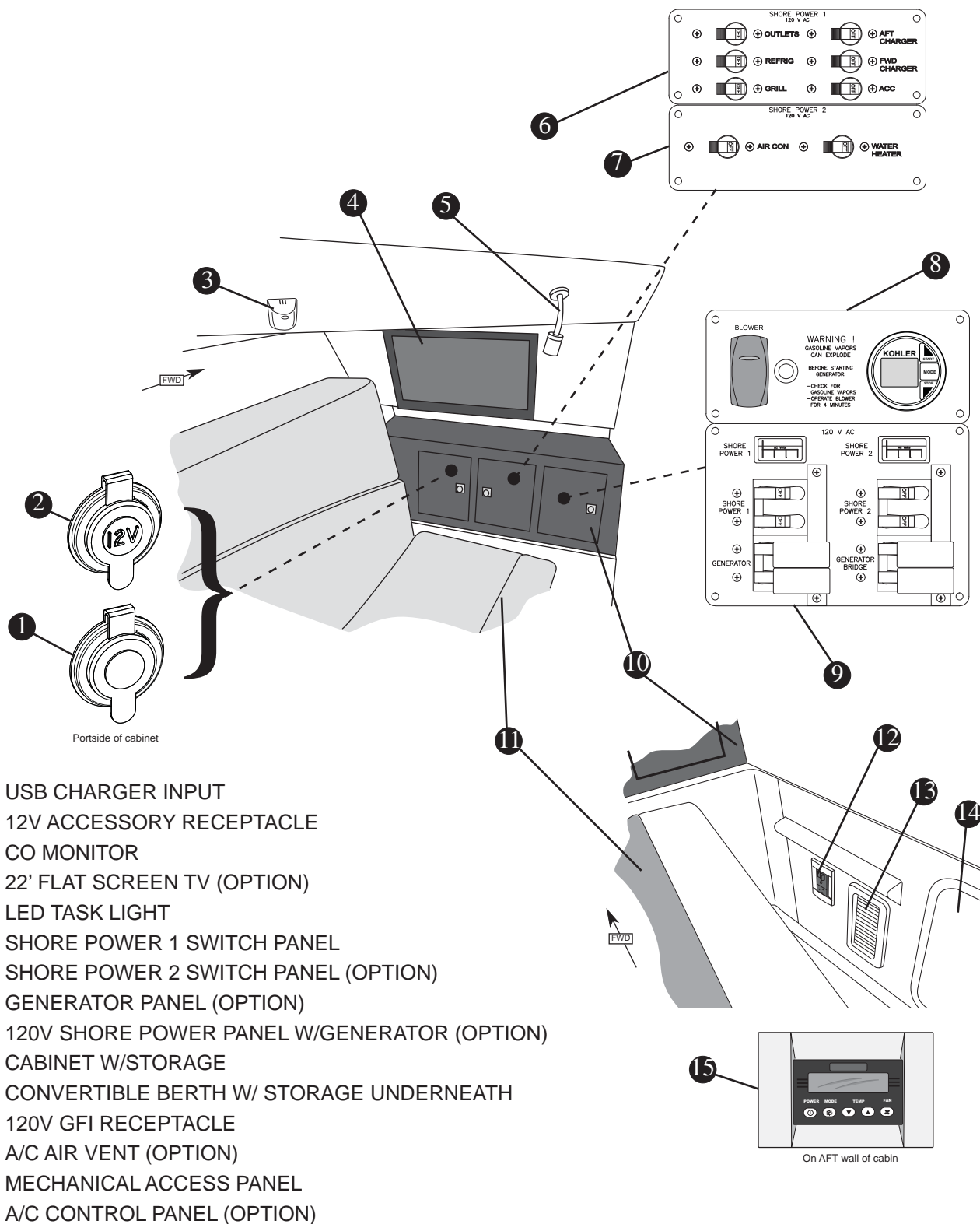
Fig. 2.10.1



- 1 GENERATOR MUFFLER (OPTION)
- 2 6.5 GAL (24.6 L) WASTE HOLDING TANK W/DOCKSIDE PUMPOUT
- 3 GENERATOR (OPTION)
- 4 FISHBOX PUMPOUT PUMP
- 5 FUEL/WATER SEPERATOR FILTER
- 6 FRESH WATER PUMP
- 7 A/C WATER STRAINER (OPTION)
- 8 BATTERY TRAY
- 9 POWER STEERING PUMP
- 10 BATTERY CHARGER
- 11 285 GAL (1078 L) FUEL TANK
- 12 TRANSDUCER (OPTION)
- 13 FIRE EXTINGUISHER (OPTION)
- 14 PREP CENTER LIVWELL INTAKE
- 15 AUTOMATIC BILGE PUMP
- 16 GENERATOR WATER STRAINER (OPTION)
- 17 AUTOMATIC HIGH WATER BILGE PUMP
- 18 GENERATOR INTAKE (OPTION)
- 19 ELECTRONIC FLOAT SWITCH
- 20 HIGH WATER ELECTRONIC FLOAT SWITCH
- 21 A/C INTAKE (OPTION)
- 22 WASTE SYSTEM OVERBOARD DISCHARG

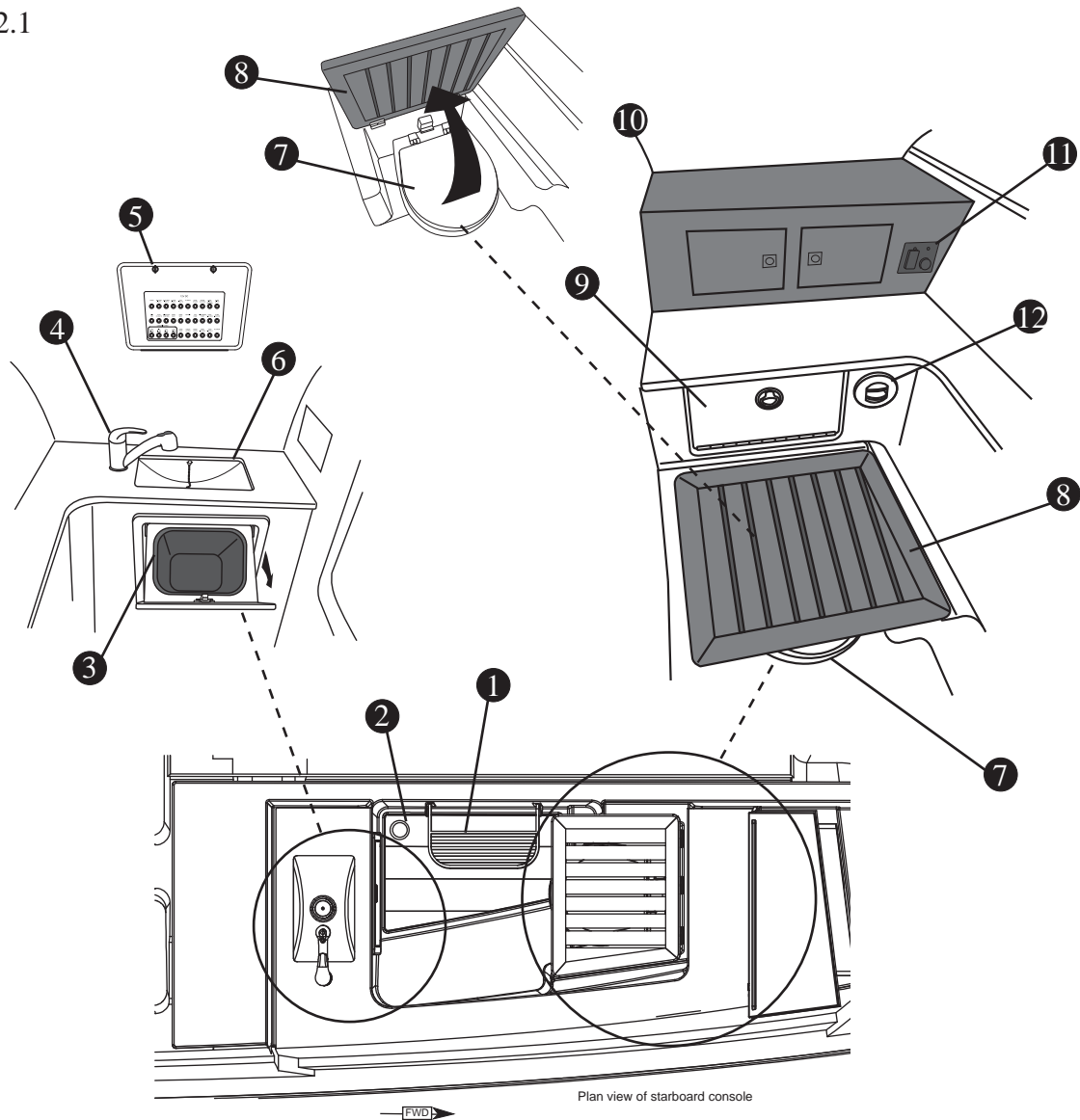
Port Console Features

Fig. 2.11.1



Starboard Console Features

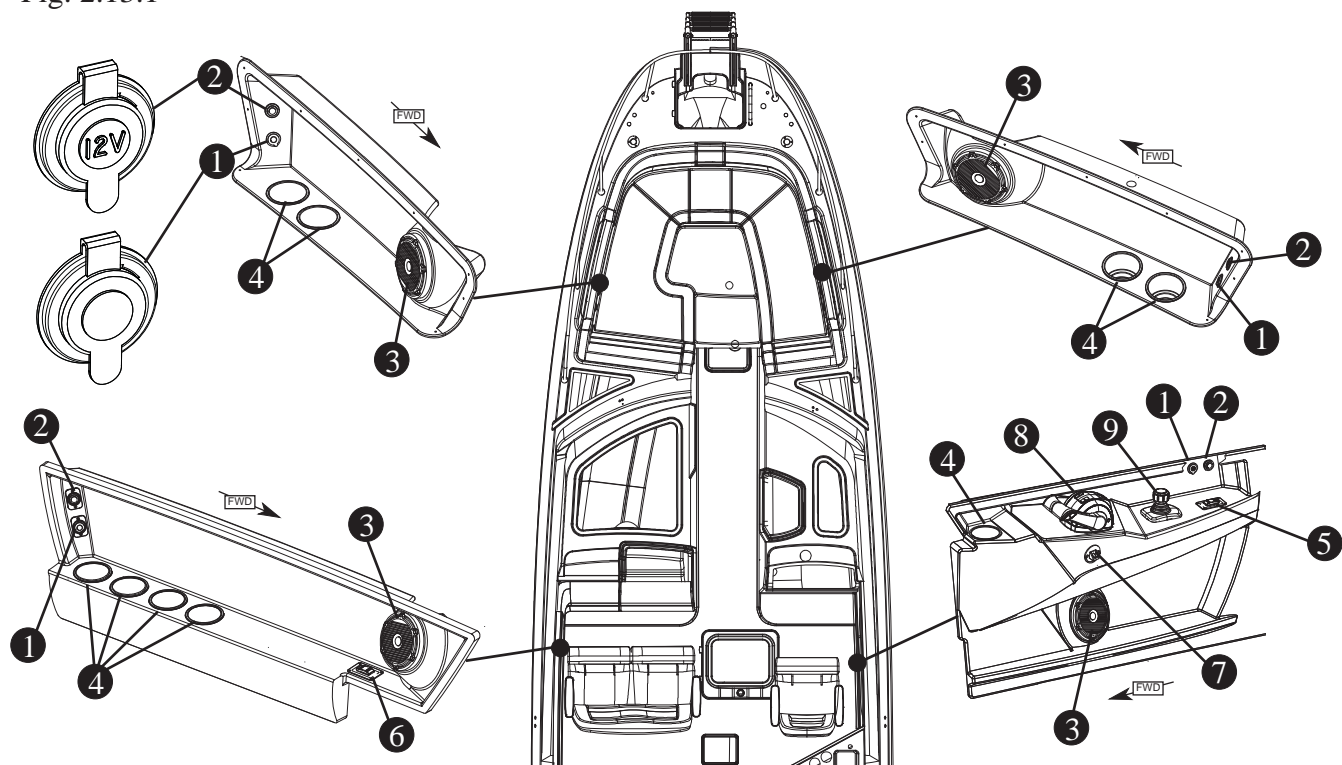
Fig. 2.12.1



- | | |
|--------------------------------|-------------------------------|
| ① FOLDAWAY ENTRY STEP | ⑦ PORCELAIN VACUFLUSH® TOILET |
| ② SHOWER DRAIN | ⑧ FOLD-DOWN TEAK SEATING |
| ③ TIP OUT TRASH CAN | ⑨ MECHANICAL ACCESS PANEL |
| ④ EXTENDABLE SINK/SHOWER SPRAY | ⑩ STORAGE CABINET |
| ⑤ DC MAIN BREAKER PANEL | ⑪ OVERBOARD DISCHARGE PANEL |
| ⑥ SINK | ⑫ A/C VENT (OPTION) |

Side Pocket Features

Fig. 2.13.1



① DUAL USB CHARGER

② 12V ACCESSORY RECEPTACLE

③ WATERPROOF STEREO SPEAKER

④ CUPHOLDERS

⑤ HELM SEAT SWITCH

⑥ COMPANION SEAT SWITCH

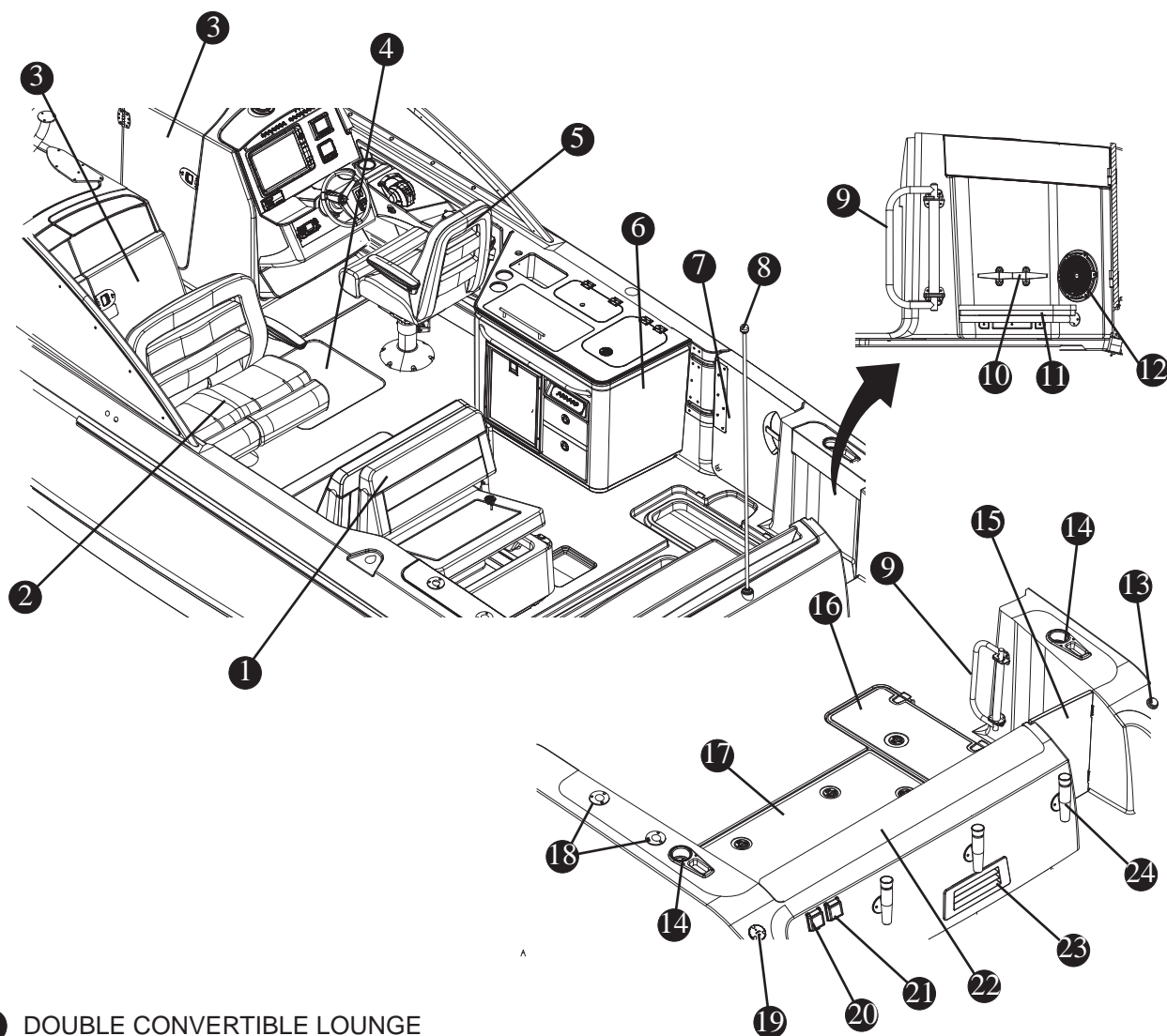
⑦ ENGINE SHUT DOWN SWITCH

⑧ GEAR SHIFT/THROTTLE

⑨ JOYSTICK PILOTING (OPTION)

Cockpit/Transom Features

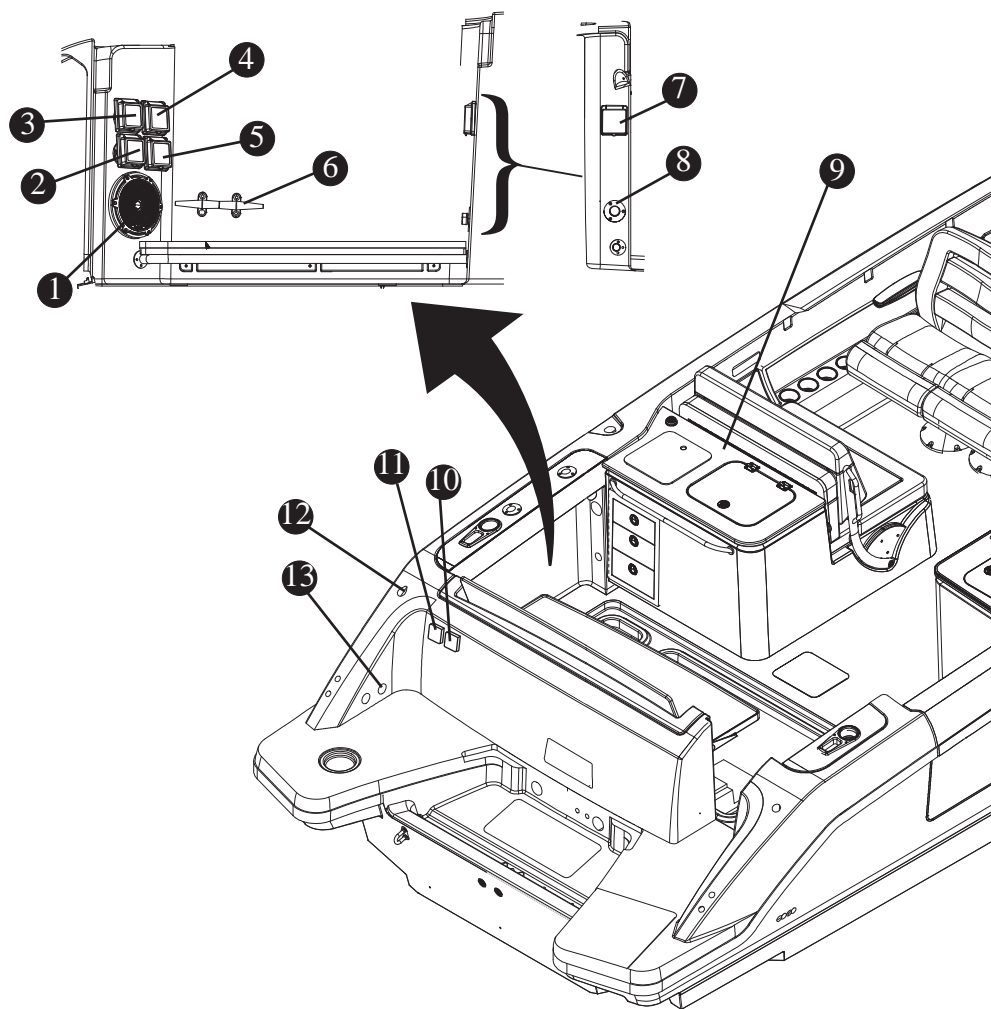
Fig. 2.14.1



- | | |
|--|--|
| ① DOUBLE CONVERTIBLE LOUNGE | ⑬ TRANSOM FRESH WATER SHOWER SPRAY |
| ② DELUXE SWIVEL LOUNGE SEAT
W/ELECTRIC HGH/LOW PEDESTAL | ⑭ HAWSE PIPE W/CUPHOLDER (P&S) |
| ③ LOCKABLE CONSOLE ENTRY DOOR | ⑮ TRANSOM DOOR |
| ④ MID IN-DECK STORAGE | ⑯ IN-DECK FISHBOX/STORAGE W/DRAIN |
| ⑤ DELUXE CUSTOM HELM SEAT
W/ELECTRIC HGH/LOW PEDESTAL | ⑰ MECHANICAL ACCESS HATCH |
| ⑥ COCKPIT UTILITY CENTER | ⑱ GUNNEL MOUNTED ROD HOLDERS |
| ⑦ DIVE/BOARDING DOOR W/ REMOVABLE LADDER | ⑲ FRESH WATER DECK PLATE |
| ⑧ TRANSOM MOUNTED NAV LIGHT | ⑳ SHORE POWER 1 INPUT |
| ⑨ FOLDAWAY BOARDING GRAB RAIL | ㉑ SHORE POWER 2 INPUT (OPTION) |
| ⑩ 10" CLEAT (P&S) | ㉒ FOLDOUT STERN SEAT WITH ELEVATED
BACKREST |
| ⑪ UNDER GUNNEL STORAGE SHELF | ㉓ BLOWER VENT (OPTION) |
| ⑫ WATERPROOF STEREO SPEAKER | ㉔ TRANSOM MOUNTED ROD HOLDERS (3) |

Cockpit/Transom Features (Cont'd)

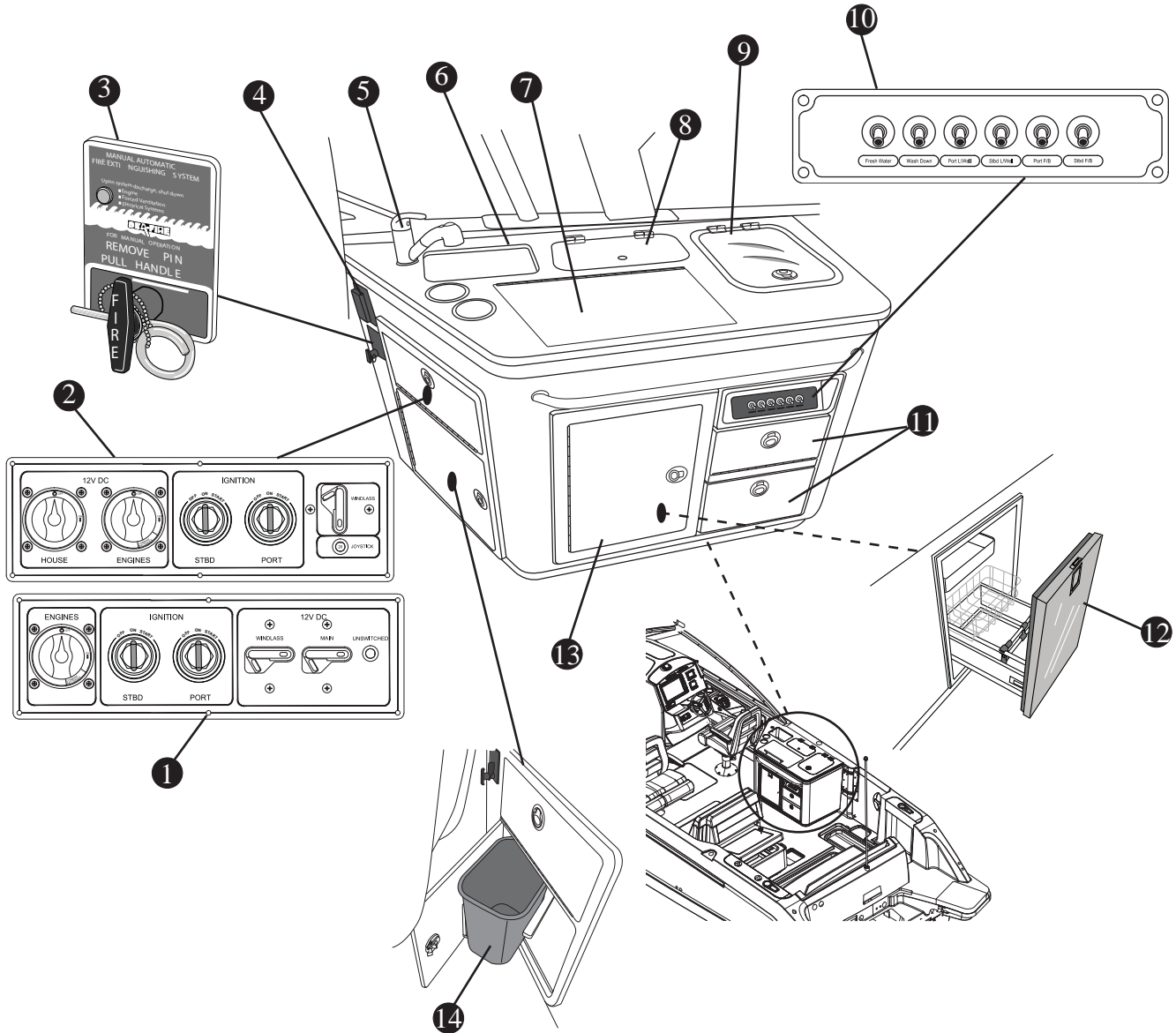
Fig. 2.15.1



- ① WATERPROOF STEREO SPEAKER
- ② ELCI (EQUIPMENT LEAKAGE CIRCUIT INTERRUPTER)
- ③ ELCI (EQUIPMENT LEAKAGE CIRCUIT INTERRUPTER) (OPTION)
- ④ SHORE POWER 2 INTERMEDIATE BREAKER (OPTION)
- ⑤ SHORE POWER 1 INTERMEDIATE BREAKER
- ⑥ 8" CLEAT (P&S)
- ⑦ DOCKSIDE TV INPUT (OPTION)
- ⑧ RAW WATER HOSE CONNECTION (OPTION)
- ⑨ DELUXE PREP CENTER W/LIVEWELL (OPTION)
- ⑩ SHORE POWER 2 INPUT (OPTION)
- ⑪ SHORE POWER 1 INPUT
- ⑫ FRESH WATER DECK PLATE
- ⑬ WASTE PUMPOUT DECK PLATE

Cockpit utility Center

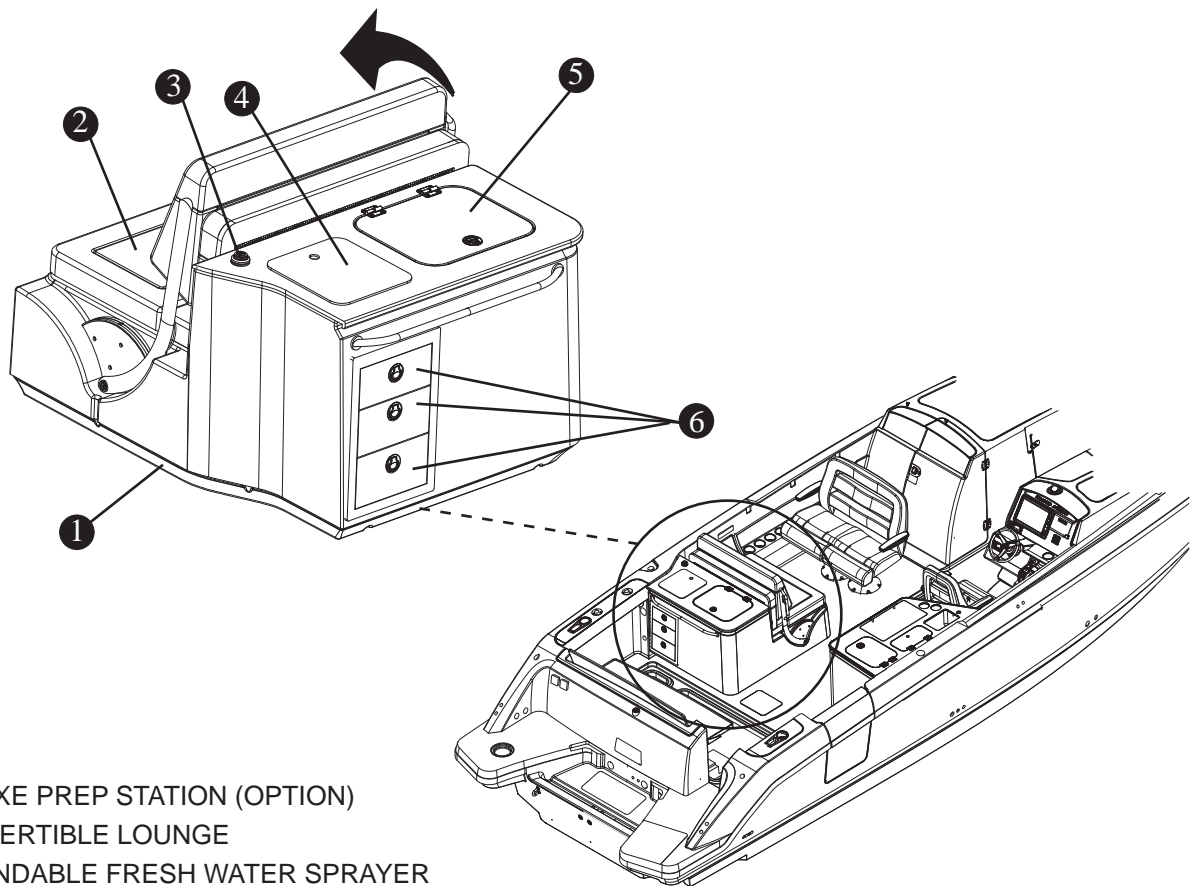
Fig. 2.16.1



- | | |
|--|--|
| 1 BATTERY SWITCH PANEL | 8 STORAGE |
| 2 BATTERY SWITCH PANEL
(JOYSTICK PILOTING OPTION) | 9 18 GAL INSULATED LIVEWELL/STORAGE |
| 3 BILGE FIRE SUPPRESSION PANEL (OPTION) | 10 UTILITY CENTER SWITCH PANEL |
| 4 120V RECEPTACLE | 11 STORAGE DRAWERS |
| 5 FAUCET | 12 COCKPIT REFRIGERATOR/FREEZER (OPTION) |
| 6 SINK | 13 STORAGE |
| 7 ELECTRIC GRILL (OPTION) | 14 TRASH CAN |

Deluxe Prep Center (Option)

Fig. 2.17.1

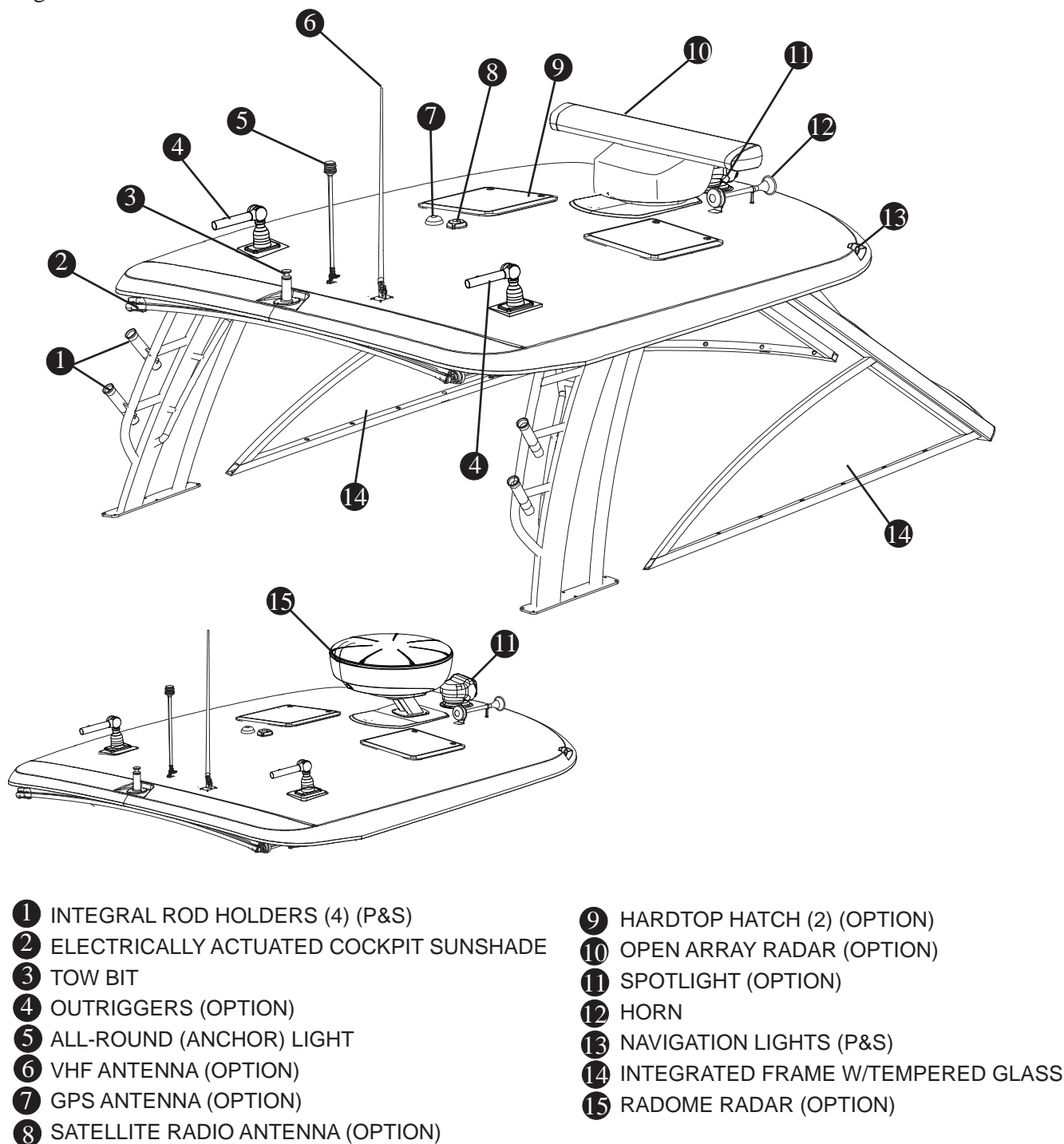


- ① DELUXE PREP STATION (OPTION)
- ② CONVERTIBLE LOUNGE
- ③ EXTENDABLE FRESH WATER SPRAYER
- ④ STORAGE
- ⑤ 40 GAL LIVEWELL W/LIGHT
- ⑥ STORAGE DRAWERS

Section 2 • General Information

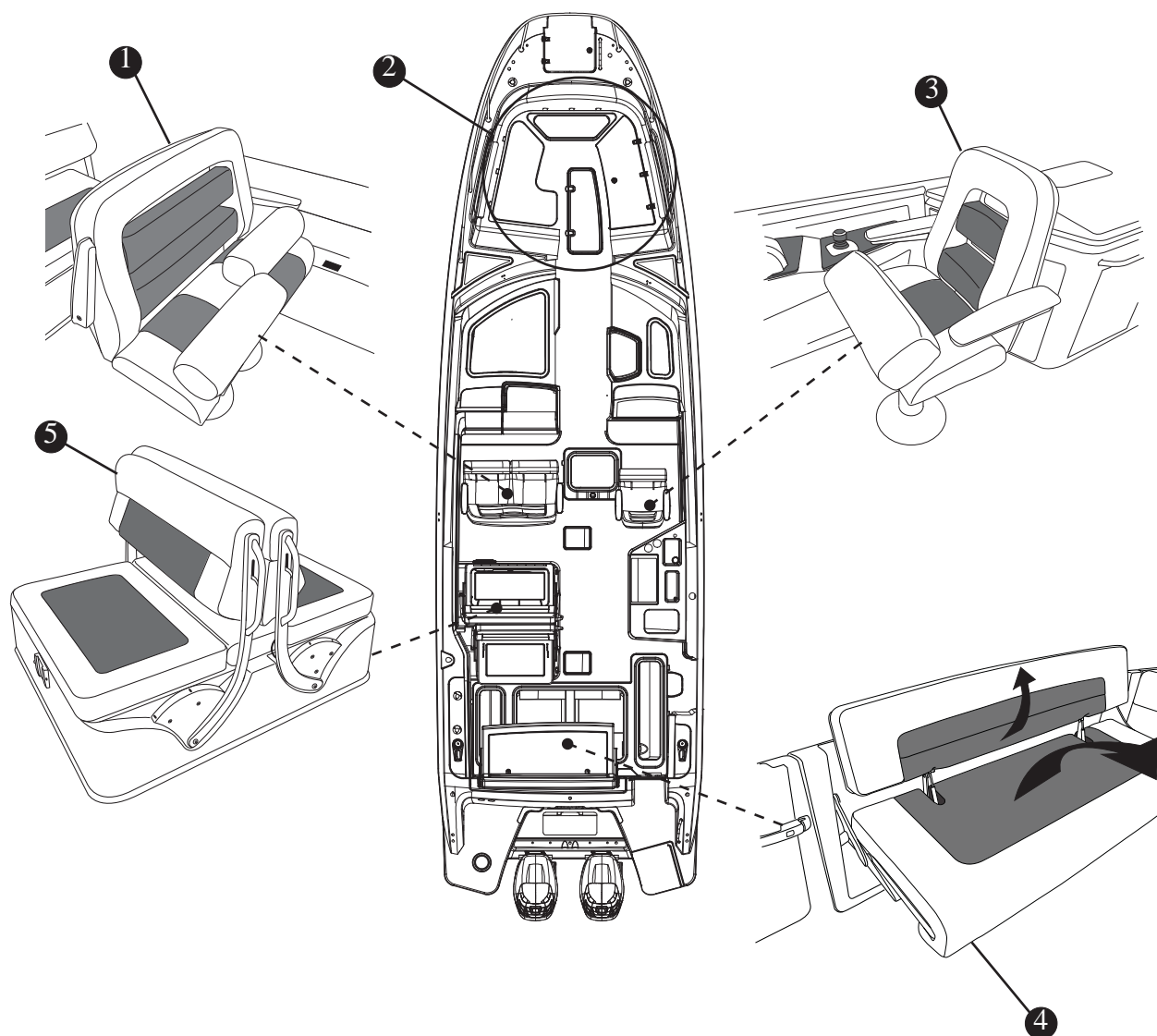
Hardtop Features

Fig. 2.18.1



Seating

Seating
Fig. 2.19.1

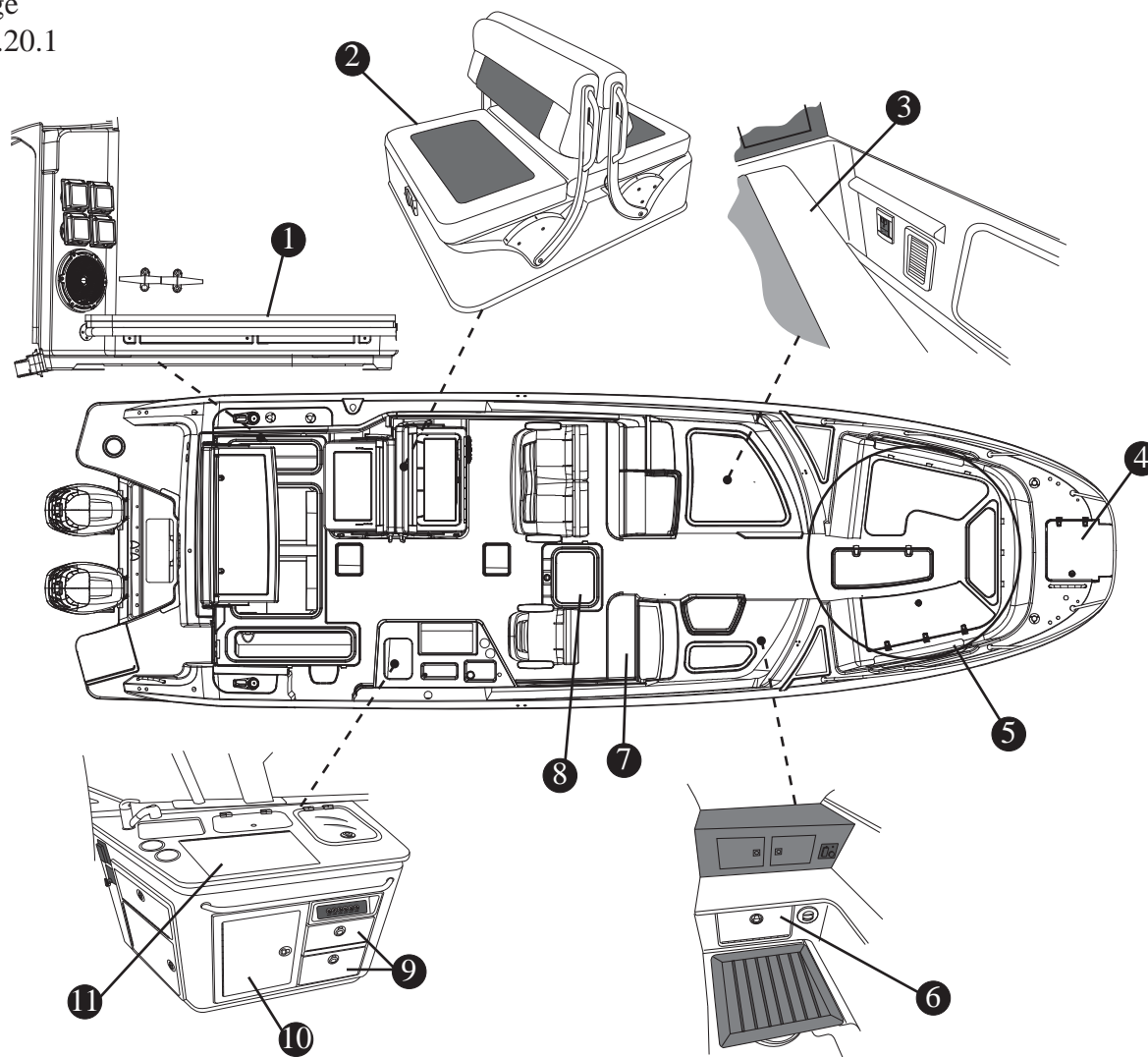


- ① DELUXE SWIVEL DOUBLE COMPANION SEAT W/ELECTRIC HIGH/LOW PEDESTAL AND 4 POSITION ROTATING STOPS
- ② BOW SEATING AREA W/LOUNGE BACKRESTS AND ARMRESTS PORT AND STARBOARD
- ③ DELUXE CUSTOM BOSTON WHALER HELM SEAT W/ELECTRIC HIGH/LOW PEDESTAL
- ④ FOLDOUT STERN SEAT W/ELEVATED BACKREST
- ⑤ DOUBLE CONVERTIBLE PORT LOUNGE SEAT W/STORAGE UNDERNEATH*

*Not compatible w/deluxe prep center w/livewell

Storage

Storage
Fig. 2.20.1



- | | |
|---|---------------------------------------|
| ① UNDER GUNNEL STORAGE SHELVES (P&S) | ⑥ STORAGE IN HEAD |
| ② STORAGE UNDER SEATS | ⑦ CONTROL CONSOLE STORAGE |
| ③ STORAGE UNDER BERTH PLUS IN AFT WALL OF CABIN W/FIRE EXTINGUISHER BRACKET (NOT SHOWN) | ⑧ MID DECK STORAGE |
| ④ ANCHOR LOCKER STORAGE | ⑨ STORAGE DRAWERS |
| ⑤ BOW STORAGE UNDER CUSHIONS | ⑩ STORAGE W/FIRE EXTINGUISHER BRACKET |
| | ⑪ ELECTRIC GRILL (OPTION) |

Tempered Glass Windshield

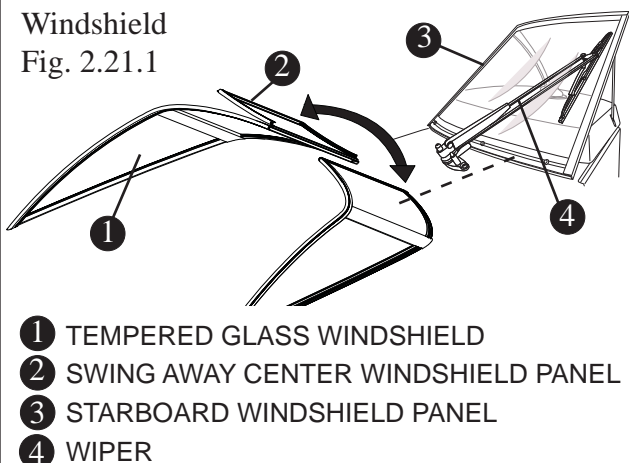
The tempered glass, wrap around windshield on your boat features a swing away center panel to enable access to the bow area. There is an electrically actuated wiper on the starboard section.



CAUTION

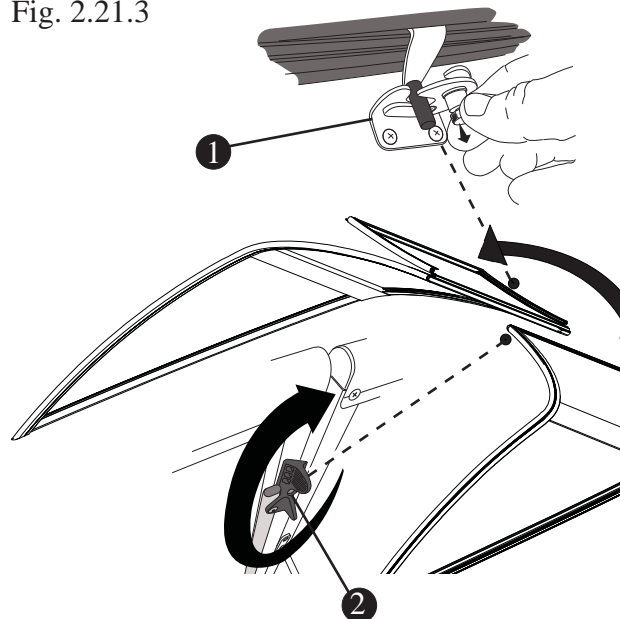
ALWAYS secure and lock the center panel in the closed position while underway

Windshield
Fig. 2.21.1



Windshield Center Panel

Fig. 2.21.3



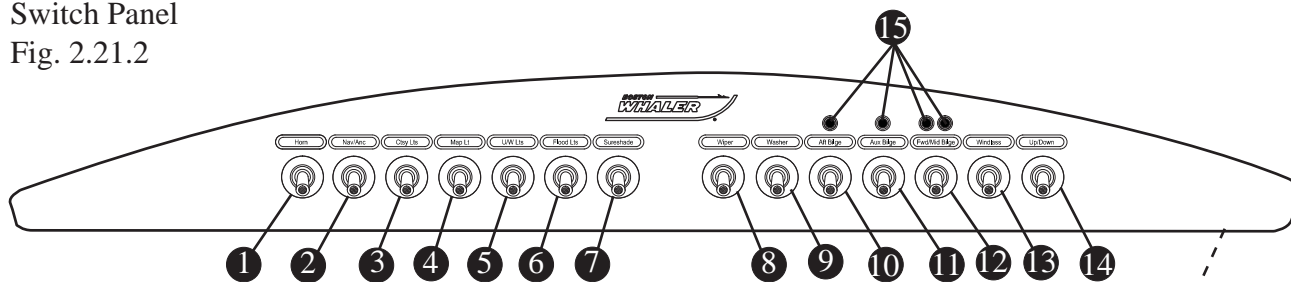
1 CENTER PANEL LATCH

2 CENTER PANEL DECK LATCH*

* To be used when moored, anchored, beached or docked. DO NOT lock center panel open while underway.

Control Station Switch Panel

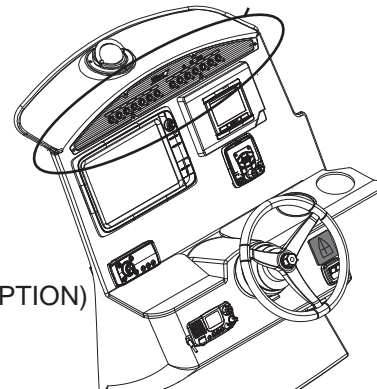
Switch Panel
Fig. 2.21.2



DANGER

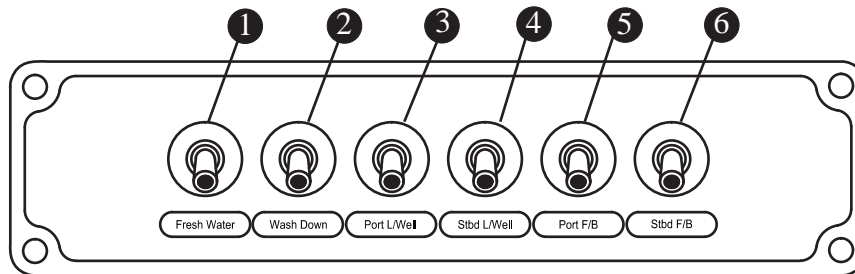
Never ignore an alarm.

- | | |
|------------------------------|--------------------------------------|
| 1 HORN | 9 WASHER |
| 2 NAVIGATION/ANCHOR LIGHTS | 10 AFT BILGE PUMP |
| 3 COURTESY LIGHT | 11 AUXILIARY BILGE PUMP (OPTION) |
| 4 MAP LIGHTS | 12 FWD/MID BILGE PUMP |
| 5 UNDERWATER LIGHTS (OPTION) | 13 WINDLASS ON/OFF |
| 6 FLOOD LIGHTS | 14 WINDLASS UP/DOWNPORT |
| 7 SUNSHADE (OPTION) | 15 BILGE PUMPS "ON" INDICATOR LIGHTS |
| 8 WIPER | |

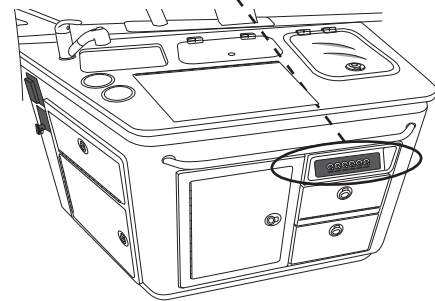


Utility Center Switch Panel

Utility Center Switch Panel
Fig. 2.22.1

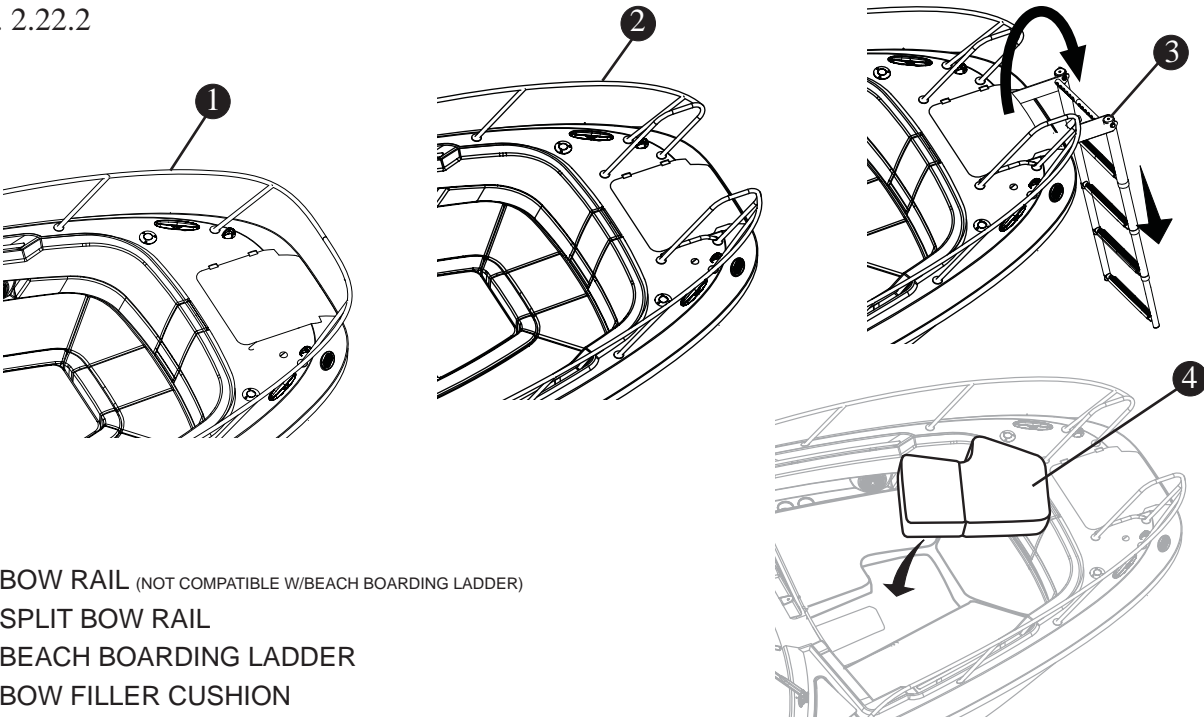


- ① FRESH WATER PUMP
- ② RAW WATER WASH DOWN PUMP (OPTION)
- ③ PORT LIVEWELL PUMP (OPTION)
- ④ STARBOARD LIVEWELL PUMP
- ⑤ PORT FISHBOX PUMP
- ⑥ STARBOARD FISHBOX PUMP



Notable Options

Notable Options
Fig. 2.22.2

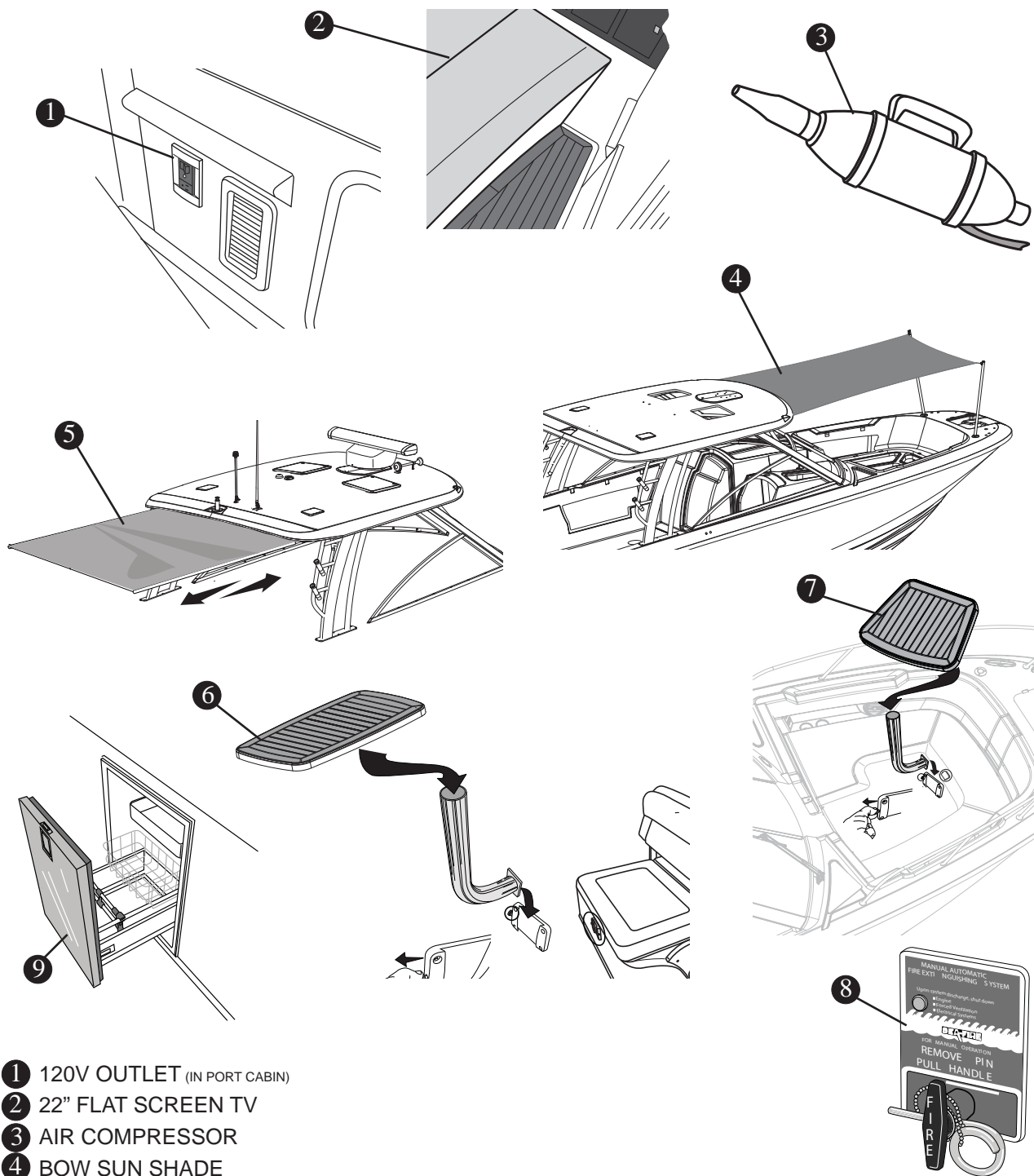


- ① BOW RAIL (NOT COMPATIBLE W/BEACH BOARDING LADDER)
- ② SPLIT BOW RAIL
- ③ BEACH BOARDING LADDER
- ④ BOW FILLER CUSHION

Notable Options (Cont'd)

Notable Options (Cont'd)

Fig. 2.23.1

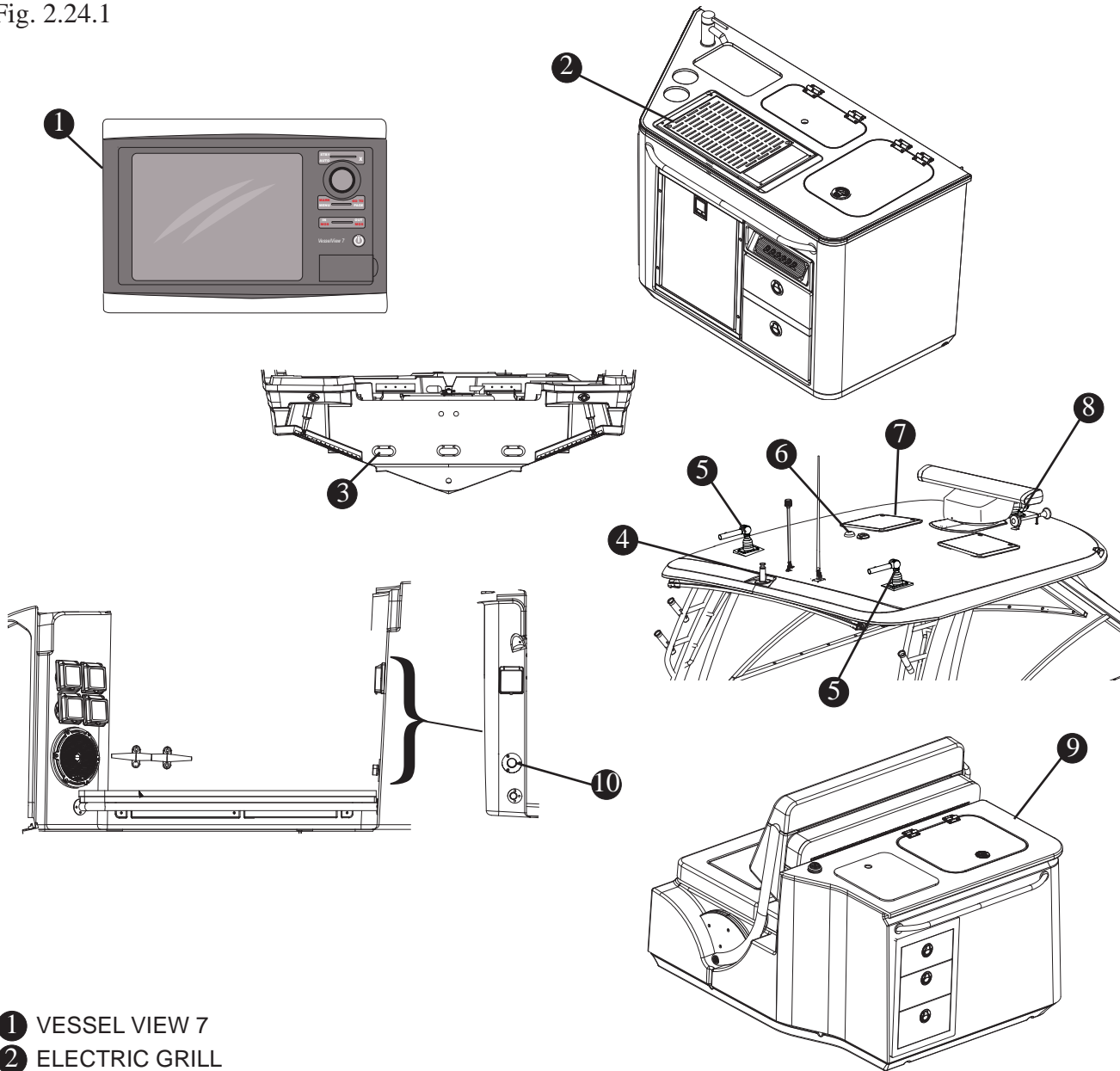


- ① 120V OUTLET (IN PORT CABIN)
- ② 22" FLAT SCREEN TV
- ③ AIR COMPRESSOR
- ④ BOW SUN SHADE
- ⑤ ELECTRICALLY ACTUATED COCKPIT SUN SHADE (OPTION)
- ⑥ COCKPIT TABLE
- ⑦ BOW TABLE
- ⑧ FIRE SUPPRESSION SYSTEM (W/OPTIONAL GENERATOR)
- ⑨ COCKPIT REFRIGERATOR/FREEZER

Notable Options (Cont'd)

Notable Options (Cont'd)

Fig. 2.24.1



- ① VESSEL VIEW 7
- ② ELECTRIC GRILL
- ③ UNDERWATER LIGHTS (3)
- ④ SKI TOW BIT
- ⑤ OUTRIGGERS (P&S)
- ⑥ SATELLITE RADIO W/ANTENNA
- ⑦ HARDTOP HATCHES (2)
- ⑧ SPOTLIGHT
- ⑨ DELUXE PREP STATION
- ⑩ RAW WATER SYSTEM

Notable Options Not Shown:

- Generator
- Bow thruster
- Bow tow eye
- Air conditioning system
- Additional cockpit table
- Port fold-down table
- Water heater
- Aluminum trailer

Gear Shift & Throttle Control

⚠ CAUTION

Shift controls into **NEUTRAL** before starting engine. Shift only when engine is at idle. Reversing at high speeds can cause flooding/swamping due to water being pushed over the transom.

NOTICE

Wind and sea currents can change how your boat responds while in motion. Understanding your boat and its reactions at speed will make your boating safer and more enjoyable.

Digital Throttle/Shift (DTS®)

Your boat features a state of the art digital “drive-by-wire” gear shift and throttle control system. The Digital Throttle/Shift (DTS)® is the latest technology in recreational boating.

The DTS® system is monitored through the Smartcraft® VesselView display which will give you a visual readout of all functions regarding your boats engine as well as direction, and applicable fluid capacities.

The throttle control regulates the RPM of the engine. Regulating the RPM of the engine will control the speed of the boat. Moving the lever forward engages the forward gear. Continuing to move the lever forward will increase the forward speed of the boat.

Likewise, to reverse power, bring the control lever back to engage the reverse gear and increase the reverse thrust by continuing to pull back on the throttle control..

The control must be in the neutral (“N”) position to start your engine(s). Neutral is in the center position of the unit and acts as an idle. While in this position, the propeller is not rotating. By moving the control arms back and forth you can feel a detent in the center position and will hear a click when neutral is engaged.

Digital Throttle/Shift (DTS®)

Fig. 2.25.1



- ① TRIM/TILT CONTROL SWITCH
- ② NEUTRAL INDICATOR LIGHT
- ③ SYNC
- ④ TRANSFER SWITCH
- ⑤ THROTTLE ONLY
- ⑥ DOCK MODE
- ⑦ 1 LEVER MODE

DTS Control Pad

DOCK- Pressing the “DOCK” button initiates docking mode. Docking mode reduces throttle capacity to approximately 50% of normal throttle. To turn off docking mode, shift the engine into neutral and press the “DOCK” button.

THROTTLE ONLY- Allows the operator to increase engine RPM for warm-up without engaging the propeller. To engage throttle only, move the control handle to neutral, press the “throttle only” button and move the throttle(s) ahead to the forward detent. The horn will sound once and the neutral lights will flash. The horn will sound twice when throttle only is engaged. Advance the throttle(s) to increase engine

RPM. To disengage, return control handle to neutral and press the “throttle only” button.

1 LEVER- Pressing the “1 LEVER” button initiates single lever mode. Single lever mode enables the throttle and shift functions of all engines to be controlled by the port control handle. To turn off single lever mode, shift into neutral and press the “1 LEVER” button.

REFER TO THE ENGINE MANUFACTURER’S MANUAL IN YOUR OWNER’S MANUAL PACKET FOR COMPLETE INSTRUCTIONS, INFORMATION AND WARRANTY.

Shadow Mode Technology

The DTS® system incorporates Shadow Mode Technology which enables the inboard engines to “shadow” or follow the outboard engines when the outboard engines are in the same gear.

When the outboard engines are in opposite gears, as they would be for docking maneuverability, the center engine automatically defaults to neutral. This gives the operator greater control when docking.

Auto Sync®

The unique Auto Sync® feature has been designed to synchronize ALL engines, automatically, when the port and starboard control levers are within 10 degrees of each other and the engines are running above 1500 rpm and below 95 percent throttle. This feature eliminates the need for the levers to be perfectly aligned in order to synchronize the three engines.

REFER TO THE ENGINE MANUFACTURER’S MANUAL IN YOUR OWNER’S MANUAL PACKET FOR COMPLETE INSTRUCTIONS, INFORMATION AND WARRANTY.

Power Trim Operation

The power trim & tilt system allows you to raise and lower the engine(s) for optimum performance in the water and for trailering, launching and beaching.

The switches are a momentary type switch; which means that constant pressure must be applied to the switch during the raising and lowering cycle.

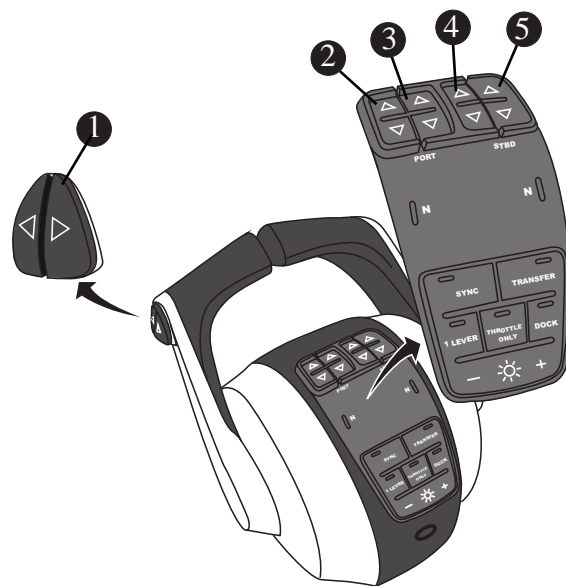
NOTICE

Motor trim, hull trim plane and speed are factors that affect a boat’s trim angle such that visibility can be obscured.

Use the trim switch to obtain an ideal boat angle (in relation to the water surface) for a given load and water condition. In most cases, best all around performance is obtained with the engine adjusted so that the boat will run at a 3° to 5° angle to the water.

The trim switches are located on gear shift/throttle at the center of the control console. The engines can be individually trimmed by pressing the appropriate coordinating switch. All engines can be trimmed at the same time by pressing the the trim switch located on the port throttle control lever (See fig. 2.20.1).

Trim Switch Control Pad
Fig. 2.26.1



- ❶ ALL ENGINES TRIM SWITCH
- ❷ PORT ENGINE TRIM SWITCH
- ❸ PORT CENTER ENGINE TRIM SWITCH
- ❹ STARBOARD CENTER ENGINE TRIM SWITCH
- ❺ STARBOARD ENGINE TRIM SWITCH

SmartCraft™ VesselView

Your boat is equipped with the SmartCraft™ Vessel View 4 display. VesselView allows the boat operator to receive a wealth of critical operational information, displayed clearly and instantly at the helm on the LCD display. The system continuously monitors and reports information ranging from basic operating data to detailed vessel environment information.

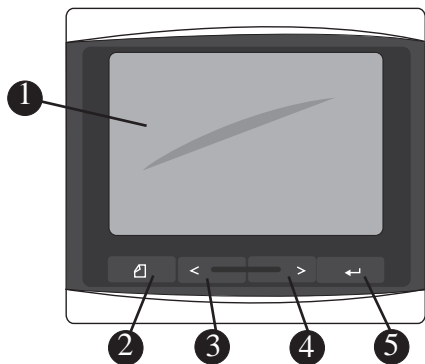
System Calibration (For First Time Use)

Boston Whaler® or your Boston Whaler® dealer has calibrated the Smartcraft™ VesselView to the equipment on your boat. If equipment is added, the system will need to be recalibrated.

FOR RECALIBRATION OR MANUFACTURERS INFORMATION REGARDING THE SMARTCRAFT™ SYSTEM VIEW REFER TO THE MANUFACTURER'S OWNER'S MANUAL FOUND IN YOUR OWNER'S PACKET.

SmartCraft® VesselView

Fig. 2.27.1



- 1 PAGE BUTTON
- 2 LEFT ARROW BUTTON
- 3 RIGHT ARROW BUTTON
- 4 ENTER BUTTON

Navigation Lighting

Your boat comes equipped with navigation lighting for your safety. Regulations state that all boats, no matter the size, must display navigation lights.

The lights must be displayed at night (sunset to sunrise) or in low visibility conditions. It is the responsibility of the operator to ensure that the navigation lights are in good working order and that the proper lighting is shown.

When operating in reduced visibility or at night it is only prudent to slow the boats speed and keep a “proper lookout”. It is important that you understand navigation lights and their usage for your safety and the safety of others.

Operating the Navigation Lighting

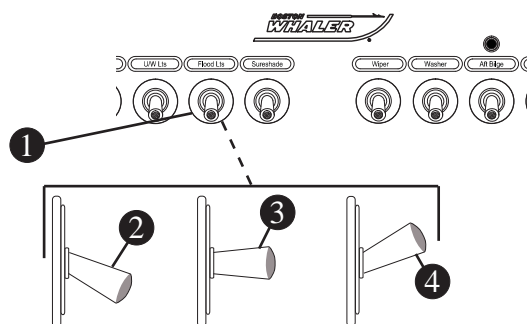
A three-position switch, located on the console switch panel marked “NAV/ANC” (See figure 2.21.2), controls the navigation and anchor lighting. In the “Navigation Lights” position (see figure 2.24.2), the port (red) and starboard (green) lights will illuminate. These lights let other vessels know the approximate size and direction of travel of your boat, depending on which lights they can see. In the “Anchor Lights” position, the white, 360-degree light will illuminate, showing other boaters your location while at anchor.

NOTICE

The improper sequence of navigation lighting may be as dangerous as no lighting at all.

NAV/ANC Switch

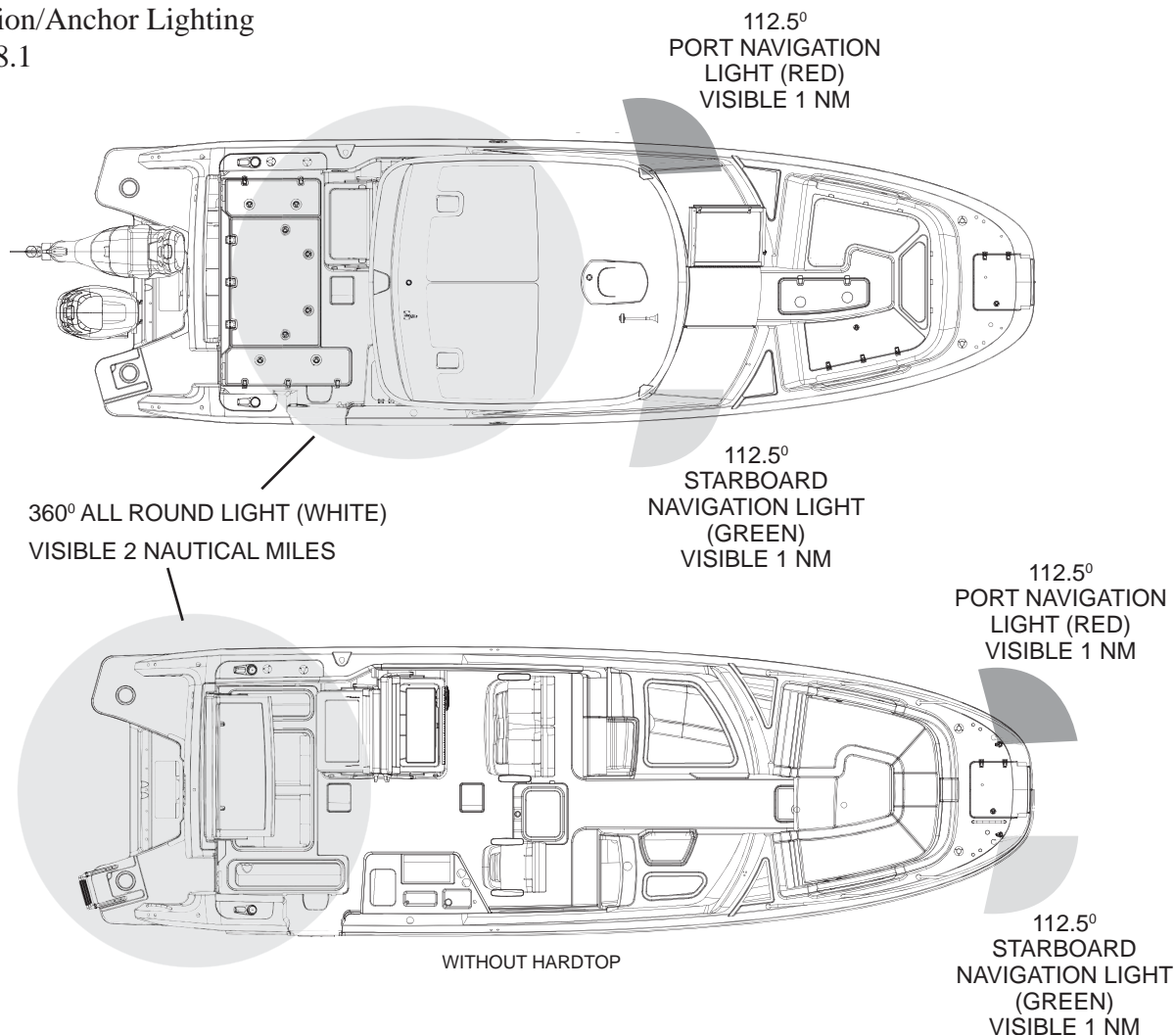
Fig. 2.27.2



- 1 NAV/ANCHOR SWITCH
- 2 NAV LIGHTS ON
- 3 OFF
- 4 ANCHOR LIGHT ON

Navigation/Anchor Lighting

Fig. 2.28.1



Dynamic Running Surface™ (Trim Tabs)

NOTICE

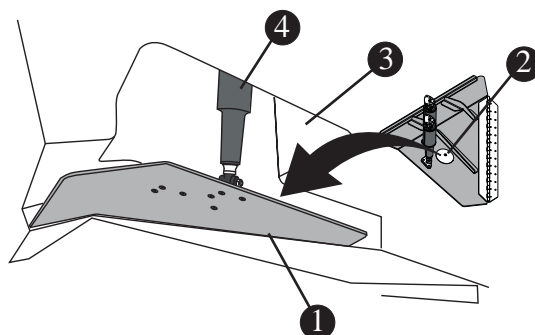
Ensure continuous visibility of other boats, swimmers and obstacles during bow-up transition to planing. Adjust engine to an intermediate trim as soon as boat is on plane.

The electrically powered trim tabs on your boat are of a unique design which further enhances the ride and handling of your vessel.

The trim tabs, located on the lower section of your transom, port and starboard are used to trim the list of your boat caused by uneven weight distribution, too many persons on one side of the boat, or strong cross winds.

Electrically Powered Trim Tabs

Fig. 2.28.2



- ① DYNAMIC RUNNING SURFACE™
- ② ZINC ANODE
- ③ TRANSOM
- ④ ACTUATORS

An untrimmed boat will:

- Decrease operator visibility
- Reduce fuel economy
- Increase wear on your engine.

Trim tabs are also beneficial when accelerating from a non-planing to a planing operation.

While accelerating there is some loss of forward visibility before the boat is on plane, the trim tabs can be used to adjust for forward visibility while transitioning to a planing operation..

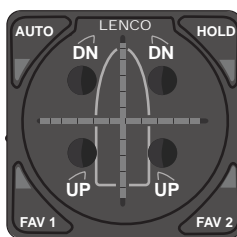
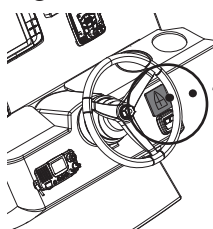
Auto Glide Boat Control System (Option)

The Auto Glide system uses engine and GPS data to drive your boat to the most efficient running angle by adjusting the trim tabs as needed.

With the Auto Glide, your boat's running angle is measured 25 times per second. The data is used by the Auto Glide control box to:

- **Automatically put your boat in the most efficient running angle.**
- **Reduce the amount of bow rise of your boat during hole shot mode.**
- **Eliminate bow porpoising (bow bounce).**
- **Keep your boat level at all times.**

Auto Glide key pad
Fig. 2.29.1

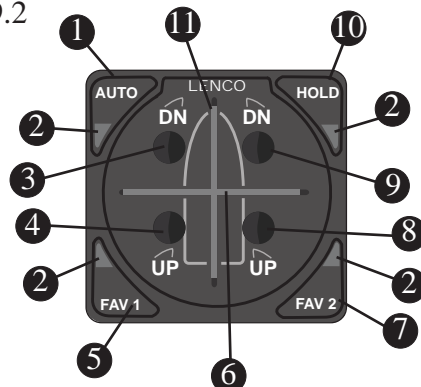


The results of these actions is a smoother ride and the best possible fuel efficiency.

Although you will most likely keep your Auto Glide in automatic mode, you may convert to manual mode simply by pressing one of the four up/down buttons on the key pad.

Auto Glide Key Pad

Fig. 2.29.2



- 1 "AUTO" SETTING BUTTON
- 2 LED INDICATOR
- 3 PORT BOW DOWN BUTTON
- 4 PORT BOW UP BUTTON
- 5 FAVORITE 1 AUTOMATIC SETTING BUTTON
- 6 HORIZONTAL LED INDICATORS
- 7 FAVORITE 2 AUTOMATIC SETTING BUTTON
- 8 STARBOARD BOW UP BUTTON
- 9 STARBOARD BOW DOWN BUTTON
- 10 "HOLD" SETTING BUTTON
- 11 VERTICAL LED INDICATORS

Electrolytic Corrosion & Zinc Anodes

Electrolytic corrosion of metals on power boats can result in serious deterioration. You should be aware of the possibility of electrolysis and/or galvanic action (the deterioration of metals due to dissimilar characteristics when placed in salt water).

Zinc buttons (anodes) are installed on the trim tabs to protect underwater hardware. Zinc, being less noble than copper based alloys and aluminum used in underwater fittings, will deteriorate first and protect the less noble metals.

The zinc anodes generally need replacement once a year in fresh water, every 6 months in a salt water environment.

The need to replace anodes more frequently may indicate a stray current problem within your boat or at the slip or mooring. If your anodes do not need replacement after one year, loose anodes or low-grade zinc may be the problem.

Maintenance

The trim tabs are a completely sealed unit and are waterproof and maintenance free.

Aside from a general cleaning when the boat is out of the water you should also inspect the planes and hinges for marine growth and remove as necessary.

REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Joystick Piloting (Option)

Joystick technology is the latest enhancement in vessel control, providing effortless maneuverability. The joystick Piloting system replaces the traditional bow thruster set up. Joystick Piloting takes the stress out of docking, maneuvering in tight spaces and operating in less-than-ideal environments by providing the vessel operator 360-degree movement at their fingertips.

The system allows the operator to effortlessly move a multi-engine boat in any direction - including sideways, diagonally or spinning on its own axis - with a simple push or twist of a joystick. The operator controls the throttle, shifting and steering with one hand, with the joystick working in conjunction with the independently steered engines to move the boat in the desired direction.

If equipped, the joystick is located on the control console starboard of the throttle/gearshift.

System Features

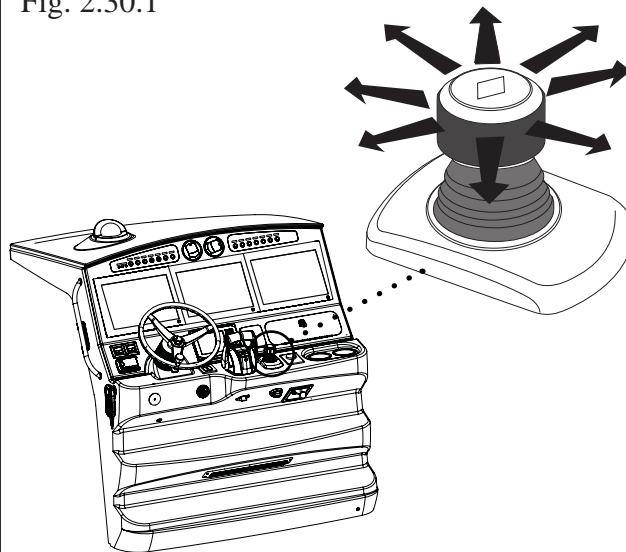
Digital Throttle & Shift (DTS)

Amazingly smooth and responsive, DTS replaces the lag and hesitation of traditional throttle and shift cables with digital precision, resulting in smooth shifting and instant throttle response. DTS includes many advanced features to improve your boating experience. Auto Sync synchronizes multiple engine rpms automatically and Single Lever Mode allows you to control multiple engines with just one control lever.



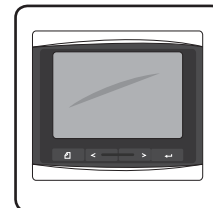
Joystick Piloting (Option)

Fig. 2.30.1



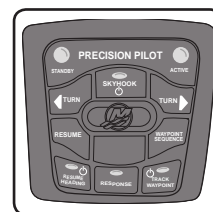
VesselView®

VesselView provides up-to-date information for more than 30 engine parameters, including fuel level and range, oil temperature and pressure, water depth and more. It also provides advanced features such as Smart Tow®, ECO-Screen, Troll Control, Cruise Control, and much more.



Integrated Autopilot

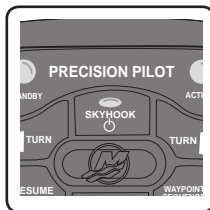
Auto Heading and Waypoint Sequencing make navigating to a destination simple and efficient. A built-in digital compass on Auto Heading allows the captain to maintain course and make precise corrections with the touch of a finger. One-degree heading adjustments can be made with a tap on the joystick; 10-degree adjustments can be accomplished using the control panel. Trips with multiple stops between the starting point and final destination are a breeze with Waypoint Sequencing, which allows the operator to plot the boat's course using multiple points.



REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Skyhook® (digital anchor)

With the push of a button, Skyhook pinpoints the boat's position using a GPS satellite antenna and the engines and drives move independently to maintain the position and heading. It's ideal for holding a boat over a fishing spot, waiting for a drawbridge to open or maintaining position while waiting to refuel at a marina.



Propeller Warning Lights

WARNING

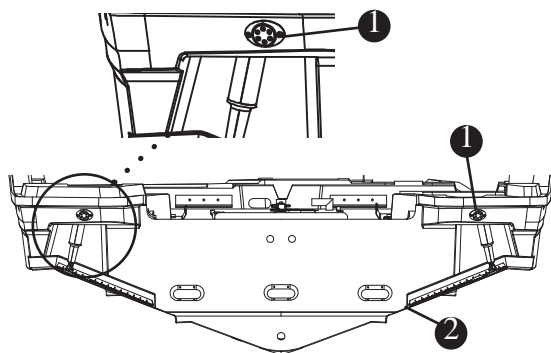
When joystick piloting is activated the propellers spin. This can injure swimmers.

- Check that no one is in the water.
- Inform passengers not to enter the water

Joystick Piloting adds special lighting to the transom of the boat. When Joystick Piloting is engaged the lights will flash when the propellers are spinning.

The lights on the transom will flash continuously while Skyhook® is engaged.

Joystick Piloting Transom Warning Lights
Fig. 2.31.1



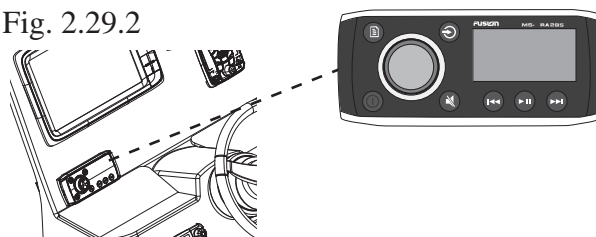
- 1 JOYSTICK WARNING LIGHTS
- 2 TRANSOM

Entertainment System

The entertainment system on your boat consists of a Fusion® RA-205 AM/FM stereo. The stereo unit is located on the face of the control console. There are seven (7) waterproof speakers positioned throughout the boat. If equipped, there is a 22" flat screen TV (optional) on the port console forward wall.

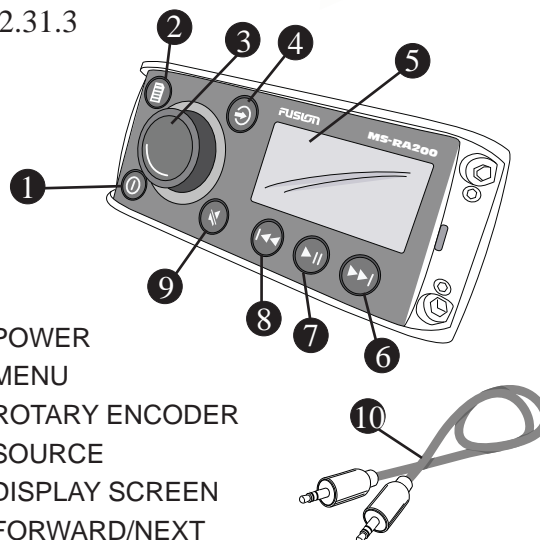
Stereo

Fig. 2.29.2



Stereo (Option)

Fig. 2.31.3



- 1 POWER
- 2 MENU
- 3 ROTARY ENCODER
- 4 SOURCE
- 5 DISPLAY SCREEN
- 6 FORWARD/NEXT
- 7 PLAY/PAUSE
- 8 BACK/PREVIOUS
- 9 MUTE
- 10 STEREO CABLE (NOT SUPPLIED)

Operating Your Stereo w/USB Device

- Press the 'Source' button and cycle to USB (only if USB flash drive is connected).

NOTICE

Ensure the USB device is formatted as Fat32 format.

- Press the 'Menu' button to display the attached devices, then select the folder on

your USB flash drive. Turn the encoder to navigate down the folder list and press to select.

Connecting an Auxiliary Device

The MP3 input on your boat uses a standard 1/8" mini stereo cable (not included) which can be purchased at any electronic store.

- Insert one end of the stereo cable into your stereo and the other end into the MP3 device.
- Turn the stereo ON.
- Press the 'source' button and cycle to USB.
- Press 'menu' and select DISK.
Note: We recommend you name your USB device allowing the device name to be displayed. Default name of a connected device is 'DISK'.

You will be able to control volume and menu from either your MP3 unit or the stereo.

Premium Stereo System (Option)

If equipped with the premium audio package option your boat will include seven (7) premium speakers located through the boat and a subwoofer and amp located on the aft wall of the forward starboard storage area (Fig. 3.16.1).

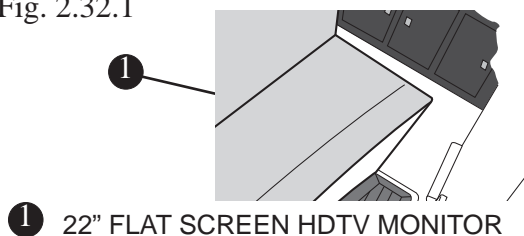
Flat Screen TV (Option)

Dockside Television Hookup (option)

If equipped, the television receptacle is located under the gunnel on the port cockpit. For television reception dockside, attach one end of a television cable to the dockside cable jack and the other end to the television jack located under the port gunwale.

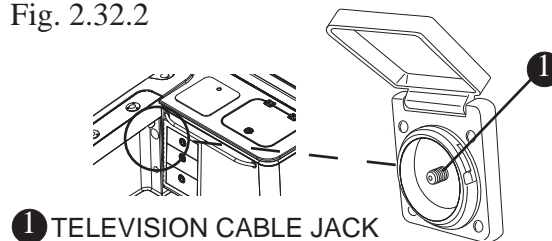
Television (Option)

Fig. 2.32.1



Dockside Television Hookup (Option)

Fig. 2.32.2



REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS, INFORMATION AND WARRANTY.

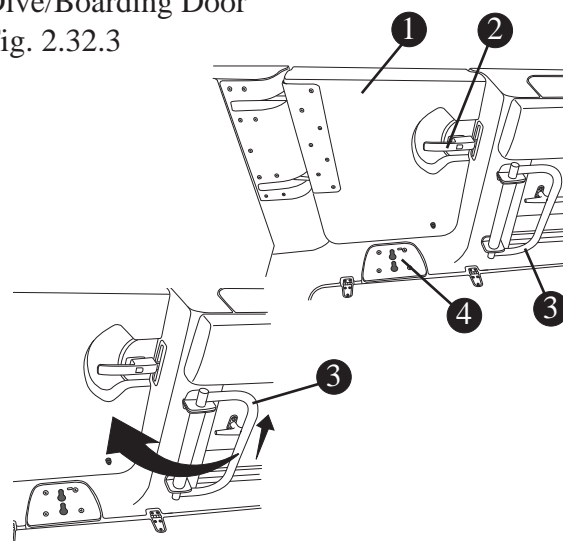
Dive Door

The innovative design of the 320 Vantage includes a starboard side door for ease of transition to and from the water or dock. The door opens wide and features a swivel grab handle to assist persons entering or exiting the water. To use the grab handle, lift up and swivel into place.

The stainless steel deck bracket accommodates a removable ladder which is stowed in base of the aft bench seat when not in use.

Dive/Boarding Door

Fig. 2.32.3



! DANGER

Ensure that door is closed and securely latched when boat is underway.

Dive Ladder

⚠ DANGER

The dive ladder should **NEVER** be deployed when boat is in motion or the engines are running.

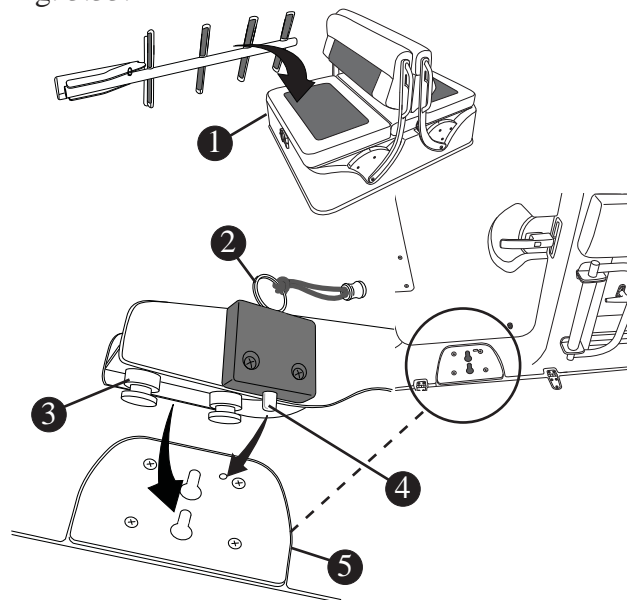
To avoid risk of injury or death, shut off engines when using the dive door to enter or exit the water.

The installation of the dive ladder is quick and easy.

- Remove the ladder from its stowed position in the base of the port lounge.
- Rotate the brace at the top of the ladder so that it is perpendicular to the shaft.
- Insert the two pegs on the brace into the deck bracket.
- Secure the ladder into place by pushing the brace outboard until it seats firmly into the bracket and the locking pin has snapped into place.

Dive Ladder Installation

Fig. 3.33.1



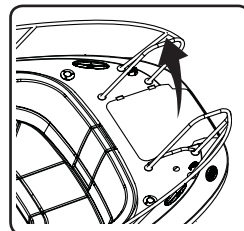
- 1 LADDER STOWES IN PORT LOUNGE
- 2 LOCKING PIN RELEASE RING
- 3 DIVE LADDER BRACE
- 4 LOCKING PIN
- 5 DECK BRACKET

Beach Boarding Ladder (Option)

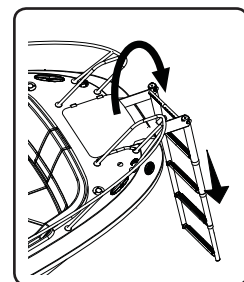
Your boat features a bow ladder which is stored in the bow anchor locker when not in use. The ladder is used for beach boarding **ONLY**. It is not designed to be used to board from the water.

To Access Beach Boarding Ladder

- Lift anchor locker cover.



- Flip ladder forward and extend steps to the beach.



NOTICE

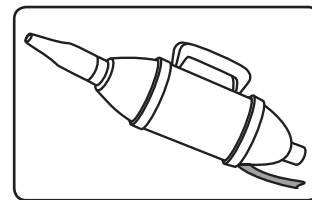
The beach boarding ladder is not to be used to board the boat from the water.

⚠ CAUTION

Be sure that the anchor and/or anchor rode is deployed and secured before using the beach boarding ladder.

Air Compressor (Option)

Your boat can be equipped with a high-volume pump with tapered adapter to fit valves up to 1-1/4 diameter. Lightweight and compact, the rugged all steel construction features a weather resistant baked enamel finish. Great for inflating and deflating boat toys. Delivers 20 cu. ft./minute. The unit has a 10' electrical cord that plugs into a 12V receptacle.



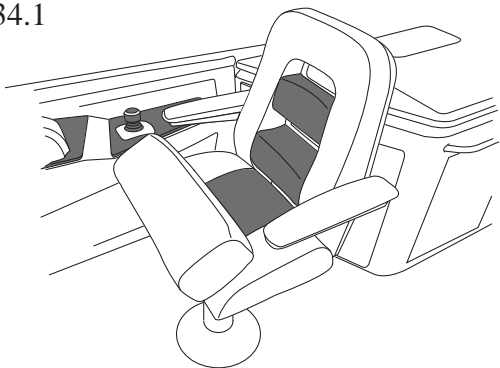
A carrying/holding case is provided so it can sit flat on the floor of any of the storage compartments.

Helm Area Seating

Captain's Chair

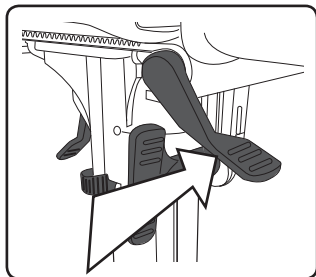
The captain's chair features a flip up thigh bolster for comfort. The chair can be adjusted forward, aft and rotated by means of a series of levers on the seat base.

Captains Chair
Fig. 2.34.1



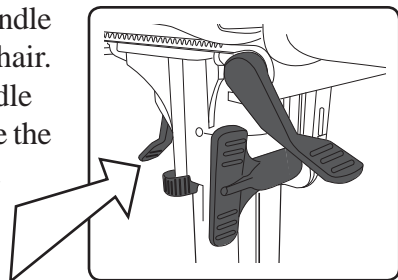
To Adjust the Captain seat forward/aft

- Lift the lever shown and slide seat forward or aft. Release lever to lock seat in place. Push lever down gently to secure in locked position.



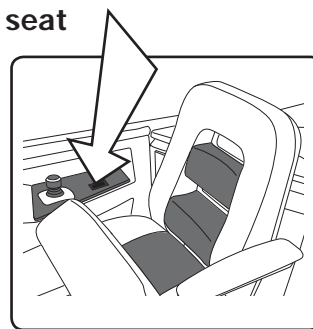
To rotate seat

- Adjust the tension on the drag control handle by turning clockwise to increase tension, counterclockwise to decrease tension.
- lift the lock handle to rotate the chair. Push the handle down to secure the chair in place.



To raise and lower the seat

- Push the electric switch located starboard of the chair to achieve the desired chair height.



WARNING

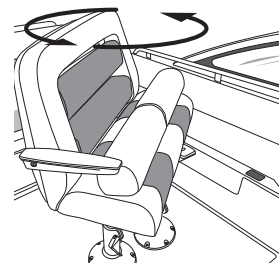
DO NOT adjust the captain's chair while boat is on plane.

Companion Lounge

The deluxe companion lounge features a flip up thigh bolster for comfort. The lounge can be raised and lowered with an electric switch located port of the lounge. The lounge also features 4 position indexing stops which allow the lounge to be rotated 360°.

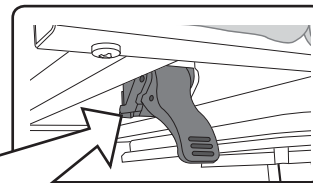
The lever for rotating the lounge is located under the seat.

Companion's Lounge
Fig. 2.34.2



To rotate the Companion Lounge

- Lift the lever shown and rotate the lounge to the desired position. Release the lever to secure in locked position.



WARNING

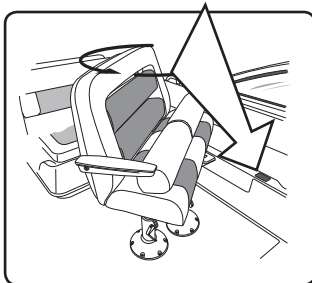
DO NOT adjust companion's chair while boat is on plane.

WARNING

Companion's chair must face forward while boat is on plane.

To raise and lower the seat

- Push the electric switch located port of the chair to achieve the desired chair height.



WARNING

To avoid injury to passengers the companion lounge must face forward while on plane.

DO NOT adjust the companion lounge while boat is on plane.

Port Convertable Lounge

Your boat features a versatile lounge in the port cockpit. The lounge can be positioned in a variety of ways to accommodate different usages. In addition, the lounge provides storage underneath.

In Addition

By rotating and lowering the companion lounge (See page 2-34) the combination of the convertible port lounge and companion lounge together transform into a huge, comfortable lounge for sunbathing.

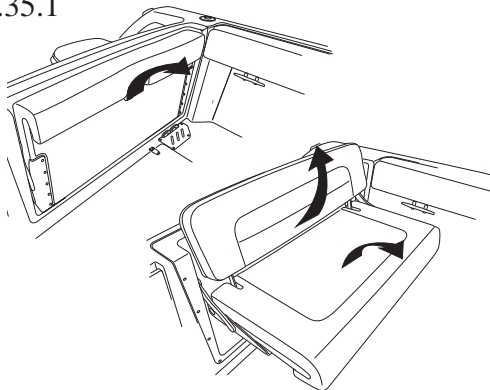
CAUTION

Make sure the backrest is engaged fully into slots to prevent movement.

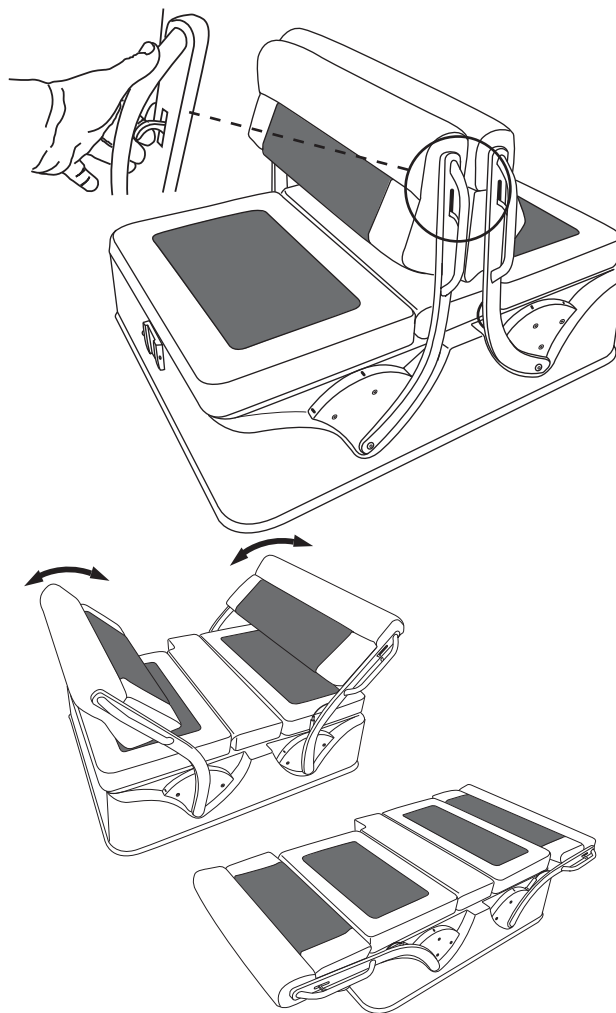
Foldaway Aft Bench Seat

When the aft bench is not in use it can be folded flush into the transom. To use the seat pull the seat out and down. The backrest will elevated into a comfortable position as the seat bottom is lowered.

Aft bench Seat
Fig.2.35.1



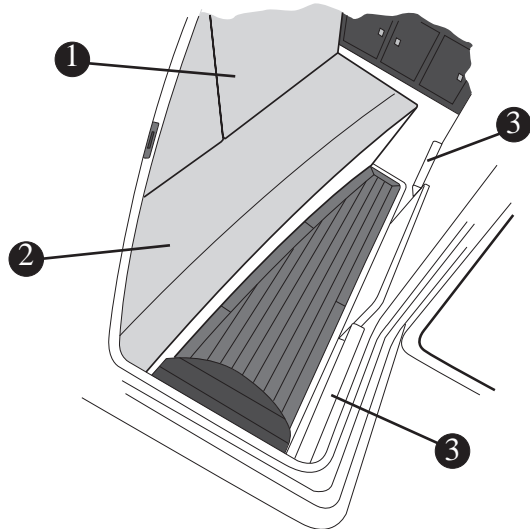
Convertible Lounge
Fig.2.35.2



Port Cabin Settee

The settee in the port console is uniquely designed to allow for easy conversion into a full width surface for lounging or sleeping.

Port Cabin
Fig. 2.36.1

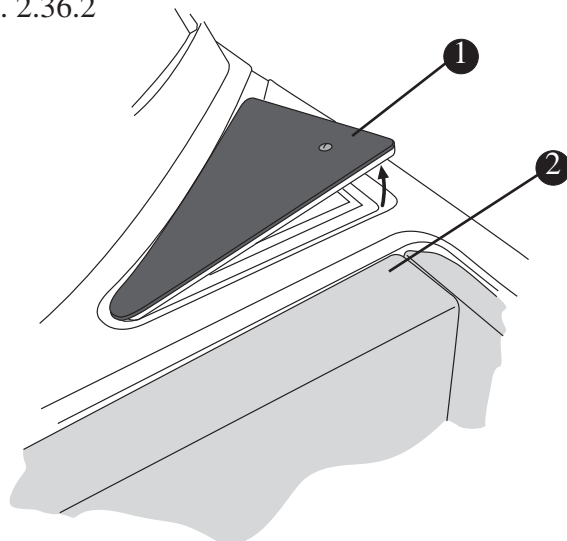


- ① REMOVABLE BACK
- ② SETTEE CUSHION
- ③ INTEGRAL MOLDED BRACKET

Port and Starboard Opening Vents

There is a triangular vent in the forward outboard area of both the port and starboard consoles. The vents can be opened for natural air flow through the cabin areas.

Console Air Vent (P&S)
Fig. 2.36.2

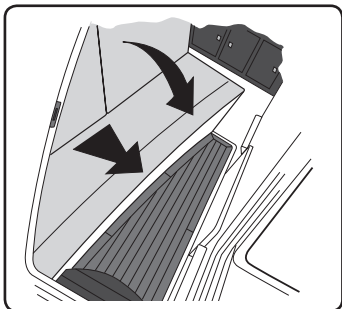


- ① PORT AIR VENT*
- ② PORT AFT BOW CUSHION

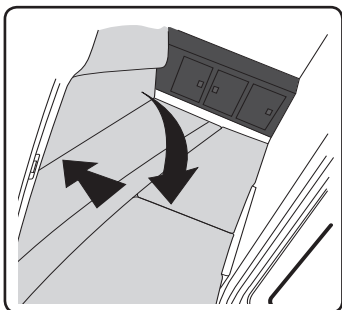
* PORT VENT SHOWN, STARBOARD VENT TYPICAL

To Convert Settee:

- Pull the cushion forward and remove the back cushion.



- Push the bottom cushion back to stop and insert the back cushion in the space between the settee and the starboard wall of the cabin.



To Open the vents:

- From inside the cabin, pull back the vent latch as far as it will allow.



- Push up on the latch until it locks into place.



Make sure that the cushion rests solidly on the brackets.

Swim Ladder

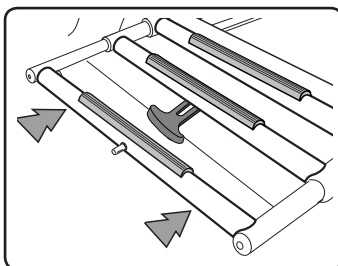
⚠ DANGER

To avoid risk of injury or death, shut off engines when near swimmers or prior to using swim ladder.

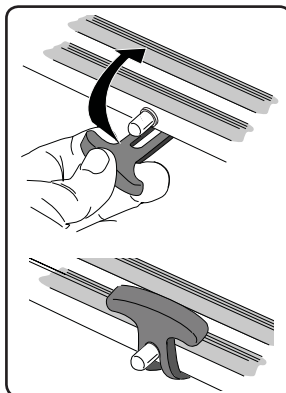
When not in use your swim ladder should be retracted and secured.

To Secure the Swim Ladder:

- Lift the ladder and fold (push) it into itself.



- Secure the ladder by attaching the strap to the pin on the first rung of the ladder.
- Close the cover



Sun Shade (Option)

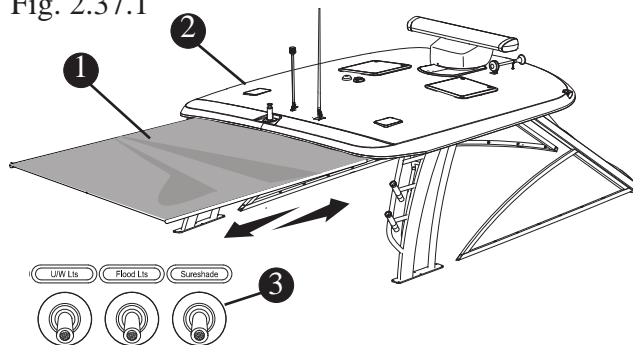
If equipped, the cockpit sun shade can be deployed or retracted by a switch on the helm switch panel (See fig. 2.21.1). Follow the canvas care instructions in section 5 of this manual to keep the sun shade fabric clean.

⚠ CAUTION

In rough seas the sunshade should be stowed to prevent damage to the rails and or curtain.

Cockpit Sunshade (Option)

Fig. 2.37.1



- ① RETRACTABLE SUNSHADE
- ② HARDTOP
- ③ SURESHADE SWITCH (HELM SWITCH PANEL)

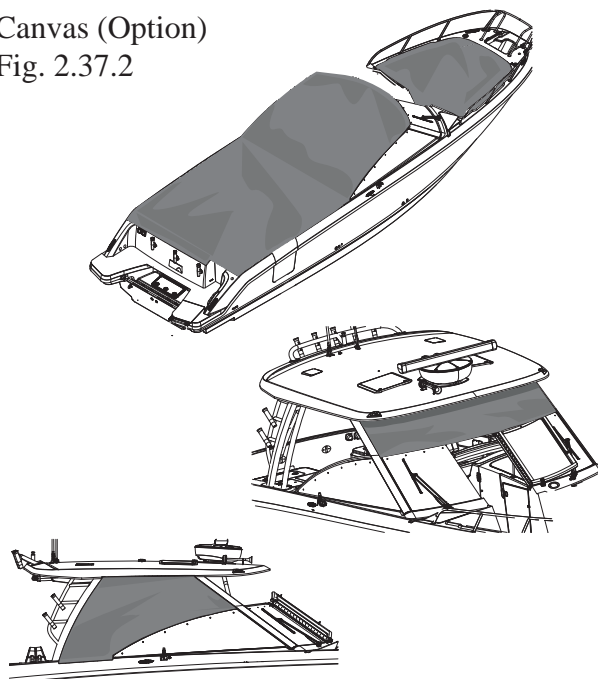
Canvas (Option)

The optional canvas set consists of a cockpit cover (full boat), side curtains and visor.

The canvas set will keep its appearance and maintain proper working order provided you follow a few simple steps for cleaning and maintenance (See “Canvas Care & Maintenance”, section 5 of this manual).

Canvas (Option)

Fig. 2.37.2

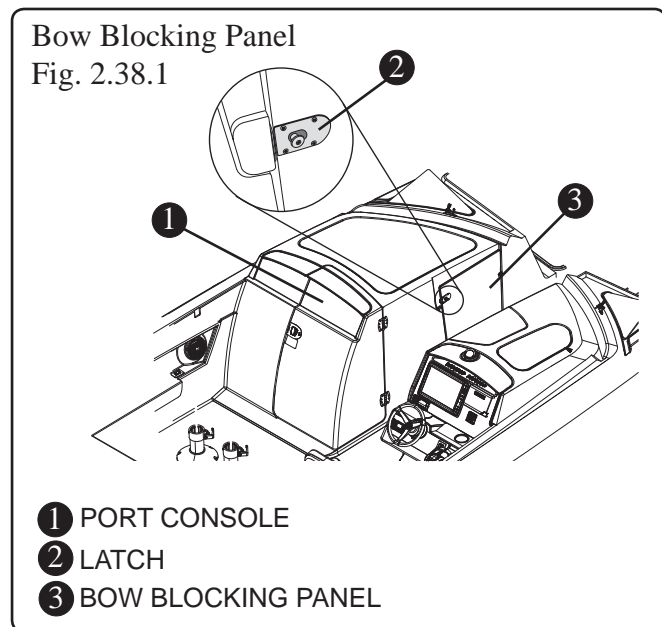


Bow Block Off Panel

Your boat features a panel integrated into the port side of the walkthrough which can be rotated to reduce the wind while on plane and/or block inclement weather.

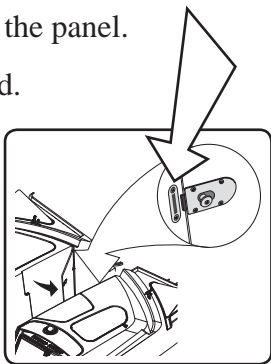
Bow Blocking Panel

Fig. 2.38.1



Operation

- Pull the latch to release the panel.
- Swing the panel forward.
- Ensure that the latch seats firmly into the receiver on the starboard wall of the walkthrough.

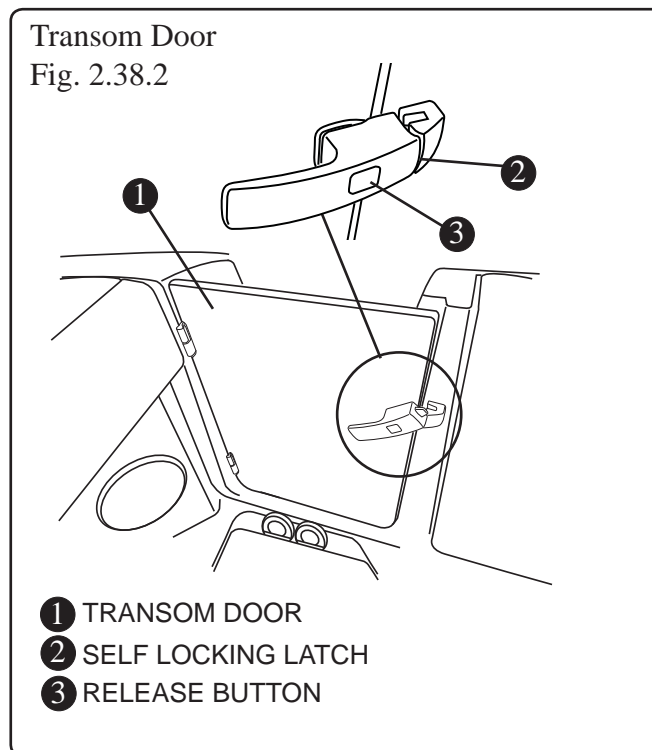


Transom Door

The transom door on your boat includes a manual latch with a self locking feature.

Transom Door

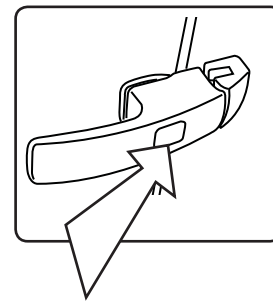
Fig. 2.38.2



Operation

To open the transom door:

Push the button on the center of the latch and push down on the latch



To lock the transom door:

Close the door and rotate the latch handle until it snaps in place. The door is now locked and cannot be opened without depressing the release button.

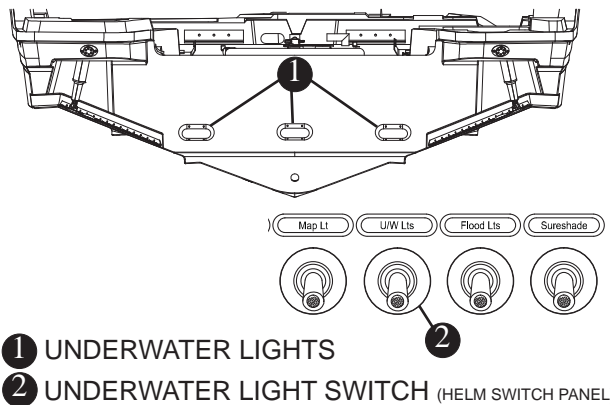
WARNING

The transom door should be closed and secured when the engines are running and the boat is under way.

Underwater Lights (Option)

Underwater lights (Option)

Fig. 2.39.1



If equipped, the three (3) underwater lights are located on the transom just below the surface of the water. When lit, the lights illuminate the water in a translucent blue glow which enhances the after dark experience of being on the water and in addition may on occasion attract a myriad of marine life.

The underwater lights are powered by the “U/W Lts” switch on the helm switch panel (see fig. 2.21.1). The lights are protected by the “U/W Lts” breaker on the main DC breaker panel located on the aft wall of the starboard console (see fig.2.12.1).

Electric Grill (Option)

! WARNING

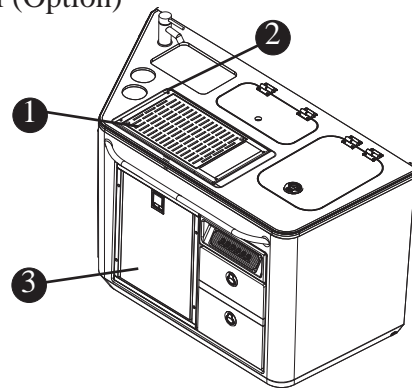
Please read and understand the safety precautions found in the Kenyon® Custom Electric Grill owner's manual located in your owner's packet.

If equipped, the electric grill located on the cockpit utility center is powered by shore power or the generator (option). The “GRILL” switch on the MDP panel located in the port cabin (see fig. 2.11.1) must be ON for the grill to function.

A concealed electric element eliminates grease flare-ups and a reusable grease pan located under the heating element collects all the fat and juices associated with grilling. **The grease pan must be emptied after each use.**

Electric Grill (Option)

Fig. 2.39.2



- 1 ELECTRIC GRILL (COVER REMOVED FOR CLARITY)
- 2 AUTOMATIC SHUTOFF SWITCH
- 3 REFRIGERATOR/FREEZER (OPTION)

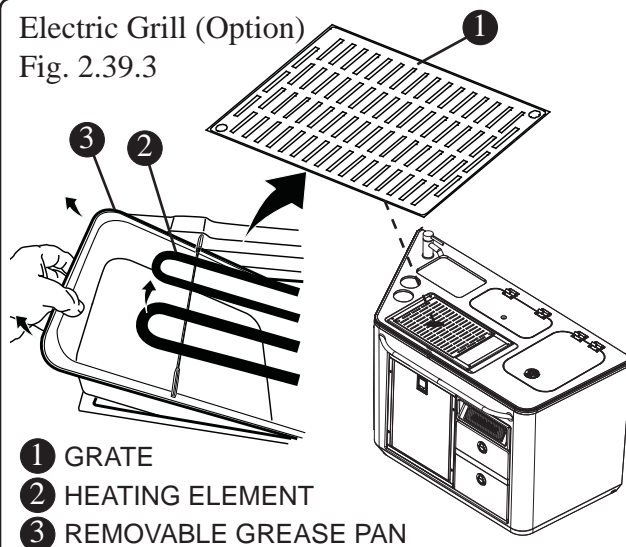
To remove the grease pan (Fig. 2.39.3):

- Remove the grate.
- Lift the heating element.
- Remove the grease pan.

When replacing the pan, assure that it is completely contained within the grill and that the side of the pan does not extend outside of the grill sides.

Electric Grill (Option)

Fig. 2.39.3



- 1 GRATE
- 2 HEATING ELEMENT
- 3 REMOVABLE GREASE PAN

NOTICE

To prevent the contents of the grease pan from smoking, place 1 cup of water in the grease pan before cooking.

⚠ CAUTION

The electric grill will become dangerously hot.

Depending on the level of heat used for cooking, the grill will automatically shut off 60-90 minutes after ignition. However, it is good practice to close the lid when not in use. This action will engage the automatic shut-off switch and cut power to the grill.

Automatic Shut-Off

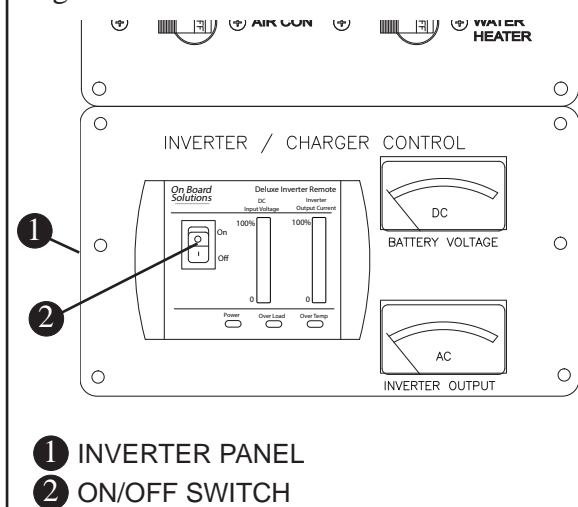
There is an automatic shut-off switch located at the back of the grill cover. When the cover is closed the shut-off switch is engaged and power to the grill will be turned off. Do not under any circumstances override the automatic shut-off switch.

Using the Grill Away From Dock with Inverter

- Turn inverter on/off switch ON.
- Check the voltmeter to ensure that power is sufficient to operate the grill.
- Switch “GRILL” ON.
- The grill can now be used.

Inverter (Option)

Fig. 2.40.1



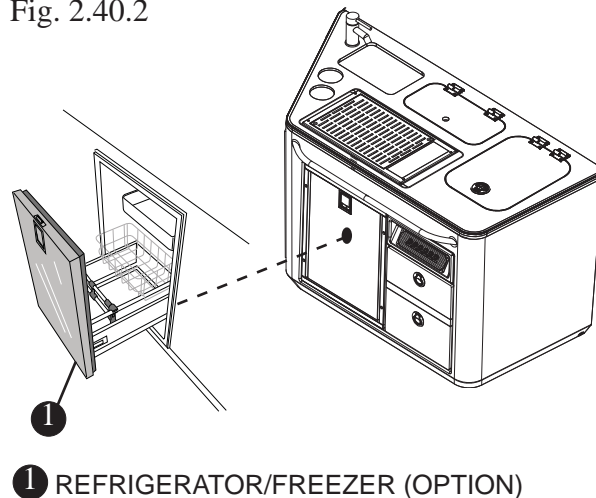
REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Utility Center Refrigerator/Freezer (option)

The 120V AC refrigerator/freezer is located on the front of the prep station. The refrigerator is powered by the shore power or generator, if equipped. The “REFRIG” breaker on the 120V AC breaker panel on the MDP panel located in the port cabin (see fig. 2.11.1) must be ON for the grill to function.

Refrigerator/Freezer (Option)

Fig. 2.40.2



REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Cockpit Table (Option)

If equipped, the optional cockpit table can be installed on the aft wall of the port convertible lounge.

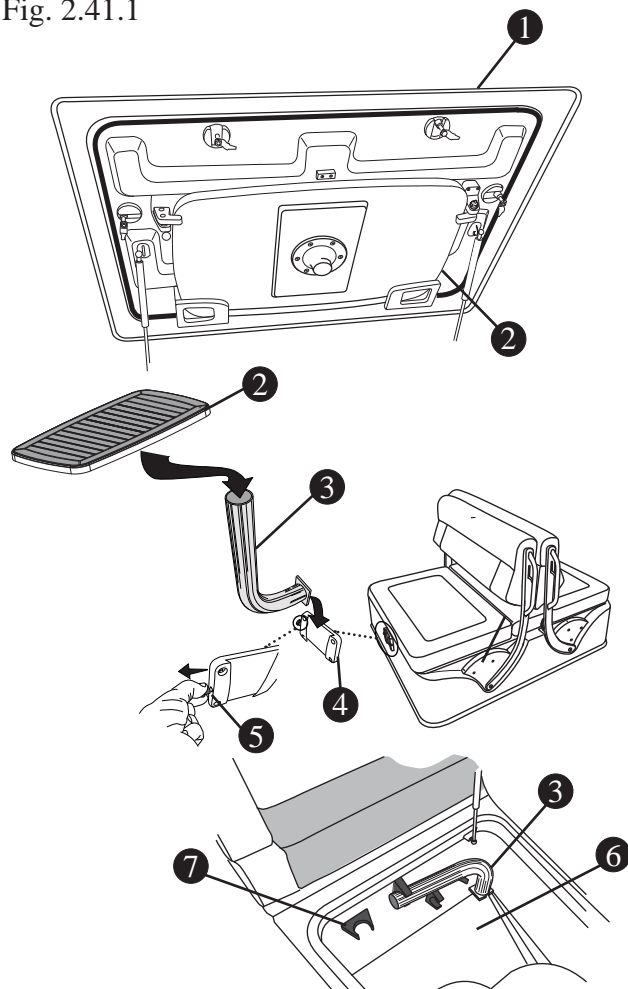
To Install

- Pull out on the spring loaded button (Fig. 2.41.1) and insert the base of the support pipe fully until seated firmly.
- Slide the table onto the support pipe.

The table is stowed on the underside of the mechanical hatch and the support pipe is stored in the port bow storage compartment.

Cockpit Table (Option)

Fig. 2.41.1



- ① MECHANICAL HATCH
- ② COCKPIT TABLE (OPTION)
- ③ SUPPORT STAND
- ④ SUPPORT STAND BRACKET
- ⑤ RELEASE BUTTON
- ⑥ PORT BOW AFT STORAGE
- ⑦ STORAGE BRACKETS

Bow Table (Option)

If equipped, the optional bow table can be installed on the aft wall of the forward bow storage.

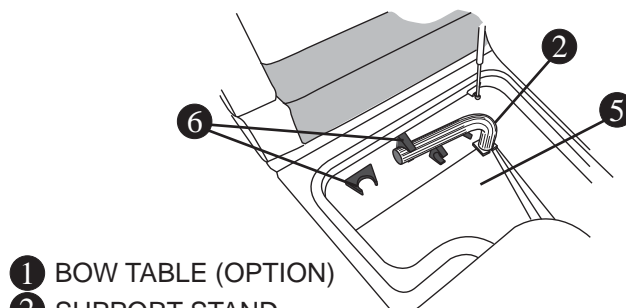
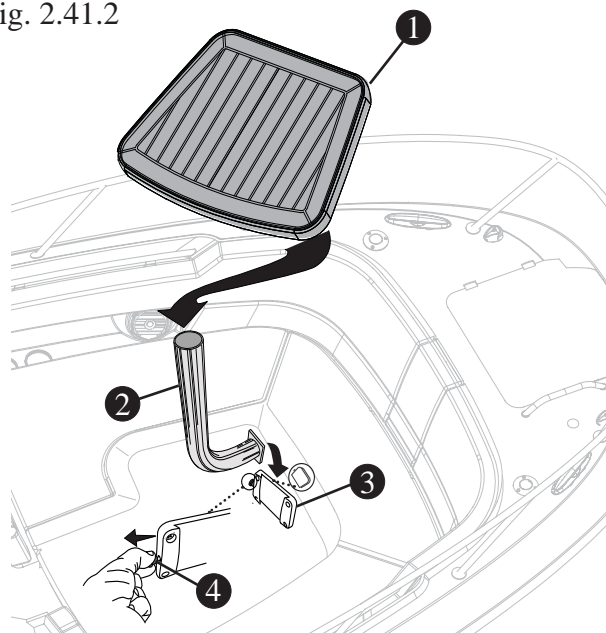
To Install

- Pull out on the spring loaded button (Fig. 2.41.2) and insert the base of the support pipe fully until seated firmly.
- Slide the table onto the support pipe.

The table can be stowed in the bow storage and the support pipe is stored in the port bow storage compartment.

Bow Table (Option)

Fig. 2.41.2

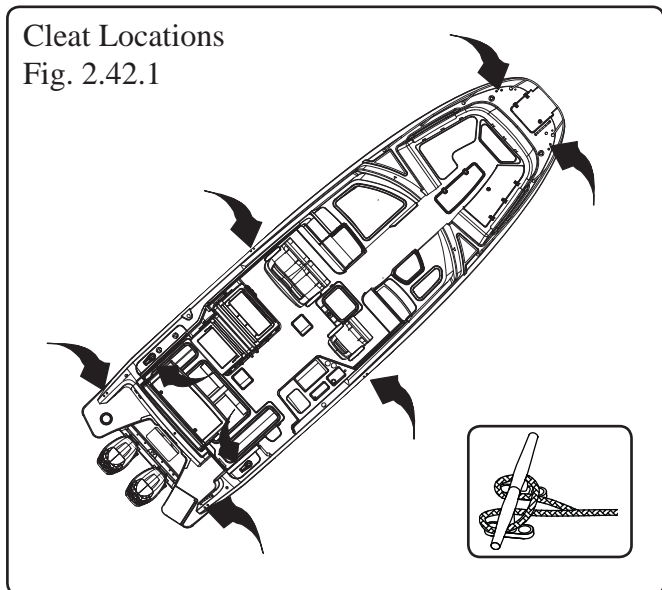


- ① BOW TABLE (OPTION)
- ② SUPPORT STAND
- ③ SUPPORT STAND BRACKET
- ④ RELEASE BUTTON
- ⑤ PORT BOW STORAGE
- ⑥ STORAGE BRACKETS

Docking, lifting and trailering

Cleat Locations

Fig. 2.42.1



Docking

Your boat has two (2) 8 inch pop-up cleats mid-ship and six (6) 10" pop-up cleats. Two located at the bow, two in the aft cockpit under the port & starboard gunnel and two located at the stern (P&S).

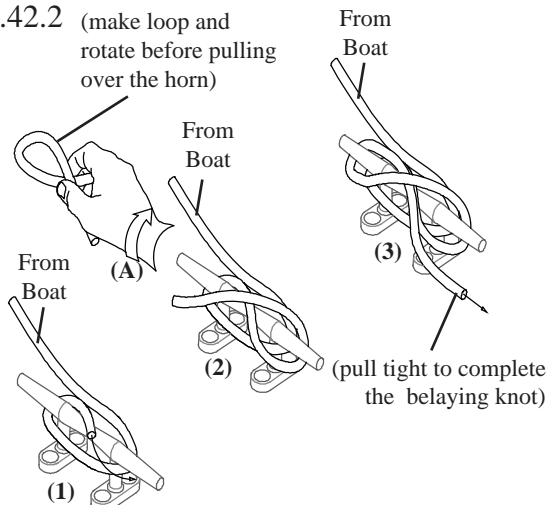
The cleats are used to secure the boat to the dock while loading/unloading or mooring. Please learn the proper way to secure the boat and how best to use the mooring points of your boat.

Figure 2.42.2 shows the correct method for tying a belaying knot, commonly used to secure a boat to a dock. This knot will hold fast and is simple to release when needed.

Belaying Knot

Fig. 2.42.2

(make loop and rotate before pulling over the horn)



Lifting

NOTICE

CLOSE THE A/C SEACOCK

Before removing your boat from the water be sure to close the A/C seacock. Failure to do so will cause an air lock in the line when the boat is returned to the water. The A/C system will then have to be primed before it will operate properly.

The bow eye is used to haul out and hold your boat onto a trailer. The stern eyes are used as tie down points while trailering the boat. The bow and stern eyes may be used only for short term lifting of the boat such as service. **Long term lifting with bow and stern eyes will cause stress on the fiberglass and gel coat.**

For long term lifting or storage, use flat, wide belt-type slings and spreaders long enough to keep pressure from gunwales. **DO NOT** place slings where they may lift on underwater fittings.

⚠ DANGER

Use only the lifting points specified. Using the cleats for lifting is dangerous and could cause serious injury or death.

Whether you are lifting your boat out of the water for routine maintenance or long term storage, consider the following:

- If you are using a professional lifting service, it is prudent to check all credentials and ask for proof of insurance to protect your investment.
- Use a wide, flat, belt-type sling for lifting, to minimize stress on the gunwales. Careful location of the sling is required. **DO NOT place slings where contact with underwater fittings will occur.**
- If you are using a professional lifting service, it is prudent to check all credentials and ask for proof of insurance to protect your investment.

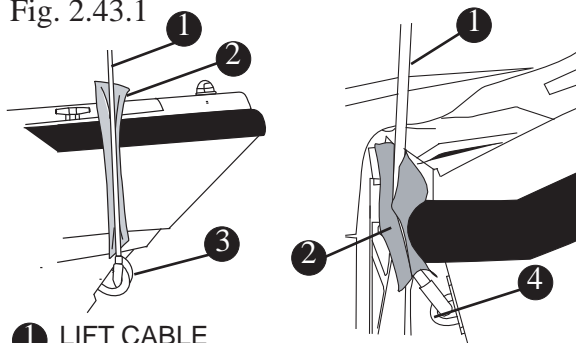


CAUTION

Long term lifting with the bow and stern eyes can cause stress on the fiberglass and gel coat and is not recommended.

Proper Short Duration lifting

Fig. 2.43.1



- ① LIFT CABLE
- ② CHAFING PROTECTION
- ③ BOW EYE
- ④ STERN EYE (P&S)

- Use a wide, flat, belt-type sling for lifting, to minimize stress on the gunwales. Careful location of the sling is required. **DO NOT place slings where contact with underwater fittings will occur.**
- If you are using a professional lifting service, it is prudent to check all credentials and ask for proof of insurance to protect your investment.
- Use a wide, flat, belt-type sling for lifting, to minimize stress on the gunwales. Careful location of the sling is required. **DO NOT place slings where contact with underwater fittings will occur.**
- If using a lifting hook, attach to bow eye and the stern lifting eyes mounted on the transom. Always use a spreader bar on the stern eyes and use chafing protection on the top of the transom.
- All drain plugs (i.e. transom, fishwell, deck, etc.) should be pulled out and the boat positioned with the bow slightly higher than the stern so that any water which is allowed to accumulate in the cock pit and/or bilge can easily drain from the boat.

Propeller

NOTICE

- It is advised that you always carry spare propellers, propeller hardware and a propeller wrench on board. Should your propellers become damaged they can then be easily replaced.
- Under no circumstance should you use a propeller which allows the engine to operate at a higher than recommended RPM.

The engine on your boat has been equipped with a propeller which our tests have shown to be best suited for general use under normal conditions and load. In some situations you may wish to change the propeller to give your boat slightly different performance characteristics.

Propellers have two basic characteristics, diameter and pitch.

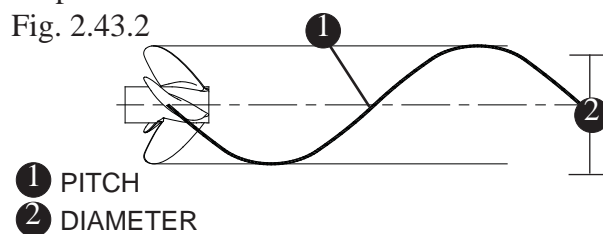
Diameter is that distance measured across the propeller hub from the outer edge of the 360° that is made by the propeller's blade during a single rotation.

Pitch is that distance in inches that a propeller will travel if rotated one revolution without any slippage.

In general, changing to a lower pitch propeller will increase acceleration and load pulling capability, with a slight decrease in top end speed. If you choose to change propellers, the type should be discussed with your Boston Whaler® dealer. All propellers are designed to provide maximum forward thrust, consequently, the reverse thrust of the propeller will not be as efficient.

Propeller Pitch & Diameter

Fig. 2.43.2



- ① PITCH
- ② DIAMETER

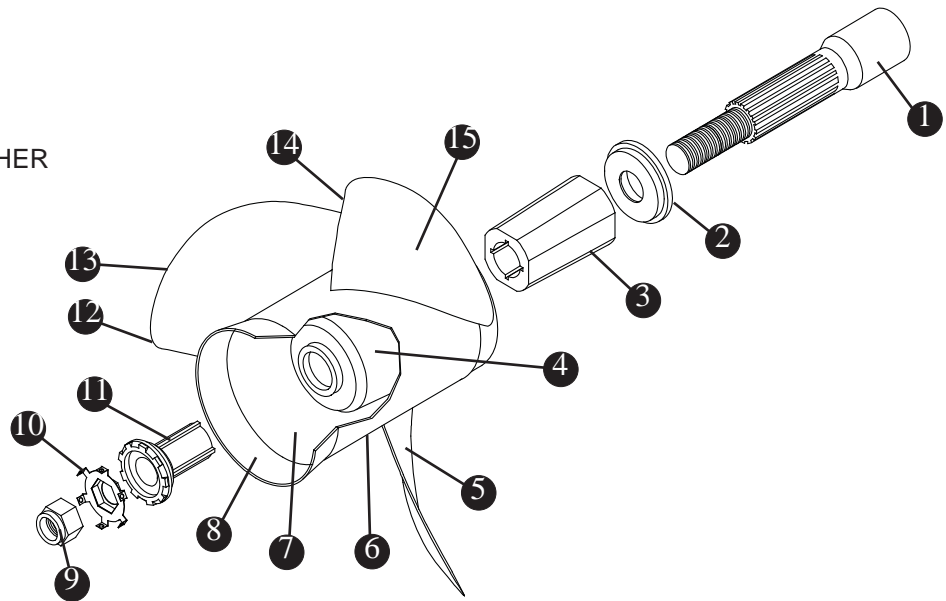
Propeller Assembly

Fig. 2.42.1

DANGER

Disconnect power by moving the battery switches to the "OFF" position prior to removing the propeller for maintenance, etc.

- 1 ENGINE SHAFT
- 2 FORWARD THRUST WASHER
- 3 DRIVE SLEEVE
- 4 INNER HUB
- 5 BLADE BACK
- 6 OUTER HUB
- 7 EXHAUST PASSAGE
- 8 DIFFUSER RING
- 9 PROP NUT
- 10 LOCK RING
- 11 DRIVE SLEEVE ADAPTER
- 12 BLADE TIP
- 13 LEADING EDGE
- 14 TRAILING EDGE
- 15 BLADE FACE



Bilge Pumps

Your boat is equipped with four (4) bilge pumps and a shower sump with pump and float switch. The aft bilge pump and the high water bilge pump are rated at 2,000 GPH (7571 LPH) and the forward and mid bilge pumps are rated at 1,100 GPH (4164 LPH).

Each pump is activated automatically by an electronic float switch when the water in the bilge reaches a predetermined level.

Switches on the console switch panel labeled AFT BILGE, AUX BILGE AND FWD/MID BILGE (See figure 2.21.1) control the operation of the pumps. The switches should remain in the AUTO position while in use, unless the operator wishes to manually operate the pumps by moving the switch to the ON position.

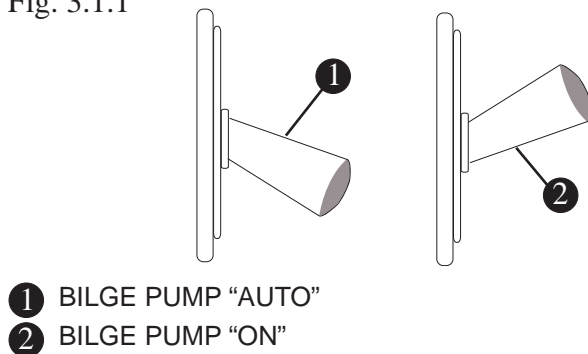
All bilge pumps, and the shower sump, discharge water overboard by way of thru-hull fittings (See figure 2.7.1).

Maintenance

The aft pump & emergency high water pump can be accessed through the mechanical hatch in the cockpit deck. The mid pump, forward pump and shower sump can be accessed thru the in-deck bow storage.

Bilge Pump Switch

Fig. 3.1.1

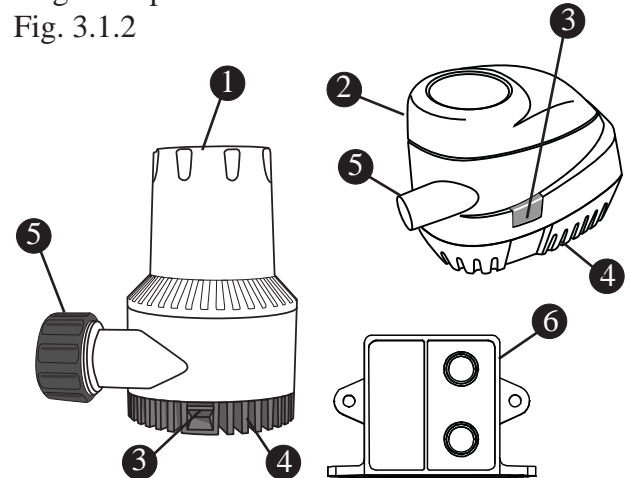


NOTICE

The bilge pump is wired directly to the battery. Therefore it is imperative that the float switch remain clear of debris to prevent continuous operation and subsequent discharge of the battery.

Bilge Pumps & Float Switch

Fig. 3.1.2



- 1 2000 GPH (7571 LPH) BILGE PUMP
- 2 1100 GPH (4160 LPH) BILGE PUMP
- 3 LOCK TAB
- 4 WATER INLET
- 5 DISCHARGE
- 6 ELECTRONIC FLOAT SWITCH

Access to the shower sump pump can be gained by removing the screws on each corner of the top of the unit.

Inspect the bilge pump intakes and keep them free of dirt or material which may impede the flow of water through the pump. To clean the pump strainer, depress the lock tabs on both sides of the pump and lift the pump motor (Figure 3.2.1).

If water does not come out of discharge hose:

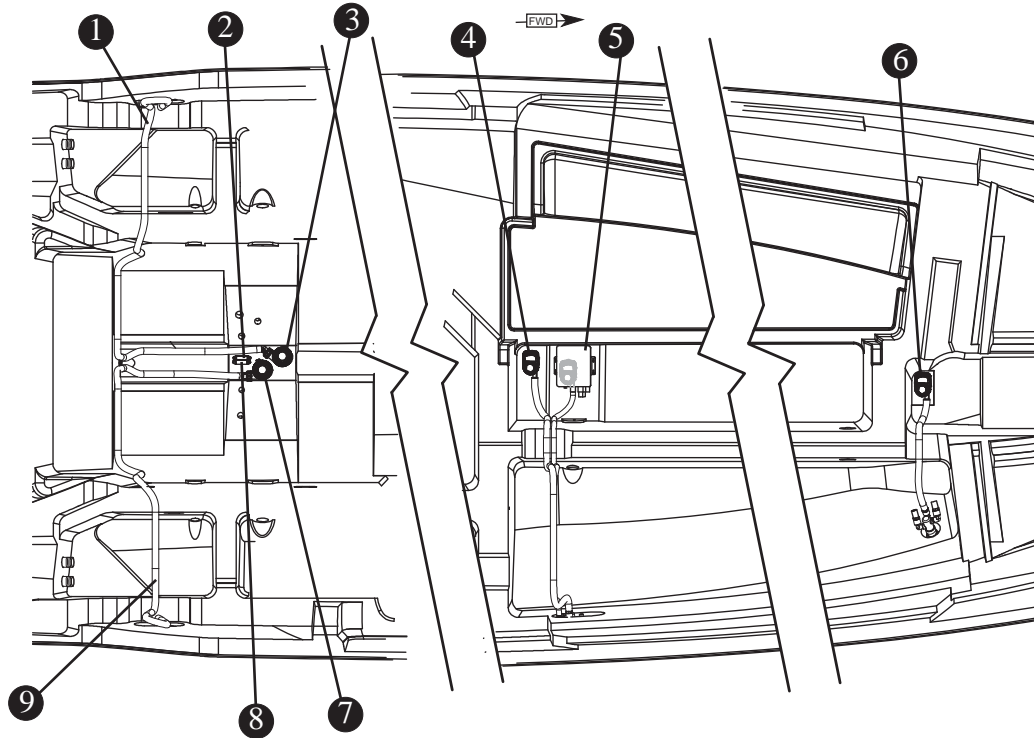
1. Remove the motor module to see if the impeller rotates with the power on.
2. Remove any debris that may have accumulated in the nozzle section or strainer base.
3. Check hose and connection on hull side for debris and proper connections.

Fuel & Oil Spillage

Regulations prohibit discharging fuel or oily waste in navigable waters. Discharge is defined as any action which causes a film, sheen or discoloration on the water surface, or causes a sludge or emulsion beneath

Bilge Pumps & Shower Sump

Fig. 3.2.1



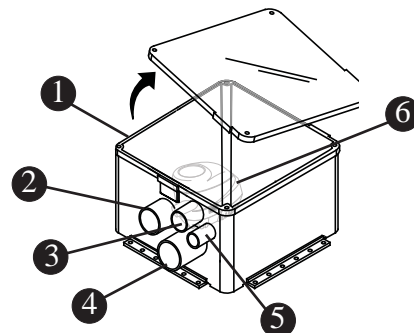
- | | |
|---|--|
| 1 HIGH WATER BILGE PUMP THRU HULL OUTLET | 6 FORWARD 1100 GPH (4160 LPH) BILGE PUMP |
| 2 ELECTRONIC FLOAT SWITCH | 7 2000 GPH (7571 LPH) BILGE PUMP |
| 3 HIGH WATER 2000 GPH (7571 LPH) BILGE PUMP | 8 ELECTRONIC FLOAT SWITCH |
| 4 MID 1100 GPH (4160 LPH) BILGE PUMP | 9 BILGE PUMP THRU HULL OUTLET |
| 5 SHOWER SUMP | |

the water surface. A common violation is bilge discharge. Violators are subject to severe penalties and may also be responsible for the cost of cleanup which may be substantial.

Use rags or sponges to soak up fuel or oily waste, then dispose of them properly ashore. If there is a large quantity of fuel or oil in the bilge, contact a knowledgeable marine service to remove it. **Never pump contaminated bilge discharge overboard.**

Bilge Pumps & Shower Sump

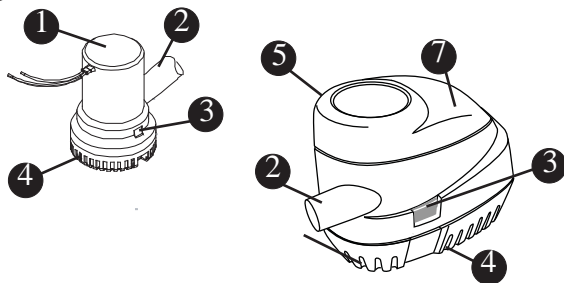
Fig. 3.2.2



- | |
|---------------------------------|
| 1 SHOWER SUMP |
| 2 DISCHARGE TO THRU HULL OUTLET |
| 3 FROM HEAD SINK |
| 4 FROM SHOWER DRAIN |
| 5 FROM A/C CONDENSATE (OPTION) |
| 6 500 GPH (1893 LPH) PUMP |

Bilge Pump & Float Switch

Fig. 3.3.1



- ① AFT BILGE PUMP (2,000 GPH/7571 LPH)
- ② DISCHARGE
- ③ LOCK TAB
- ④ WATER INLET
- ⑤ FWD/MID BILGE PUMP (1100 GPH/4164 LPH)

NOTICE

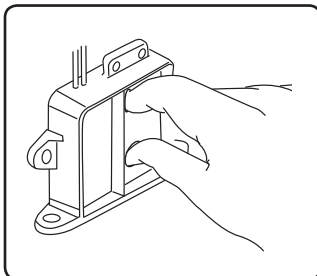
The bilge pumps are wired directly to the battery. Therefore it is imperative that the float switch remain clear of debris to prevent continuous operation and subsequent discharge of the battery.

Testing The Bilge Pump and Electronic Float Switch

Periodically test the bilge pumps and electronic float switches to ensure they are functioning properly.

- Test operation of the bilge pump by manually turning on and off the panel switch (3.1.1).

- Test operation of the float switch by holding fingers for 10 seconds on the two raised circles on the switch face. Bilge pump should turn ON.



- Remove top finger and bilge pump should stay ON.
- Remove bottom finger and bilge pump should turn off after a 30 second delay.

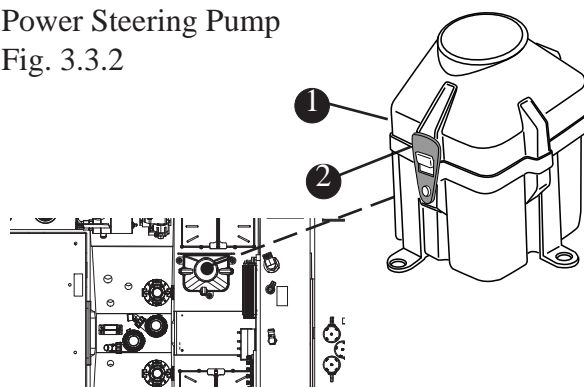
- Test operation of the float switch by adding water to the bilge. Bilge pump should turn on and off. Pump will not turn off until water level drops below the lower raised circle on the switch face and a 30 second delay.

Power Steering

The Verado® four-stroke engines on your boat incorporate power assisted steering by use of an enclosed hydraulic pump located in the aft bilge. The pump can be accessed through a door beneath the console side pocket. **The pump is electrically operated to provide hydraulic pressure to the steering system.**

Power Steering Pump

Fig. 3.3.2

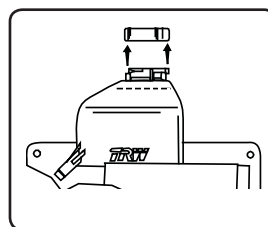
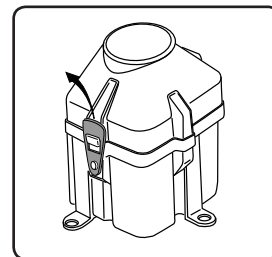


- ① REMOVABLE COVER
- ② RUBBER LOCKING STRAP (2)

Filling & Maintenance

The system is virtually maintenance free, aside from regular fluid checks and visually inspecting the outside of the unit for signs of leaks or damage.

- Release cover by pulling the locking strap up and out.
- Unscrew cap and check the fluid level in the reservoir, fill if necessary using **SAE 0W-30Full Synthetic Power Steering Fluid ONLY.**



Fuel System

⚠ CAUTION

- Oil and fuel spills can be dangerous and can subject offenders to severe penalties
- Leaking fuel is a fire and explosion hazard, inspect the system regularly. Examine fuel tanks and exposed lines for leaks and corrosion.

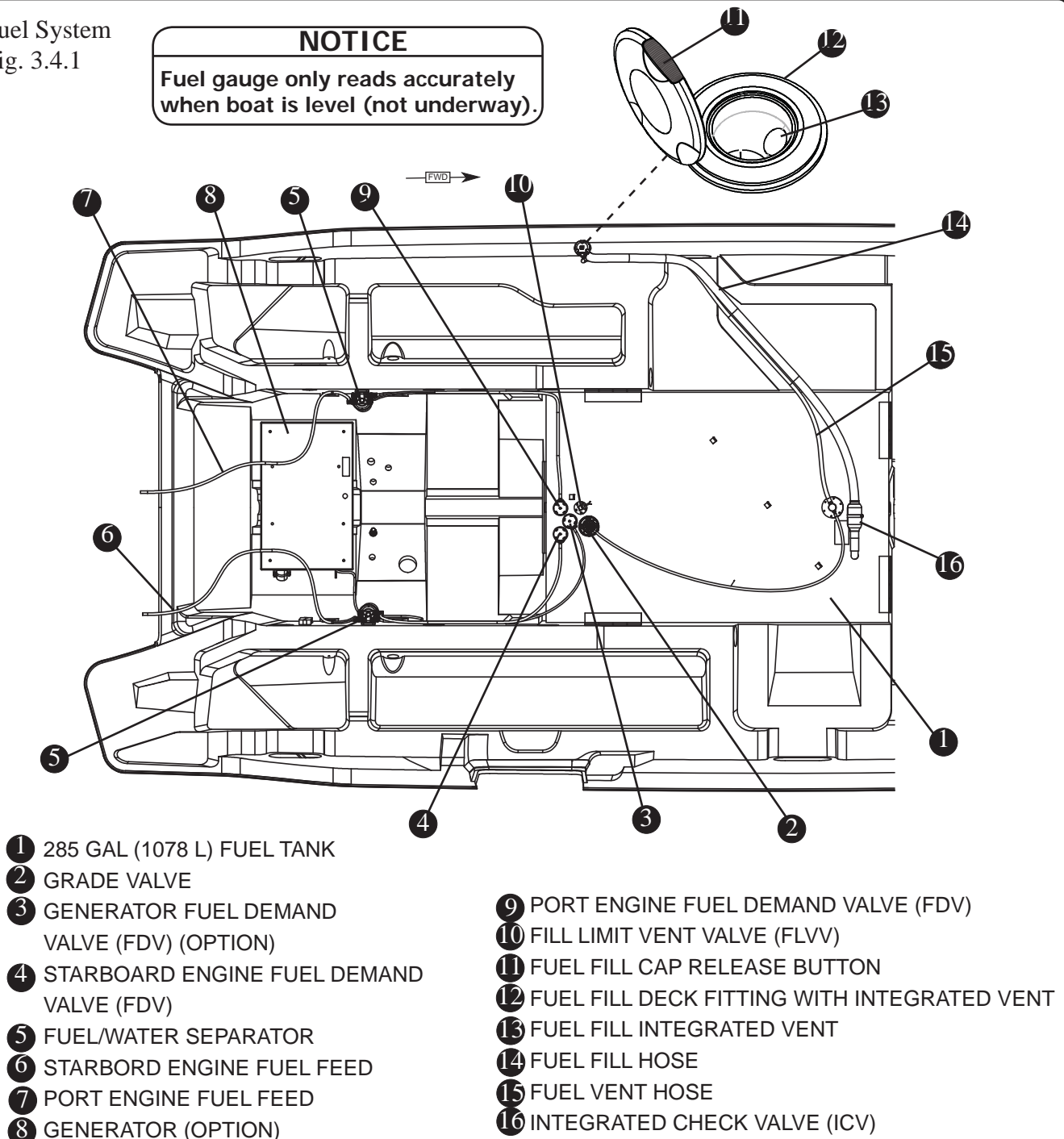
⚠ CAUTION

Use of improper fuel can seriously damage your engine. Engine damage resulting from use of improper fuel is considered misuse of engine and will void the warranty. Follow engine manufacturer's recommendations regarding the types of fuel and oil to use.

Fuel System
Fig. 3.4.1

NOTICE

Fuel gauge only reads accurately when boat is level (not underway).



NOTICE

It is your responsibility to read and understand the engine manufacturer's manual in your owner's manual packet for complete fuel and fueling information and warnings.

This system has been designed to meet the EPA regulations using certified components to limit the fuel vapor emissions.

Your fuel system provides the following benefits:

- Automotive style refueling, automatic nozzle shut-off, fuel nozzle retention. This system sends a signal to the pump nozzle to shut off before there is any spit-back or well-back through the fill opening.
- Overfill protection is included with each system, reducing the possibility of accidental fuel spills.
- Reduce hydrocarbon emissions through the use of a specially designed fuel fill. This fuel fill has a permanently attached cap with a positive closure mechanism with an audible click, to let you know when it is sealed.

Fuel tank

Your boat is equipped with a low permeation aluminum fuel tank with a useable fuel capacity of 285 gallon (1078 L). The useable capacity of the fuel tank is different from the tank capacity marked on the tank from the manufacturer. The difference is the non-useable portion of the tank which results from the fuel in the tank that is below the pickup tube and the ullage area that has been incorporated into your tank. It is recommended that you follow all instructions regarding the filling of fuel tanks. **Please take time to read and understand all the fuel related information and warnings regarding gasoline and your boat, in the engine owner's packet.**

Fuel tanks with levels less than 1/4 full can cause engine stalling problems due to fuel starvation or by allowing sediment and dirt to enter the fuel supply

lines. Keep the tank full and monitor the fuel level often to prevent this from happening.

Fuel Vent

The fuel tank vent is integrated into the fuel fill deck fitting (See fig. 3.4.1). The vent serves as an over pressure/vacuum release with anti-surge and flame/spark arresting protection. The fuel vent system also plays an important role in controlling the "FULL" level of fuel with the use of the FLVV (Fill Limit Vent Valve). Grade Valves have been added to the tank which allows proper ventilation of the tank when the boat is stored, or trailered, on a moderate incline, without fuel seepage.

Fuel Distribution System

The fuel is delivered from the tank to the engine through the Fuel Demand Valve (FDV), anti-siphon valve, and the fuel line. The FDV prevents the built up pressure inside the tank from being transferred to the engine while still allowing fuel to flow as the engine requires it for operation. The anti-siphon valve is a safety feature designed to prevent the fuel from siphoning out of the tank if the fuel line were to be cut or broken below the level of the fuel in the tank. In this case, some fuel would leak from the line, but would not allow the entire contents of the tank to siphon into the boat.

Filling The Tank

This fuel system is designed to automatically shut off the fuel nozzle when the tank is full, similar to an automotive fuel system. The tank is filled when the fuel fill nozzle has shut itself off the second time. Attempting to fill the tank past this point may cause some of the components to not function properly, or malfunction.

NOTICE

Fuel gauge only reads accurately when boat is level (not underway).

WARNING

The modification of any of the fuel system components or the replacement of these components with unauthorized parts may result in over-pressurization of the fuel system and circumvent the safety features designed into your tank.

WARNING

The use of a portable fuel tank to fill your boat's tank can result in overfilling and circumvent the safety features designed into your tank.

NOTICE

Keep records of the fuel capacity and consumption of your boat. Drastic changes in consumption and mileage may indicate a problem.

REFER TO THE ENGINE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Static Electricity and the Fuel System

DANGER

- Static electricity can ignite gasoline vapors causing serious injury, death and/or destruction of property.
- Check for leaks in tubing, connections and hoses. Avoid all forms of ignition when the odor of fuel is noticed.

Correct the cause of the leaks and ventilate the area to insure that no fumes remain prior to energizing any electrical equipment, smoking and/or starting the engines.

There is a danger that static electricity can ignite gasoline vapors that have not been ventilated outside an enclosed area. Use extreme caution when fueling your boat from a source outside the regular venues, (e.g. marinas, fuel service stations).

Your boat's bonding system protects it from creating and discharging static electricity. Your boat must be in contact with the water or a land-based grounding system. The following suggestions will help keep you safe from static electricity while refueling your boat.

Your boat has safety features that can be circumvented by not adhering to standard fueling practices.

- **NEVER** fuel your boat in unsafe conditions such as suspended on a sling or in a situation that increases the likelihood of static discharge.
- **NEVER** use homemade containers to fill your fuel tanks.
- Fuel carried on-board outside of a fixed fuel system should be stored in an approved container or in a portable tank such as provided for outboard engines and be stowed safely outside of the engine or living compartment(s).
- Shut down the engines, motors and fans prior to taking on fuel. Any ignition sources should be extinguished before filling the fuel tank.

NOTICE

it is your responsibility to read and understand the engine manufacturer's manual in your owner's manual packet for complete fuel and fueling information and warnings.

- Close all ports, windows, doors and hatches.
- Fueling should never be done at night except in well-lighted areas.
- Always keep the fuel nozzle in contact with the fuel fill plate or the edge of the fuel tank opening throughout the filling process.
- Allow areas where gasoline vapors could collect to be ventilated before starting the engine.
- Wipe any spillage completely and dispose of rags or waste on shore.
- Secure the fill cap tightly.
- Portable tanks should only be filled while on shore, never on board the boat.

REFER TO THE "DO'S AND DON'TS AT THE GAS PUMP" DVD IN YOUR OWNER'S MANUAL PACKET FOR MORE INFORMATION.

Ethanol-Blended Fuel

Ethanol is an oxygenated hydrocarbon compound that has a high octane rating and therefore is useful in increasing the octane level of unleaded gasoline.

NOTICE

The use of improper gasoline or additives can damage your fuel system and is considered misuse of the system. Damaged caused by improper gasoline or additives WILL NOT be covered under warranty.

The fuel-system components of your Mercury engine(s) have been tested to perform with the maximum level of ethanol-blended gasoline (10% ethanol) currently allowed by the EPA in the United States.

Special precautions should be considered with the use of fuel containing ethanol in your system. Fuels with ethanol can attack some fuel-system components, such as tanks and lines, if they are not made from acceptable ethanol-compatible materials. This can lead to operational problems or safety issues such as clogged filters, leaks or engine damage.

Your boat was manufactured, and shipped from the factory, with ethanol-compatible materials. Before introducing gasoline with ethanol into your fuel tank, ask your dealer if any components have been added or replaced that are not recommended by Boston Whaler, Mercury or may not be ethanol-compatible.

Filling the Tank

It is best to maintain a full tank of fuel when the engine is not in use. This will reduce air flow in and out of the tank due to changes in temperature as well as limiting exposure of the ethanol in the fuel to humidity and condensation.

Phase Separation

Humidity and condensation create water in your fuel tank which can adversely effect the ethanol blended fuel. A condition called phase separation can occur

⚠ CAUTION

The use of fuels containing ethanol higher than 10 percent (E-10) can damage your engine and/or fuel system and will void the warranty.

E85 FUELS COULD SERIOUSLY DAMAGE YOUR ENGINES AND MUST NEVER BE USED.

if water is drawn into the fuel beyond the saturation point. The presence of water in the fuel beyond the saturation level will cause most of the ethanol in the fuel to separate from the bulk fuel and drop to the bottom of the tank, significantly reducing the level of ethanol in the fuel mixture in the upper level (phase). If the lower level (phase), consisting of water and ethanol, is deep enough to reach the fuel inlet, it could be pumped directly to the engine(s) and cause significant problems. Engine problems can also result from the reduced ethanol/fuel mixture left in the upper phase of the tank.

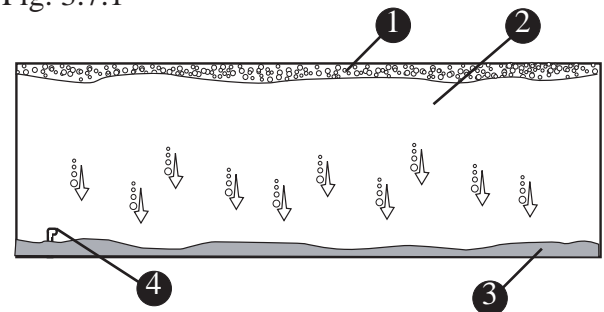
Additives

There is no practical additive known that can prevent or correct phase separation. The only solution is to keep water from accumulating in the tank.

If phase separation does occur, your only remedy is to drain the fuel, clean and dry the tank completely and refill with a fresh, dry load of fuel.

Example of Phase Separation

Fig. 3.7.1



- 1 CONDENSATION
- 2 UPPER PHASE (WATER+FUEL+ETHANOL)
- 3 LOWER PHASE (WATER+ETHANOL)
- 4 FUEL INLET TO ENGINE

Section 3 • Systems & Components Overview & Operation

Fuel Filters

Mercury already provides the appropriate level of filtration to protect the engine from debris. The addition of another *in-line* filter to the system will create a possible flow restriction that can starve the engine(s) of fuel.

It is advisable to carry extra *on-engine* filters in case filter plugging from debris in the fuel tank becomes a problem during boating.

Maintenance

Periodically inspect for the presence of water in the fuel tank. If any is found, all water must be removed and the tank completely dried before refilling the tank with any fuel containing ethanol.

Storage

Long periods of storage and/or non-use, common to boats, create unique problems. When preparing to store a boat for extended periods, of two months or more, it is best to completely remove all fuel from the tank. If it is not possible to remove the fuel, maintaining a full tank of fuel with a fuel stabilizer added to provide fuel stability and corrosion protection is recommended.

- Add fuel stabilizer/treatment at manufacturers recommended dosage.
- Run engine(s) for 10 minutes.
- Shut OFF fuel valve. Allow engine to run until it stops.
- Top off fuel tank, leaving space for expansion. DO NOT fill to point of overflow.
- DO NOT cap the tank vent.

A partially full tank is not recommended because the void space above the fuel allows air movement that can bring in water through condensation as the air temperature moves up and down. This condensation could potentially become a problem.

REFER TO THE ENGINE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Starting the Engines



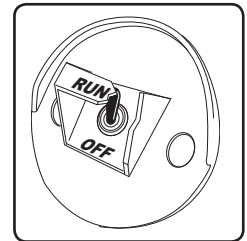
CAUTION

NEVER start or operate your engine(s) (even momentarily) without water circulating through all the cooling water intake holes in the gearcase to prevent damage to the water pump (running dry) or overheating of the engine.

Prior to Starting

Operator should know boating safety, safe navigation, and boat operating procedures.

- Make sure that the lower unit of the engine is in the water.
- Be sure the emergency engine shutoff switch is in the "RUN" position.



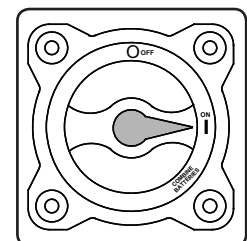
- Be sure gear shift and throttle control levers are in the NEUTRAL position.



NOTICE

The gear shift/throttle control levers will not allow engine starting if the control levers are in any other position than NEUTRAL.

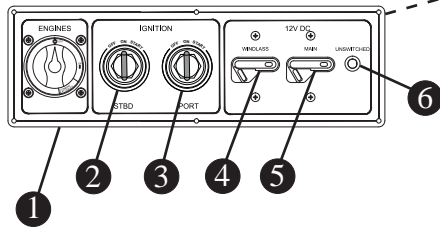
- Make sure the battery switches are in the "ON" position.



Section 3 • Systems & Components Overview & Operation

Ignition Switch

Fig. 3.8.1



- 1 BATTERY SWITCH
- 2 STARBOARD ENGINE IGNITION SWITCH
- 3 PORT ENGINE IGNITION SWITCH
- 4 WINDLASS BREAKER
- 5 MAIN BREAKER
- 6 UNSWITCHED EQUIPMENT BREAKER

- Hold in the button until the horn sounds twice and the neutral lights start flashing. The flashing lights indicate that “THROTTLE ONLY” is engaged.
- Advance the control handles to increase engine RPM.

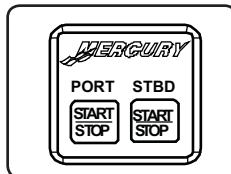
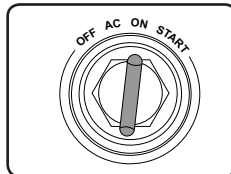
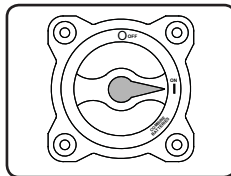
NOTE: Engine RPM is limited to prevent engine damage.

- To disengage, return the control handles back to the neutral position and press the “THROTTLE ONLY” button

The warm-up mode can be re-activated by turning the engines off and re-starting.

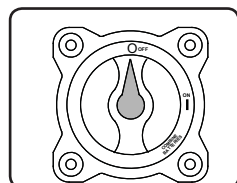
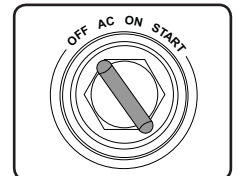
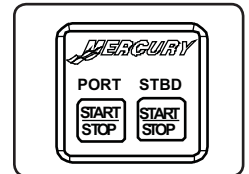
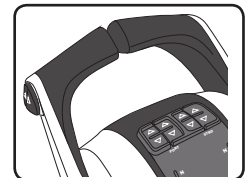
Start Engine(s):

- Turn battery switch “ON”
- Turn key switch to “ON” position.
- Press START/STOP button(s) on the control station switch panel.



Stopping the Engine(s)

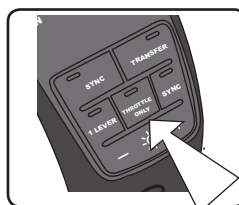
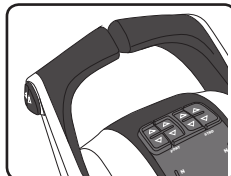
- Be sure that the gear shift and throttle control handle is in the NEUTRAL position.
- Press START/STOP button(s) on the control station switch panel.
- Turn key switch to “OFF” position.
- turn the battery switch “OFF”.



Warming Up the Engine(s)

The “THROTTLE ONLY” button on the gear shift/throttle control allows the operator to increase engine RPM for warm-up without shifting the engines into gear.

- Be sure that the gear shift and throttle control handle is in the NEUTRAL position.
- Press and hold the “THROTTLE ONLY” button while moving the control handle ahead to the forward position.



CAUTION

NEVER turn the battery switch to the “OFF” position while the engine is running. Equipment damage will occur.

REFER TO THE ENGINE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS.

Fresh Water System

NOTICE

- Be sure to fill the water tank from a source known to provide safe, pure drinking water.
- If you do not use the freshwater system for long periods of time or only use it seasonally it is recommended that you disinfect the system before using it (See page 3-9).

The freshwater system on your boat includes a 30 Gal.(113.5 L) fresh water tank, pump, and plumbing connections for water service to the sink/shower in the head, prep center sink, Vacu Flush® toilet and transom and bow spray heads.

Filling the Tank

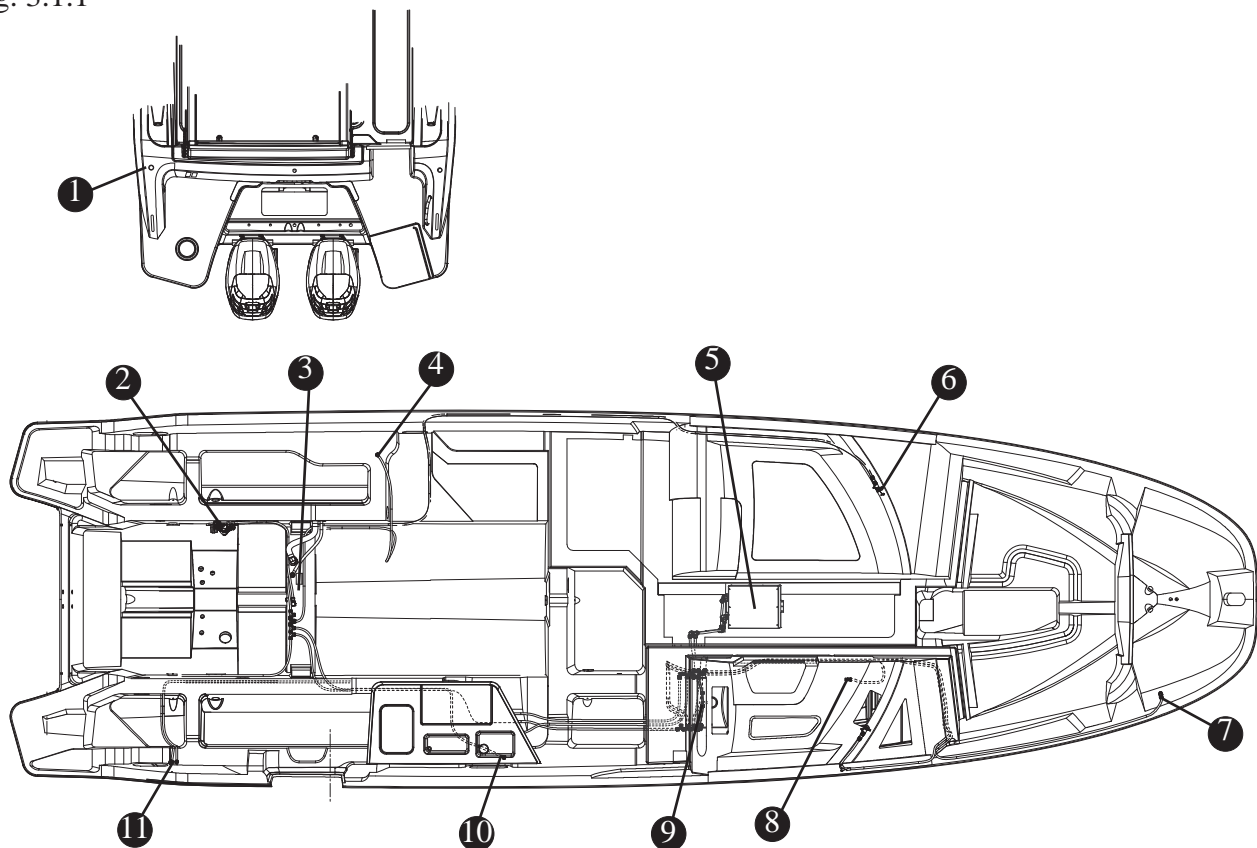
The water tank can be filled through the water fill inlet located on the port transom (Figure 2.8.1). Fill the tank only from a source known to provide safe, pure drinking water. Use only a plastic hose to fill the water tank. Using a rubber hose can give the water a disagreeable taste.

The hose should be dedicated to filling use only and should be stored in a clean, dry place. It is a good practice to cover the ends of the hose to ensure the inside stays clean.

Before you fill the freshwater system it is vital that it be properly disinfected. Ask your dealer if this has been done.

Fresh Water System

Fig. 3.1.1



- | | |
|---------------------------------------|---------------------------------|
| ① FRESH WATER FILL DECK PLATE | ⑦ BOW SPRAYER |
| ② 3.3 GPM (12.49L) FRESH WATER PUMP | ⑧ HEAD |
| ③ 30 GAL (113.5L) FRESH WATER TANK | ⑨ VANITY SINK |
| ④ DELUXE PREP CENTER SPRAYER (OPTION) | ⑩ COCKPIT UTILITY CENTER FAUCET |
| ⑤ WATER HEATER (OPTION) | ⑪ AFT SPRAYER |
| ⑥ PORT WINDSHIELD WASHER* | |

Section 3 • Systems & Components Overview & Operation

The following procedure is recommended to disinfect the freshwater system:

1. Flush the entire system thoroughly by allowing potable water to flow through it.
2. Drain the system completely.
3. Fill the entire system with an approved disinfecting solution (check with your dealer for recommendations) and follow the method prescribed by the manufacturer.
4. After disinfecting, drain the entire system.
5. Flush the entire system thoroughly several more times with potable water.
6. Now the system is ready for use, fill with fresh potable water.

This should be done annually or before using the system if it has been laid up for an extended period of time.

Fresh Water Pump

The fresh water pump draws water from the water tank and provides pressure to the head compartment, transom and bow sprayers, and the prep station. To energize the system, turn on the “FRESH WATER” switch located on the front of the prep station (See fig. 2.22.1).

Transom and Bow Showers

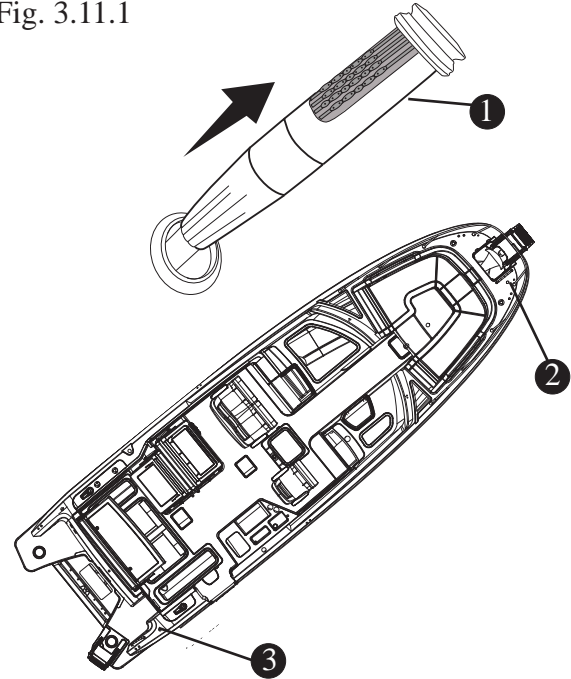
The transom shower is located on the starboard side, aft of the transom door.

The bow shower is located starboard of the anchor locker cover at the bow.

The showers are supplied by the fresh water system and each has a hose which extends approximately 6' (1.82M). The units feature a control handle to adjust the temperature of the supplied water.

The shower units are pressurized by the fresh water pump and the spray heads are activated by twisting the center of the unit.

Transom Shower
Fig. 3.11.1



- ① SHOWER SPRAYER W/6' (1.82M) EXTENDABLE HOSE
- ② BOW SHOWER
- ③ TRANSOM SHOWER

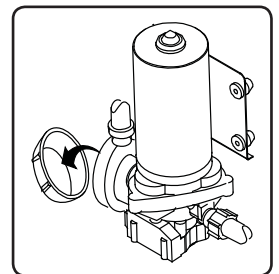
Maintenance

Maintenance of the fresh water system will require you to check the fittings and hoses for system integrity to prevent leaks.

Periodically check the in-line strainer attached to the fresh water pump, and clean if necessary.

The system should be run at least every other month to maintain the pump's impellers in a stable operating condition.

The fresh water pump can be accessed through the aft cockpit deck hatch.



Water Heater (Option)

NOTICE

Make sure the fresh water tank is full before operating the water heater. Operating the water heater empty will cause damage to the system.

Make sure the “FRESH WATER” switch is “ON” before energizing the water heater.

Turn “ON” the “WATER HEATER” switch located on the AC Main Distribution Panel located in the forward cabinet of the port console. Once both the “FRESH WATER” switch and the “WATER HEATER” switches are “ON” the system can be utilized.

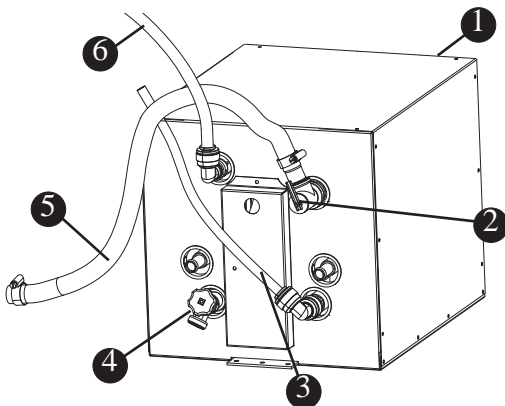
NOTE: If the water heater has not been used for some time it will take approximately 20 minutes for the water to heat.

NOTICE

The water heater is equipped with a temperature and pressure relief valve that complies with the standard for Relief Valves & Automatic Gas Shut off Devices for Hot Water Systems, ANSI Z 21.22

Water Heater (Option)

Fig. 3.11.1



- ① 6 GAL (22.7 L) WATER HEATER
- ② RELIEF VALVE
- ③ WATER INLET (FROM WATER TANK)
- ④ DRAIN
- ⑤ TO THRU HULL FITTING
- ⑥ WATER OUTLET (TO HOT WATER LINES)

⚠ WARNING

Hydrogen gas may form in the tank if the system has not been used for more than two weeks. DO NOT smoke or have any flame near an open faucet.

⚠ CAUTION

SCALDING INJURY - Turn OFF the water heater and wait for the water in the storage tank to cool before opening the drain valve to flush the tank.

Maintenance

The water heater connections will need to be inspected regularly. Access to the water heater can be made through a hatch on the starboard wall of the helm deck. If you notice any leaks around the water heater call your dealer.

Manually operate the pressure relief valve at least once a year. This must be done when the water in the storage tank is cool.

The system must be flushed several times per year; which will prolong the life of the system. There may be times that you will notice an odor coming from the water system. There is a protective cladding in the tank that protects it from corrosion. The electro-galvanic action of the cladding material releases hydrogen from the water. If sulfur or any of its combinations are present in the water the two will combine and produce hydrogen sulfide. This compound will produce a “Rotten Egg Odor”. Hydrogen sulfide can also be present in your freshwater supply. It is the product of the decay of animal matter and as little as 1 mg/ liter can cause a perceptible odor.

Make certain that the system is completely drained before laying up for the winter season. The freshwater tank will have to be drained and flushed with a non-toxic anti-freeze before winter storage.

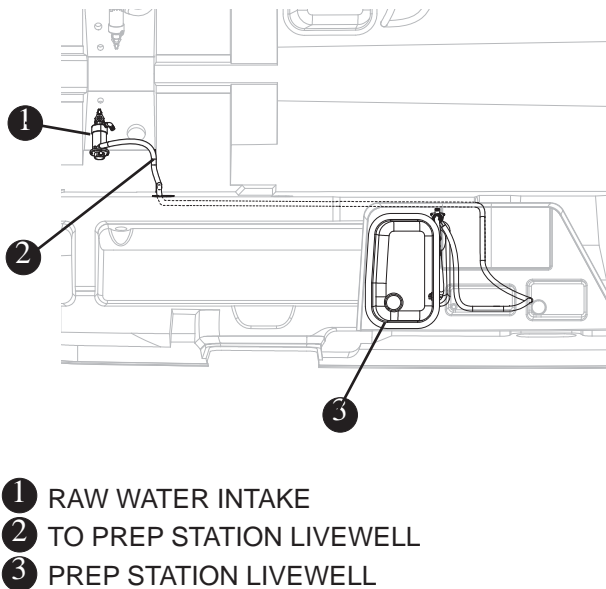
REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Raw Water System

The Raw water system includes a seacock with auxiliary pump and a livewell and raw water hose connection.

The seacock must be set in the OPEN position for the raw water system to function. The seacock, livewell pump and raw water pump can be accessed through the mechanical hatch in the aft cockpit deck.

Raw Water System
Fig. 3.13.1



Livewell

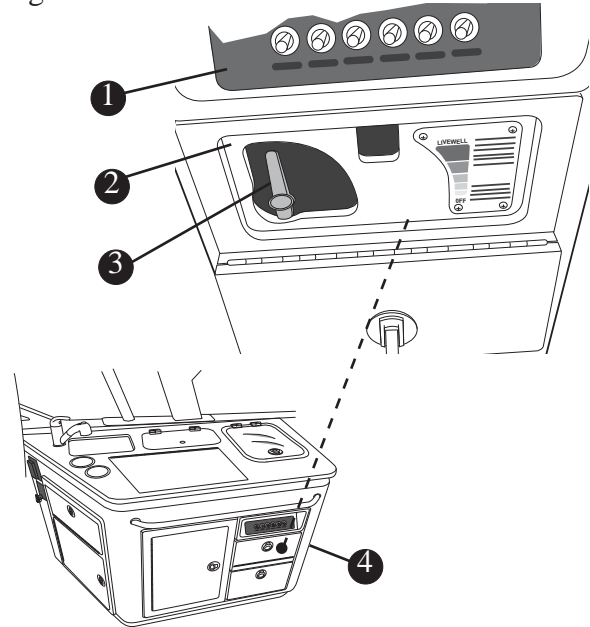
The livewell located on the prep station (Figure 3.13.1) will keep baitfish alive by circulating fresh seawater through the tank.

NOTICE

The seacock **MUST** be in the **OPEN** position. Running the pump dry may cause damage to the unit.

Before operating the system make certain the hull seacock and flow control valve are in the open position. The hull seacock can be accessed through the aft cockpit deck hatch and the livewell flow control valve through the access door on the front

Livewell Flow Control Valve
Fig. 3.13.2



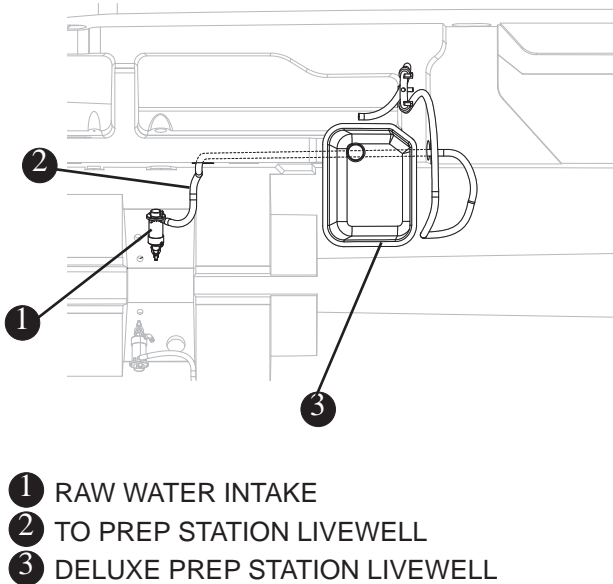
of the prep station. The flow control valve lets you adjust the flow of water into the livewell tank, turning the handle clockwise 90° will stop the flow of water.

Fill the livewell using the switch marked “Stbd L/Well” on the front of the cockpit prep station (See fig. 2.22.1). A drain tube with strainer connects to the livewell overflow drain and will direct overflow/excess water to the thru-hull drain (See fig. 2.7.1).

Maintenance

Maintenance of the livewell system requires periodic inspection of the raw water intake strainer and all hose connections. Clean away debris and/or tighten hose connections as required.

Deluxe Prep Station Livewell (Option)
Fig. 3.14.1



Livewell (Option)

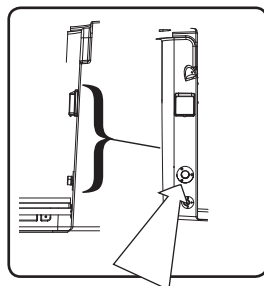
If equipped, the deluxe prep station located on the port side of the cockpit (See fig. 2.17.1) features a livewell which will keep baitfish alive by circulating fresh seawater through the tank.

Fill the livewell using the switch marked “Port L/Well” on the front of the cockpit prep station (See fig. 2.22.1). A drain tube with strainer connects to the livewell overflow drain and will direct overflow/excess water to the thru-hull drain (See fig. 2.7.1).

Before operating the system make certain the hull seacock and flow control valve are in the open position. The hull seacock can be accessed through the aft cockpit deck hatch and the livewell flow control valve through the access door on the front

Raw Water Washdown (Option)

If equipped, the raw water washdown is located on the port gunnel. It is supplied by a 3.5 GPM pump activated by the “WASHDOWN” switch on the cockpit prep station switch panel (See fig. 2.22.1).



NOTICE

The seacock **MUST** be in the **OPEN** position. Running the pump dry may cause damage to the unit.

Operation

Before operating the system make certain the hull seacock valve is in the open position. The hull seacock can be accessed through the aft cockpit deck hatch.

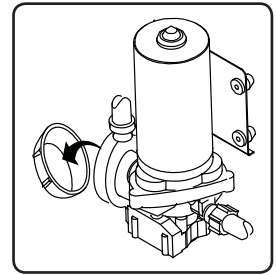
Maintenance

Maintenance of the raw water system will require you to check the fittings and hoses for system integrity to prevent leaks.

Periodically check the in-line strainer attached to the pump, and clean if necessary.

The system should be run at least every other month to maintain the pump's impellers in a stable operating condition.

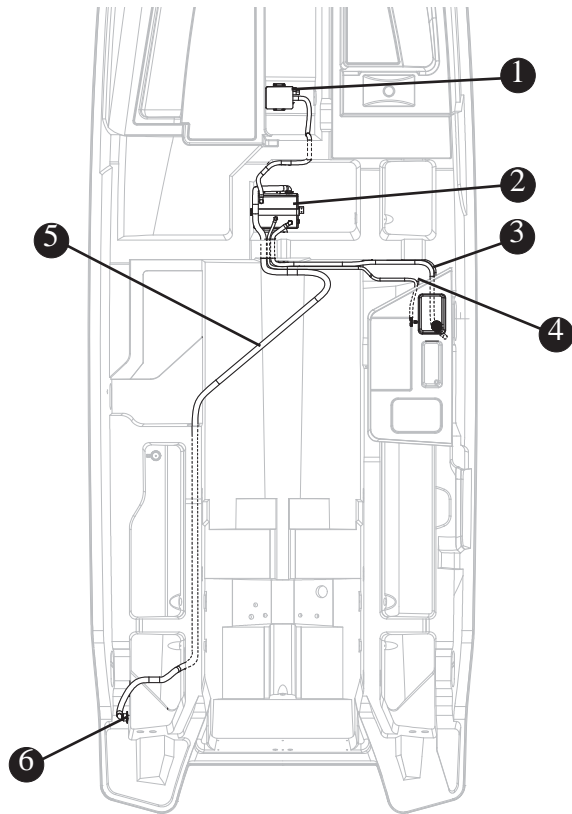
The raw water pump can be accessed through the aft cockpit deck hatch.



Grey Water System (Option)

If equipped, the grey water system (See fig. 3.15.1) consists of a holding tank for waste water from the shower sump and the prep station sink. The system also features a deck plate for dockside pumpout services.

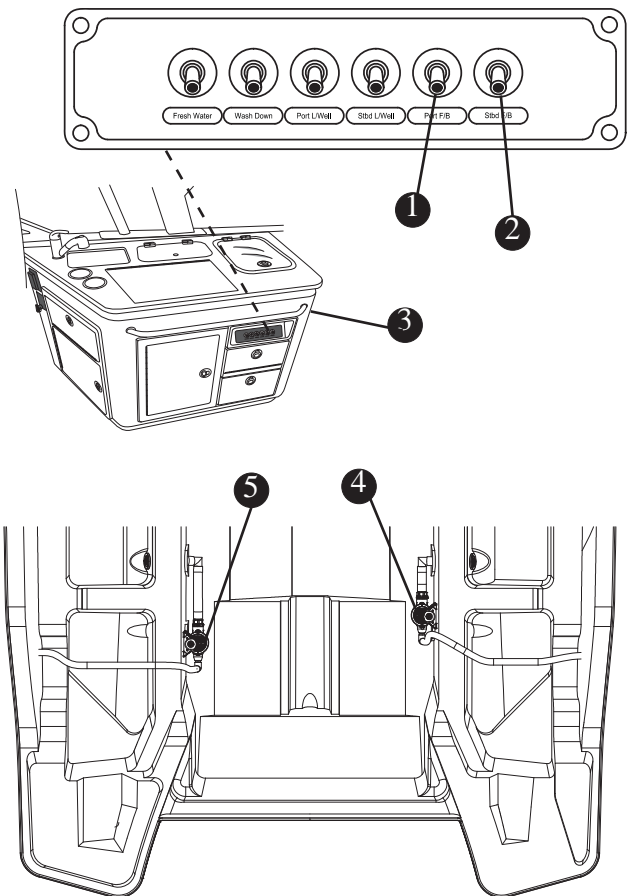
Gray Water System (Option)
Fig. 3.15.1



- ① SHOWER SUMP
- ② GREY WATER TANK
- ③ FROM PREP SINK
- ④ TO THRU HULL VENT
- ⑤ TO DECK PLATE
- ⑥ DECK PLATE

and are protected by breakers located on the DC breaker panel located on the aft wall of the head compartment. Check these breakers first and reset if a problem arises with the pumps failing to activate when the switches are depressed.

Fish Boxes
Fig. 3.15.2



- ① PORT FISHBOX SWITCH
- ② STARBOARD FISHBOX SWITCH
- ③ COCKPIT PREP STATION
- ④ PORT FISHBOX PUMP
- ⑤ STARBOARD FISHBOX PUMP

Fish Box with Pump Out Discharge

The deep well fish boxes located port and starboard in the cockpit utilize an electrical pump system for each box to discharge water overboard by way of thru-hull fittings port and starboard (See figure 2.7.1). In addition, there is a bottom drain with a plug in each of the compartments.

The discharge pumps are located aft of the compartments on the port and starboard and can be accessed through the hatch in the aft cockpit deck. The pumps are independently activated by switches on the cockpit prep station switch panel

Head System

Environmental Considerations

The Environmental Protection Agency (EPA) standards state that in freshwater lakes, reservoirs, impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate traffic subject to this regulation, marine sanitation certified by the United States Coast Guard (U.S.C.G.) installed on vessels shall be designed and operated to prevent the overboard discharge of sewage, treated or untreated or any other waste derived from sewage.

The EPA standards further state that this shall not be construed to prohibit the carriage of Coast Guard certified flow through treatment devices which have been secured so as to prevent such discharges. They also state that the waters where a Coast Guard certified marine sanitation device permitting discharge is allowed include: Coastal waters, Estuaries, The Great Lakes and Intercoastal waterways, Freshwater lakes and Impoundments accessible through locks and other flowing waters that are navigable interstate by vessels subject to this regulation. (40 CFR, 140.3)

Your boat is equipped with a waste containment/disposal system. The system includes a porcelain Vacu Flush® toilet, a 6.5 Gal. (24.6 L) holding tank with vacuum pump, macerator, lockable discharge seacock, dockside pump-out connection and a thru-hull vent.

NOTICE

Because your waste system is a "low water" use system, there is special paper which **MUST be used to prevent clogs. The manufacturer has provided information regarding the type of paper that must be used.**

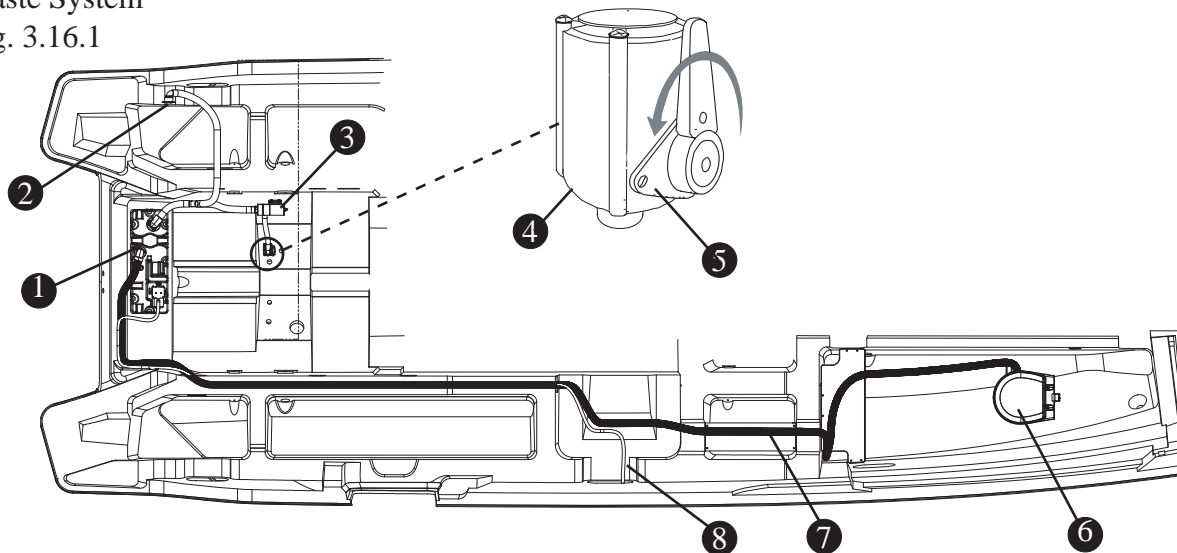
NEVER use residential tissue paper in your marine waste system.

Macerator/Overboard Discharge

The macerator/discharge pump draws solid and liquid waste from the holding tank and processes it prior to discharging it overboard through the macerator seacock located in the aft bilge. The macerator is designed to handle waste, toilet and facial tissue and will not pump solids. The key necessary to actuate the overboard discharge unit can be found in your owner's manual packet.

Waste System

Fig. 3.16.1

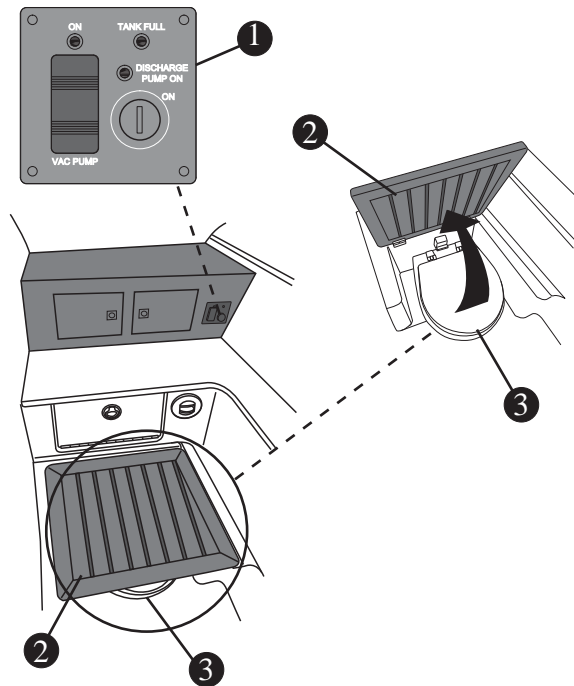


- ① 6.5 GAL (24.6 L) HOLDING TANK
- ② DOCKSIDE PUMPOUT DECK PLATE
- ③ MACERATOR
- ④ LOCKABLE DISCHARGE SEACOCK

- ⑤ LOCKING PLATE
- ⑥ PORCELAIN VACU FLUSH® TOILET
- ⑦ TO HOLDING TANK
- ⑧ HOLDING TANK VENT TO THRU-HULL OUTLET

Head

Fig. 3.17.1



- ① OVERBOARD DISCHARGE PANEL
- ② FOLD-DOWN TEAK SEATING
- ③ PORCELAIN VACU FLUSH® TOILET

NOTICE

This boat is equipped with an overboard discharge seacock.

Severe state and federal penalties are levied for discharging raw sewage and solid waste in waters where it is not permitted.

Demonstrating that you have disabled the macerator by locking the system and/or removing the seacock handle may avoid a fine.

It is also illegal for any vessel to dump plastic trash anywhere in the ocean or navigable waters of the United States.



CAUTION

The discharge seacock should always be in the closed position when the toilet is not in use. Failure to do so could result in flooding, property damage and/or loss of life.

Macerator Operation

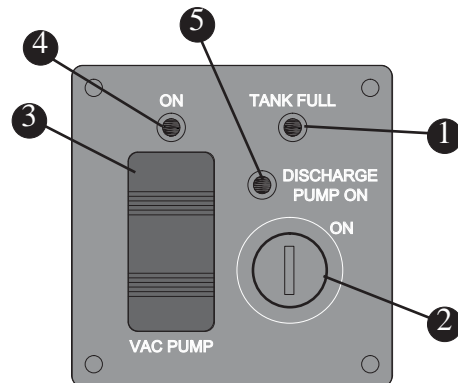
The macerator control panel is located on the front of the head compartment cabinet (Figure 3.17.1). If the “TANK FULL” light is on you must empty the holding tank before the system will function properly.

To Operate the Macerator:

- Make sure the discharge seacock is in the open position.
- Insert the macerator key, which is included in your owners manual packet, into the panel.
- Depress the bottom of the “VAC PUMP” push button to deplete the vacuum.
- Turn the key clockwise and hold it there. The keyswitch is a momentary type, which means that it needs to be held during the discharge cycle. Turning the keyswitch clockwise will discharge the contents of the holding tank through the macerator pump, which processes it before evacuating it overboard.

Macerator Control Panel

Fig. 3.15.1



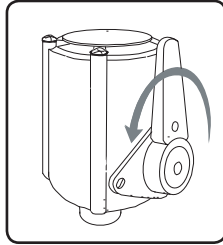
- ① FLUID LEVEL INDICATOR LIGHT
- ② DISCHARGE PUMP KEYSWITCH
- ③ VACUUM PUMP SWITCH
- ④ VACUUM PUMP INDICATOR LIGHT
- ⑤ DISCHARGE PUMP INDICATOR LIGHT

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There are bodies of water where discharge of raw sewage is prohibited. Keep seacock lock engaged when in waters where discharge is not permitted.

Contact your dealer or local Coast Guard station for information on overboard discharge in your area and its penalties. Demonstrating that you have disabled the macerator by locking the system and/or removing the seacock handle may avoid a fine.

To lock the discharge seacock; rotate the handle until the hole in the handle is aligned with the hole in the locking plate and insert a padlock (not supplied).



Maintenance

After long periods of non-use, the macerator pump may not turn freely. Regular use of the system will reduce the chances of this occurring. If the system does require maintenance contact your nearest dealer.

Because your waste system is a low water use device, there is special paper which must be used to prevent clogs.

NOTICE

NEVER use residential tissue paper in your marine waste system.

REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Dockside Discharge

NOTICE

Dockside discharge is the preferred method of waste disposal.

The dockside discharge deck plate is located on the starboard transom deck, and is marked "WASTE" (See figure 2.8.1). Access is gained by use of a special key that is included in the owner's manual packet.

The dockside facility will have a connection to fit your boat.

NOTICE

It is important that you close your macerator discharge seacock prior to using the dockside discharge function.

NOTE: Prior to using **either** method of discharging sewage:

- De-energize the vacuum pump by depressing the push button/switch.
- After completion of the discharge, energize the vacuum pump by returning the switch to its normal position.

CAUTION

The seacock should always be in the closed position when the toilet is not in use. Failure to do so could result in flooding, property damage and/or loss of life.

REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Air Conditioning (Option)

If equipped, the reverse-cycle air conditioning system consists of a air handler (6000 BTU), a seawater pump with seacock and strainer, additional 30 amp shore power service and a control unit so that the water pump will be activated by demand when the AC unit comes on.

The unit provides cooling air to the port console cabin and the head area in the starboard console.

The air handler unit is located in the port console and can be accessed through a panel on the lower starboard wall. Care should be taken so as not to stow items around the air handler that may block the return air grill or damage the freon lines running to the compressor.

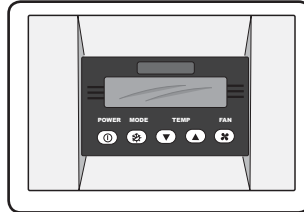
Section 3 • Systems & Components Overview & Operation

Operation

Starting the System

- Make sure the seacock is OPEN.
- Turn ON the “AIR CON” breaker on the AC Main Distribution panel.
- Set the keypad to the desired temperature.

The air handler is controlled by a keypad unit located on the aft wall of the port console cabin.

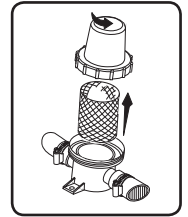


The keypad allows the operator to preset the temperature. The air unit will activate automatically when the temperature is not consistent with the preset temperature. When the air handler is activated, seawater is pumped into the system by way of a seacock and strainer, passes through the compressor cooling the condensing coils, and then flows overboard through the thru-hull drain. Condensate from the air handler is directed to the shower sump where it is pumped overboard through the thru-hull fitting (See fig. 2.7.1).

Maintenance

The air filter located on the front of the air handler unit should be removed and cleaned periodically to assure fresh, clean air circulation and to reduce stress on the unit.

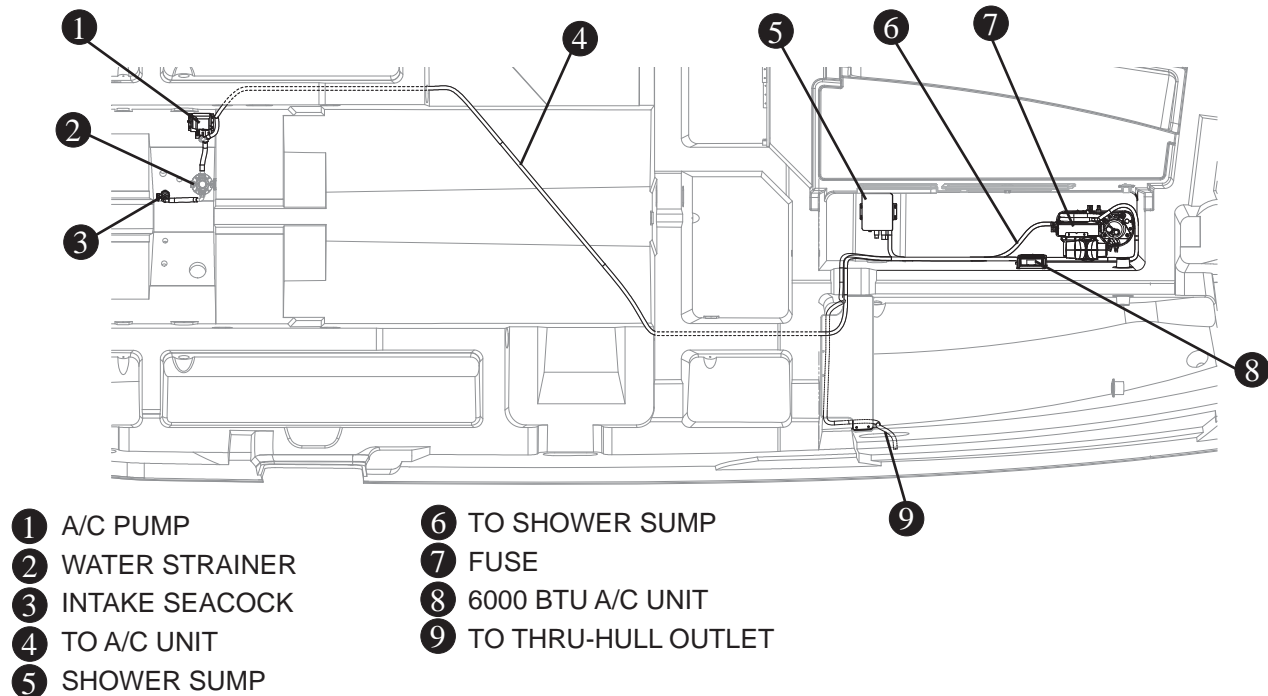
The seawater strainer located in the aft bilge should be inspected frequently and cleaned out if plugged. The strainer can be accessed by



REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Air Conditioning System

Fig. 3.19.1



Generator (Option)

It is recommended that you read and understand the information in the manufacturers owners manual before operating the generator.

If equipped, the low CO, gas 5 kW generator on your boat provides 120v/60Hz AC power to your boat's electrical system through the AC Main Breaker Panel located in the port console cabin.

Connections to the AC electrical system are made through cables connected to the slide selector switch on the AC distribution panel. The generator has a built in cooling pump which draws cooling water through a seacock located in the aft machinery compartment. This water passes through a strainer before entering the engine cooling manifold.

The generator fuel system is designed to run out of fuel with about 1/4 tank of fuel remaining, leaving a reserve of fuel for the propulsion engines.

WARNING

CARBON MONOXIDE can cause severe NAUSEA, FAINTING or DEATH. The exhaust system must be leakproof and routinely inspected.

FIRE Can cause SEVERE INJURY or DEATH. Do not smoke or permit flames or sparks near fuels or the fuel system.

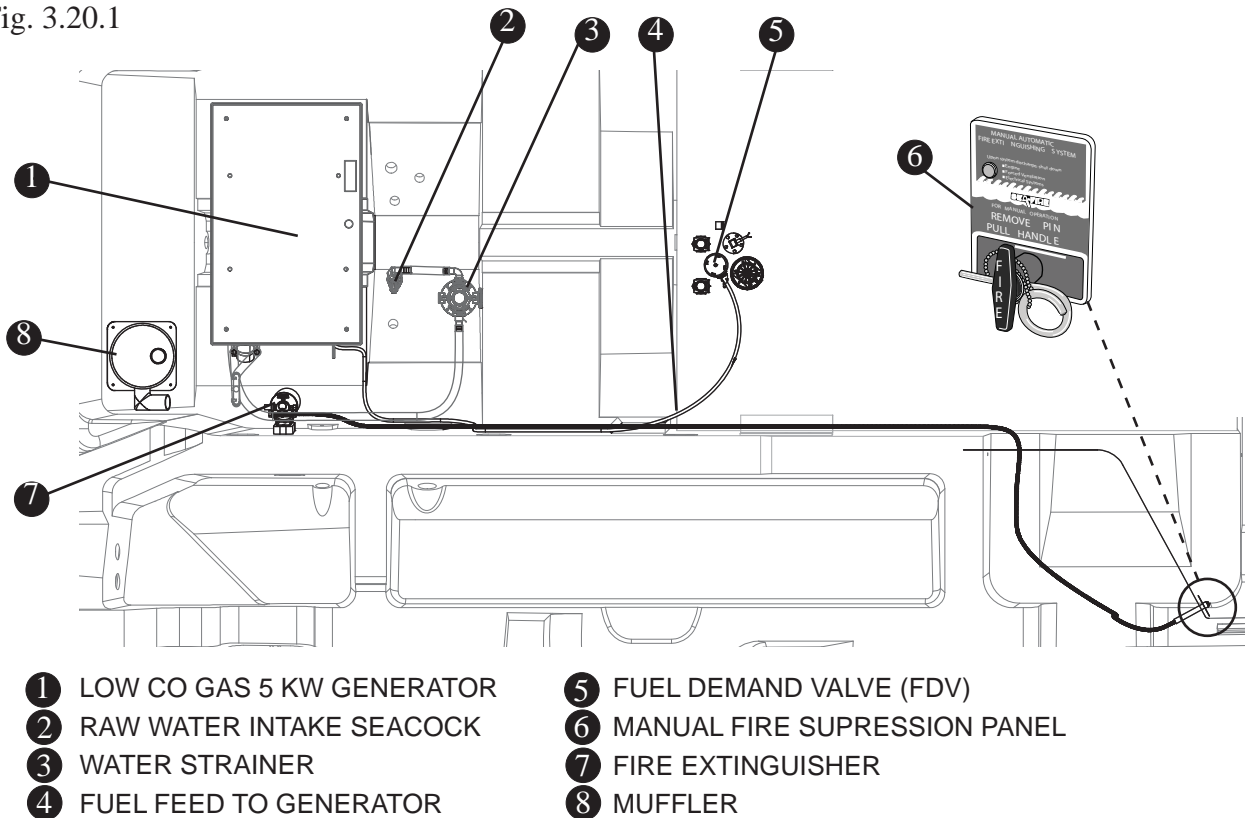
EXPLOSIVE FUEL VAPORS Can cause SEVERE INJURY or DEATH. Use extreme care when handling, storing and using fuels.

MOVING PARTS Can cause SEVERE INJURY or DEATH. Operate the generator set only when all guards, screens and covers are in place.

The generator draws fuel from the main fuel tank. The exhaust from the generator passes through a high efficiency marine lift type water cooled muffler and is discharged by a flexible hose via a through hull fitting. The generator has a housing which acts as protection and a sound shield. It can be removed by pulling latches located on the housing.

Generator, Gas (Option)

Fig. 3.20.1



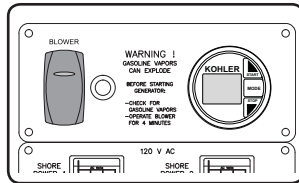
Section 3 • Systems & Components Overview & Operation

Starting The Generator

Refer to the Manufacturers Operations Manual for a Pre-Start Checklist.

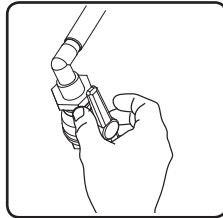
Your owner's manual packet will have the complete operations manual for your generator. Be sure to read the manual before operating the generator. Several key points are indicated below:

- Operate the blower for 4 minutes and manually check the bilge for fuel or fuel vapor.

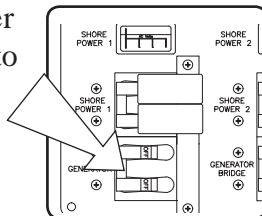


Also, run the blower when operating below cruising speed.

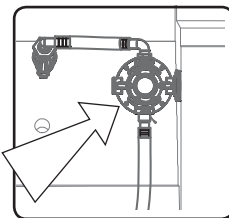
- OPEN the generator seacock.



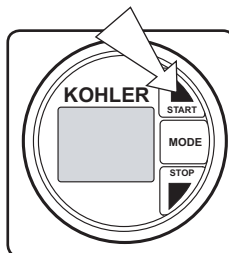
- The generator breaker must be turned OFF to start.



- Check for water in the strainer.



- Press the START button until the generator starts.



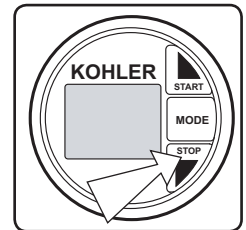
DO NOT crank the generator for more than 20 seconds at a time. Allow for a 60 second cool down period between cranking attempts.

If the generator fails to start after the first attempt, CLOSE the seacock to prevent water from getting into the generator. OPEN the seacock when the start sequence is successful.

If the unit fails to start after 3 attempts, contact an authorized dealer/distributor for service.

Stopping The Generator

- To STOP the generator, press the On/Off button.



DO NOT run the generator set out of fuel because the fuel lines will draw in air and necessitate bleeding the system before restarting the unit. The operations manual included in the owners packet will have complete instructions on bleeding the fuel system should it be needed.

Maintenance

! WARNING

ACCIDENTAL STARTING can cause severe injury or death. Disconnect the battery cables before working on the generator set. Disconnect the negative, (-) cable first when removing and reconnect it last when replacing.

Your operations manual will have a complete maintenance schedule that will need to be followed to keep your generator in peak operating condition. Inspect the parts often and perform required service at the prescribed intervals. Maintenance work must be performed by appropriately skilled and suitably trained maintenance personnel familiar with generator set operation and service.

Operation in European Union Member Countries

This generator set is specifically intended and approved for operation below the deck in the engine compartment. Operation above the deck and/or outdoors would constitute a violation of European Union Directive 2000/14/EC noise emission standard.

REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Fire Suppression System (Option)

NOTICE

The fire extinguishant contained in this unit is **CHLOROTETRAFLUORATHANE**, None of the components in this material is listed by major health associations as a carcinogen. Toxic by-products are produced when this agent extinguishes fire. Avoid breathing these fumes.

The USCG approved automatic fire suppression system is installed with the generator option.

The automatic fire suppression system fire extinguisher is located on the starboard side of the machinery access compartment (See fig. 3.20.1). The system will activate when the temperature in the enclosed area reaches 165°F (74°C).

⚠ DANGER

DO NOT handle the actuator. The fire suppression system is under pressure (195 psi.). Accidental discharge may result in death or serious injury.

When activated there will be a bang, (similar to small arms fire) followed by a rushing air sound. Once activated the diesel engine and blower will shut down automatically.

⚠ DANGER

Inhalation of high concentrates of the contents of the fire suppression tank may cause sudden death without warning.

Skin contact will require flushing of the area with water for at least 15 minutes. Seek immediate medical assistance.

In The Event of Discharge:

- Shut down all electrical systems, engines and extinguish all smoking materials.
- Allow the agent to “soak” the compartment for at least 15 minutes.
- **DO NOT** open the machinery access compartment hatch.
- **DO NOT** breathe the fumes or vapors caused by fire as they are hazardous and toxic.
- When opening the hatch, have a portable fire extinguisher at hand and ready for use.
- High concentrations of the agent may cause **DEATH** without warning. The vapor reduces available oxygen for breathing.
- If possible; allow the compartments vapor to dissipate before opening the hatch.

⚠ CAUTION

NEVER attempt to modify or disassemble any components of this system. If the system has been discharged, have a qualified technician replace it.

Manual override System (Option)

The automatic fire extinguisher can be activated manually by pulling the manual override handle located on the forward wall of the bait prep station, starboard of the helm seat (See fig. 3.21.1).

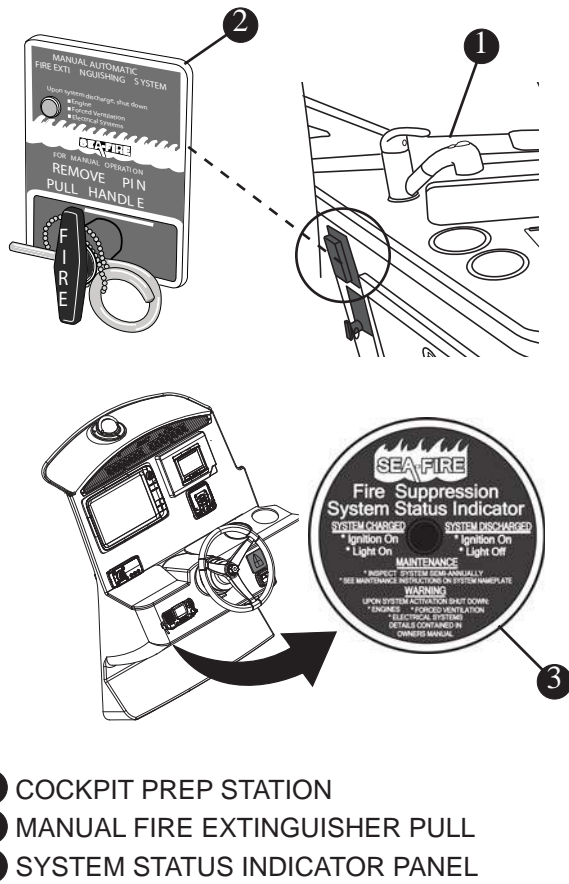
Early detection and use of the manual override system will reduce fire damage by eliminating the time necessary for heat in the bilge to rise sufficiently to activate the automatic fire system.

To Operate

1. Pull pin securing the handle.
2. Pull red FIRE handle quickly and briskly.

Fire Suppression System (Option)

Fig. 3.23.1



REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Bow Thruster (option)

⚠ WARNING

Be sure you thoroughly understand the operation and safety requirements of the thruster before using.

The thruster should not be operated in close proximity to swimmers, as a powerful suction is created when in use.

Your boat may be equipped with a 2.2 kW bow thruster. The electrically driven bow thruster gives the operator more maneuverability of the bow when docking or maneuvering the vessel in narrow channels or where space is at a premium.

Boston Whaler uses a patent pending design for installation of the bow thruster.

The bow thruster motor can be accessed by lifting the storage cover in the forward deck.

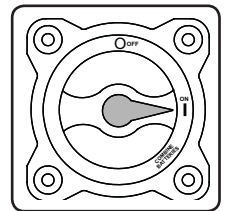
NOTICE

REFER TO YOUR BOW THRUSTER OWNER'S MANUAL FOR EXACT BATTERY REQUIREMENTS.

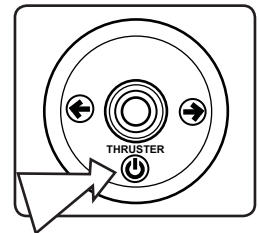
The bow thruster joystick located starboard of the captain's seat is used to operate the thruster and maneuver the bow of your boat.

To Operate The Bow Thruster:

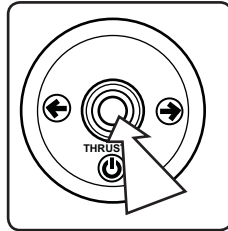
- Turn ON battery switch.



- Press the activation button for 1 second.



- Lift the joystick and move it in the direction you wish to move the bow.



When the desired boat movement has been achieved return the joystick to the center position (spring return).

The bow thruster motor is equipped with an internal thermally activated breaker. The thermal breaker protects the motor from overheating. To avoid damage to the thruster, if the thermal breaker trips allow the unit to cool down before continuing operation.

NOTICE

If thruster is operated constantly for 3 minutes it will power down and panel will deactivate.

The system is designed to automatically power down after 20 minutes of no operation.

If thermal cut-out is activated all power to the controls is disabled. **WAIT FOR UNIT TO COOL DOWN.**

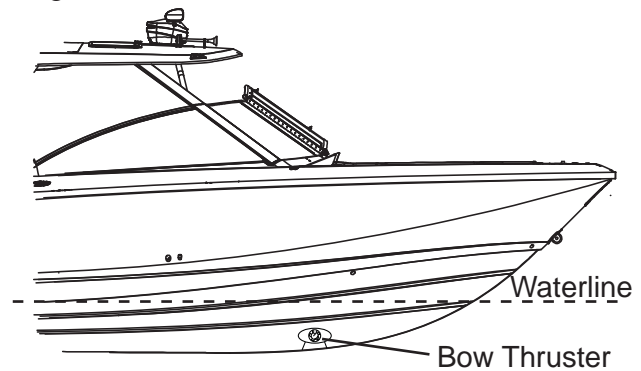
▲ DANGER

DO NOT OPERATE THRUSTER OUT OF WATER

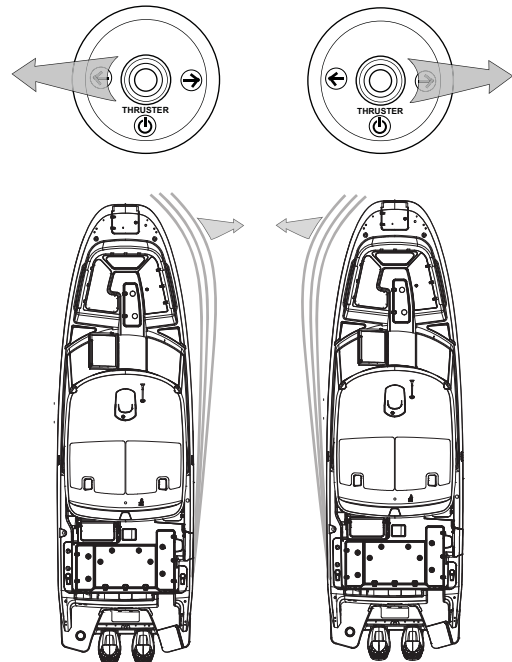
It is very dangerous to run the thruster out of the water, even for a few seconds. The motor will overspeed by 300%, causing damage to the unit and the propeller will cause serious damage or injury to whom or whatever comes in contact with it.

In addition, this action will void the warranty.

Bow Thruster (Option)
Fig. 3.24.1



Bow Thruster Movement
Fig. 3.24.2



⚠ CAUTION

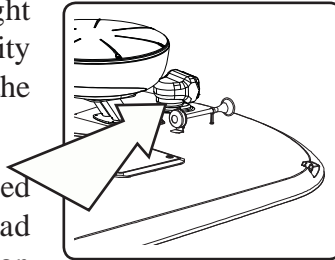
DO NOT move the joystick port to starboard in quick succession as this could damage the motor.

REFER TO THE BOW THRUSTER MANUFACTURER'S MANUAL IN YOUR OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Spotlight (Option)

If equipped, the spotlight with Directional Flexibility is located at the front of the hardtop.

The spotlight is controlled by a remote control pad located at the helm station which gives the operator a full 360° horizontal rotation and vertical tilt with fingertip control.

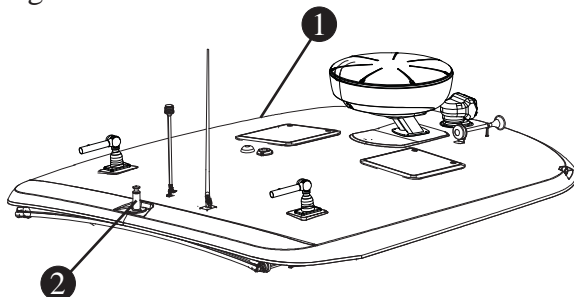


REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS.

Ski Tow Bit (Option)

Ski Tow Bit (Option)

Fig. 3.25.1



- 1 FIBERGLASS HARDTOP
- 2 TOW BIT (OPTION)

Recreational Safety

Be sure to read and understand the safety rules for recreational activities presented in Section 1, pages 1-13 thru 1-15 of this manual.

CAUTION

DO NOT USE THE TOW BIT OR SKI PYLON WITH ANY EQUIPMENT WHICH IS TIED TO THE TOW ROPE!

The ski pylon is for skiing and/or wakeboarding **ONLY**. If engaged in tubing or such other recreational towing, it is recommended that you attach the tow rope to the stern eyes at the transom of your boat.

Anchor Windlass

NOTICE

Be sure to read and fully understand the anchor windlass owner's manual before operating the anchor windlass.

The anchor windlass located in the anchor locker at the bow of your boat facilitates the anchoring of your boat by automatically raising and lowering the anchor. The windlass can be operated from the helm; from the bow with remote control; or manually.

Operating The Windlass From the Helm

The anchor windlass is powered, at the helm, by a switch on the control station switch panel (See figure 2.21.2).

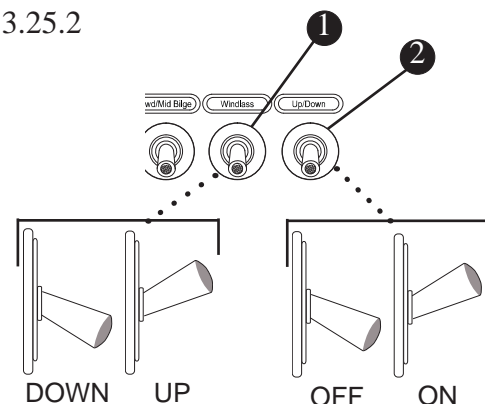
Activation of the windlass is controlled by a switch located to the left of the power switch. The activation switch is a momentary type switch, which means that there must be constant pressure applied to operate the anchor windlass and raise or lower the anchor.

NOTICE

Before operating the windlass be sure that the safety lanyard is removed from the anchor chain and is clear of the rode as it plays out or is retrieved.

Anchor Windlass

Fig. 3.25.2



- 1 WINDLASS POWER BUTTON
- 2 WINDLASS ACTUATOR SWITCH

Lowering the Anchor

Pushing the actuator switch down will power the anchor windlass **DOWN**. Make certain that the anchor safety lanyard is detached from the chain and is clear of any moving parts of the anchor windlass.

Raising the Anchor

Pushing the actuator switch up will power the anchor windlass **UP**. Once the anchor and rode is secure in the UP position, the anchor safety lanyard can be re-attached to the rode.

Operating The Windlass With Remote

DANGER

Use the anchor windlass switch on the helm when possible. Use care when operating the anchor windlass with the hand-held remote.

The anchor windlass can be operated from the bow with the use of the windlass remote which is stowed in the anchor locker.

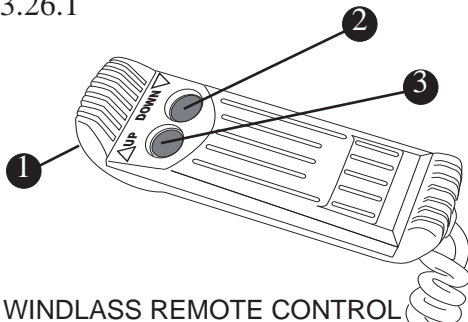
Remote Operation

NOTICE

Before operating the windlass be sure that the safety lanyard is removed from the anchor chain and is clear of the rode as it plays out or is retrieved.

Anchor Windlass Remote

Fig. 3.26.1

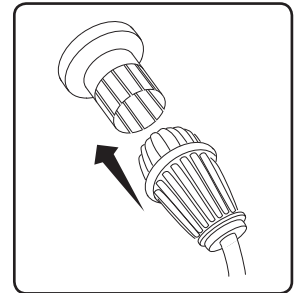


- 1 WINDLASS REMOTE CONTROL
- 2 "DOWN" BUTTON
- 3 "UP" BUTTON

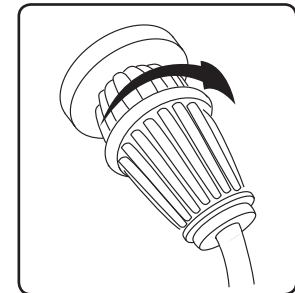
WARNING

Keep hands, feet, hair and loose clothing clear of moving parts. Entanglement may cause severe bodily injury (i.e. loss of fingers or toes).

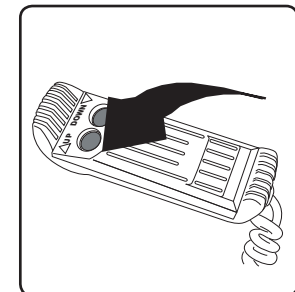
- Plug the power cable into the power receptacle on the starboard side of the bow locker.



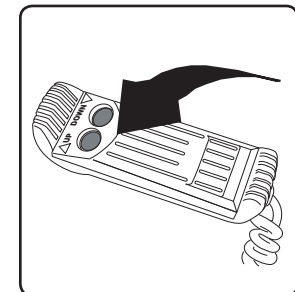
- turn the forward portion of the plug clockwise to lock.



- **To raise** the anchor, press and hold on the "UP" button of the remote.



- **To lower** the anchor, press and hold on the "DOWN" button on the remote.



REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS.

Operating The Windlass Manually

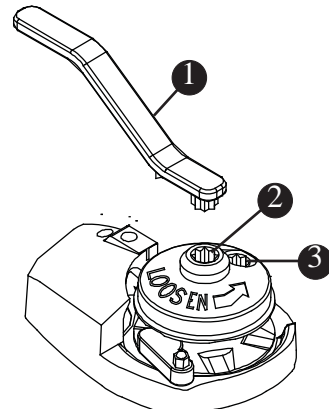
If there is a loss of power to the windlass, check the “WINDLASS” circuit breaker located on the battery switch panel at cockpit prep station (See figure 2.16.1). If the breaker is tripped, reset the breaker. If the breaker continues to trip, have the anchor windlass system checked by a qualified marine electrician.

In the event that there is a loss of power to the windlass the anchor can be raised and/or lowered manually by using the emergency handle located in the bow locker.

Manual Operation

There are two star sockets on the top of the windlass used for manual deployment of the anchor. Inserting the emergency handle into the center socket and turning it counter-clockwise will loosen the anchor windlass chainwheel. The star socket located off-center is used for retrieving and lowering the anchor. Turning the handle counterclockwise will allow you to lower the anchor, while turning it clockwise will raise it.

Windlass Manual/Emergency Operation
Fig. 3.27.1



- ① EMERGENCY HANDLE
- ② LOOSEN WINDLASS
- ③ RAISE/LOWER ANCHOR

When operation is complete, insert the handle into the center star socket and tighten the windlass chainwheel by rotating the handle clockwise. Be sure to attach the safety lanyard when the anchor is stowed in the bow pulpit.

Anchoring

⚠ WARNING

SWAMPING HAZARD - Anchor from the bow if using one anchor. A small current can make a stern anchored boat unsteady. A heavy current can drag a stern anchored boat underwater.

COLLISION HAZARD - anchor only in areas where your boat will not disrupt other boats. Do not anchor in a channel or tie up to any navigational aid. It is dangerous as well as illegal.

Your boat is equipped with an anchor storage compartment located in the bow of the boat. Because there are a variety of anchors, with a variety of uses, **discuss the types of anchors with your dealer to find the right anchor for your boat.**

To anchor, bring the bow into the wind or current and put the engines in neutral (idle). When the boat comes to a stop, lower the anchor from the bow.

Proper anchoring requires knowledge of RODE and SCOPE and understanding the relationship between rode, scope and anchor performance.

The rode is the line connecting the anchor to the boat. Nylon line is ideal because it is light, strong and stretches, it also can be stored wet and is easy to handle. Add a length of chain between the anchor and the nylon line to help set the anchor more easily.

The scope is technically defined as the ratio of rode length to the vertical distance from the bow to the sea floor. Scope also depends on the type of anchor, tides, winds, sea conditions and type of sea floor the anchor is in. Since you want to know how much rode to use when anchoring, use this common formula:

Rode length = (bow height + water depth) X Scope

The minimum is 5:1 for calm conditions; normal is 7:1, and severe conditions may require 10:1.

Example:

$$\text{Rode length} = (3 \text{ feet} + 10 \text{ feet}) \times 7^*$$

$$\text{Rode length} = 13 \text{ feet} \times 7^*$$

$$\text{Rode length} = 91 \text{ feet}$$

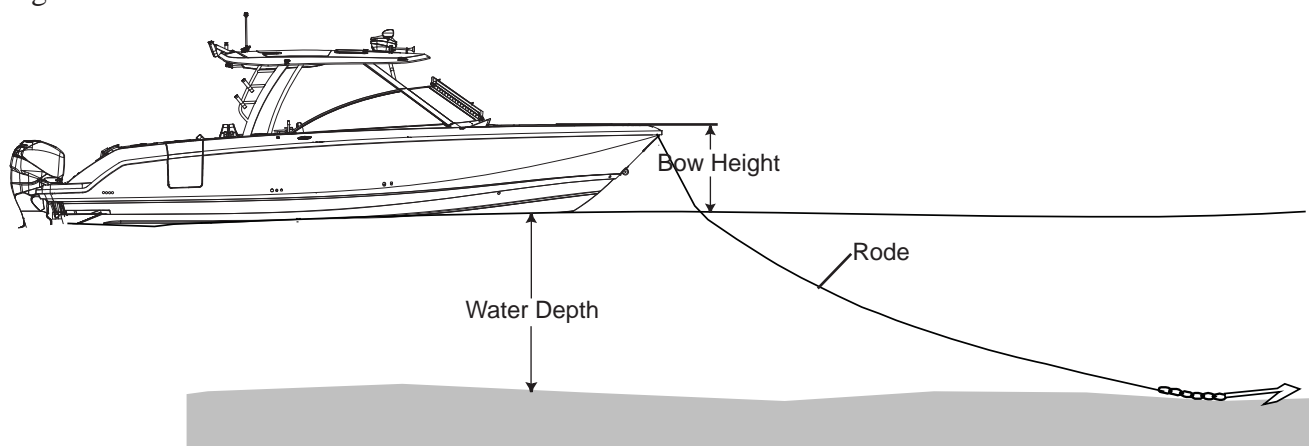
* Scope may range from 5 to 10 or more. However, less than 5, the anchor will break out too easily.

Considerations

- Wind and sea conditions can affect the boat.
- Because the boat is not moving through the water, there is no control.
- Be sure that the anchor will hold under all circumstances if you are leaving the boat.
- Understand the principles of rode and scope and their effect on anchor performance.

Proper Anchoring

Fig. 3.28.1



$$\text{Rode length} = (\text{bow height} + \text{water depth}) \times \text{Scope}$$

Because there are a variety of anchors, for a variety of uses, **discuss the types of anchors with your dealer to find the right anchor for your boat.**

NOTICE

Before using the anchor be sure the anchor line is attached to the eye in the bottom of the bow locker, and to the anchor, securely.

Lowering The Anchor

- Be sure there is adequate rode.
- Secure rode to both the anchor and the boat.
- Stop completely before lowering the anchor.
- Keep feet clear of lines.

NOTICE

Turn on the anchor light when at anchor or drifting (not under power) at night or in low visibility.

NOTE: If using the optional windlass, refer to the windlass operator's manual for anchoring instructions

Setting the Anchor

There is no best way to set an anchor. Experiment to see how it performs. One method is to turn the rode around a bitt or a cleat and slowly pay out as the boat backs from the anchor site. When the proper scope has been reached snub the rode quickly, causing the anchor to dig in to the sea bottom.

- Reverse the engine slowly to drive the anchor in and to prevent it from dragging.
- Secure the rode to a bitt or cleat.



CAUTION

Be careful that trailing lines do not foul in the propeller

Weighing the Anchor

To weigh (retrieve) the anchor, start the boat and run slowly up to the anchor, taking up the rode as you go. The anchor will usually break out when the rode becomes vertical. Coil lines to let them dry before stowing. The bow storage compartment located in the starboard bow should be used to stow the anchor line.

Safety lanyard

The anchoring arrangement on your boat includes a stainless steel safety hook with lanyard. Attach the safety hook to the anchor chain when the anchor is stowed in the pulpit anchor roller. However, **DO NOT** depend on the safety lanyard to support the anchor in a stored position. In addition to the safety hook, always secure the anchor by use of a line attached to the anchor eye and made fast to the bow pulpit cleat.



WARNING

Keep hands, feet, hair and loose clothing clear of moving parts (anchor, rode, etc.). Entanglement may cause severe bodily injury (i.e. lose of fingers or toes).

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Electrical System

Your boat uses an electrical system powered by three lead-acid batteries. The batteries are charged by the engine when the engine is running. Either, or all batteries can be selected by the battery switch to power the following systems:

- Engine Ignition.
- Engine tilt trim system
- Helm switch panel & helm instrument panel
- Lighting/Navigation systems
- Livewell system
- Add-on accessories and electronics

Batteries

NOTICE

Always store the batteries in the battery trays. Use the retaining lid and wingnuts to keep the batteries secure while underway.

NOTICE

REFER TO YOUR ENGINE OWNER'S MANUAL FOR EXACT BATTERY REQUIREMENTS.

The chart below is provided for reference purposes only. **Use only AGM batteries with Verado engines.**

Application	Group	Volts	MCA*	RC 25	Qty.
USA (SAE)	27	12	800	135 min	3

* Marine Cranking Amps

Application	Group	Volts	CCA*	Reserve	Qty.
Intn'l (EN)	27	12	975	65Ah	3

* Cold Cranking Amps

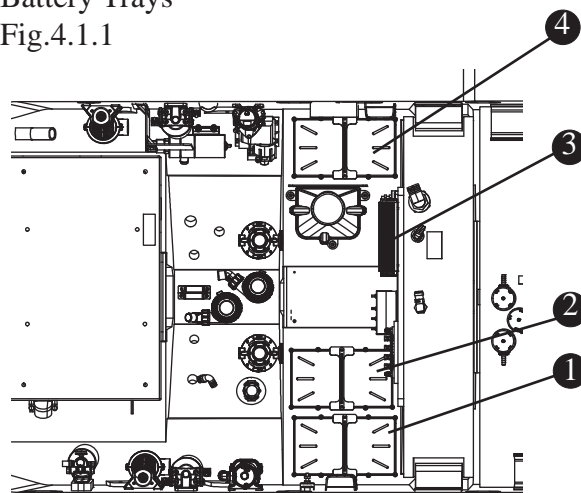
Battery Trays

The Battery Trays house and secure the batteries in the bilge area and can be accessed through the mechanical hatch. The batteries can be removed by loosening the wing nuts and removing the retaining lid on the battery tray.

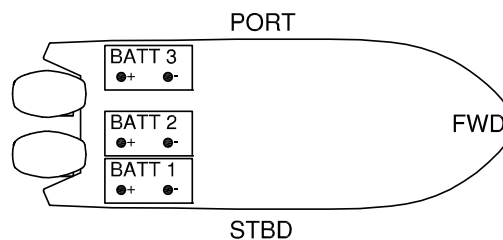
Your batteries should always be enclosed in the battery trays provided with your boat and secured in place by the retaining lids. The trays will ensure that while underway the batteries will not move around, thus causing damage to components fitted in the same area.

Battery Trays

Fig.4.1.1



320DC BATTERY LOCATIONS



BATTERIES #1 & #2 ARE IN PARALLEL,
PROVIDING 12VDC POWER TO THE
STARBOARD ENGINE, HOUSE LOAD,
GENERATOR AND THRUSTER IF EQUIPPED

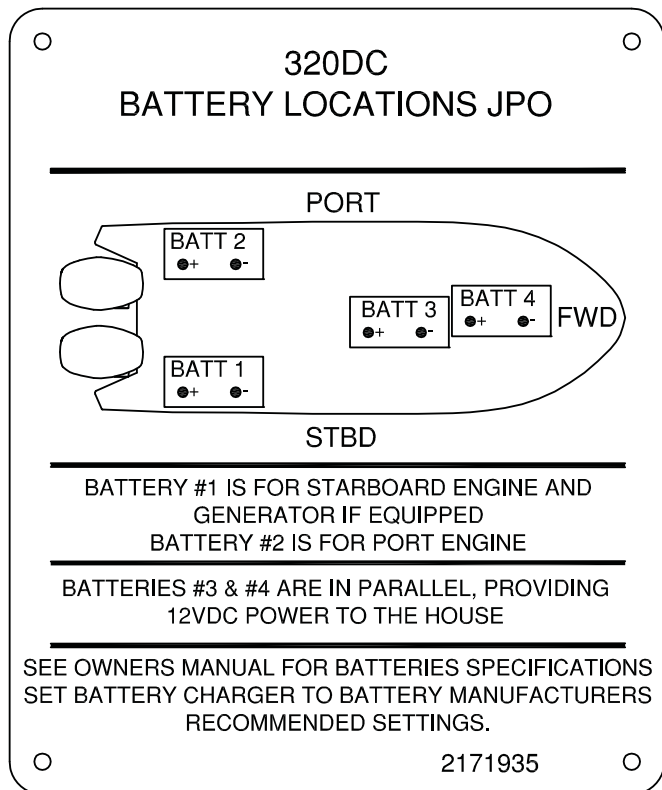
BATTERY #3 IS FOR PORT ENGINE

SEE OWNERS MANUAL FOR BATTERIES SPECIFICATIONS
SET BATTERY CHARGER TO BATTERY MANUFACTURERS
RECOMMENDED SETTINGS.

2171937

- 1 STARBOARD BATTERY #1
- 2 STARBOARD BATTERY #2
- 3 BATTERY CHARGER
- 4 PORT ENGINE BATTERY

Battery Locations Chart w/Joystick Option



Battery charger

The battery chargers, (See figure 4.2.1) automatically increase current output when there is a drop in battery voltage. When the batteries are charged, the units maintain a small current flow to keep the batteries fully charged and ready for service without overcharging.

Overload Protection

If an electrical short or overload occurs in the electrical system the charger will reduce its output voltage to avoid internal damage. When an electrical short occurs, the red LED on the front panel of the unit will be illuminated. The overload or short must be removed in order for the charger to resume charging characteristics.

Maintenance

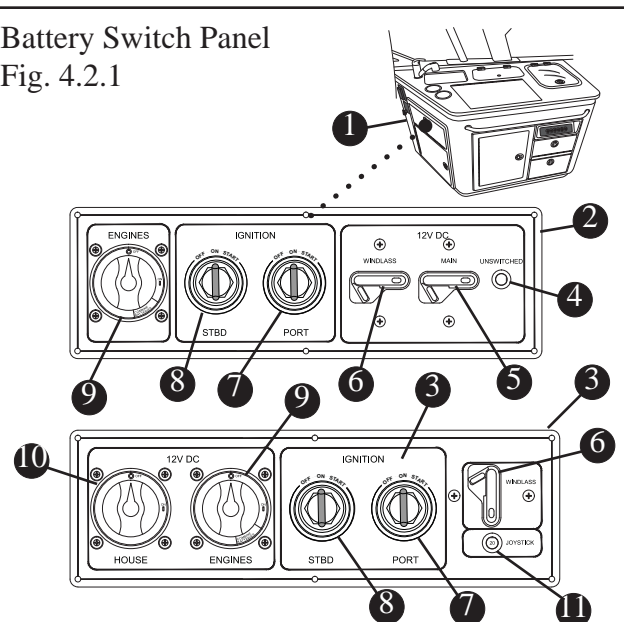
The charger is fully automatic and requires no maintenance. However, the battery terminals should be cleaned periodically with baking soda and all connections tightened to provide trouble free operation.

Battery Switches

Your boat uses battery selector switches to control delivery of DC power from its three batteries. The battery switches are located behind an access panel on the forward wall of the cockpit prep station.

Battery Switch Panel

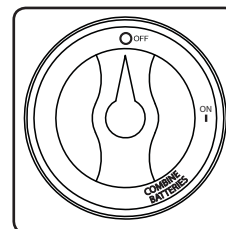
Fig. 4.2.1



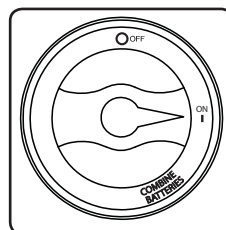
- 1 COCKPIT PREP STATION
- 2 BATTERY SWITCH PANEL
- 3 BATTERY SWITCH PANEL (JOYSTICK OPTION)
- 4 UNSWITCHED COMPONENTS BREAKER
- 5 MAIN BREAKER
- 6 WINDLASS BREAKER
- 7 PORT ENGINE IGNITION
- 8 STARBOARD ENGINE IGNITION
- 9 ENGINES BATTERY SWITCH
- 10 HOUSE BATTERY SWITCH
- 11 JOYSTICK BREAKER

The battery switch has three (3) settings:

- “OFF” - you will have no power to the engines.

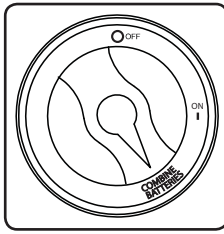


- “ON” - you will have power from both batteries.



Section 4 • Electrical System

- **“COMBINE BATTERIES”** - This parallels the batteries to assist you in starting the engines. Once the engines are started the battery switch should be switched to the “ON” position.



The most life shortening experience for the battery is to be drained to zero charge before recharging. When a battery discharges, the active material on both positive and negative plates converts to lead sulfate, causing the plates to become more alike in an electrical charge. The electricity conducting battery acid becomes weaker and the voltage drops. As the battery remains discharged, the process continues until recharging the battery becomes impossible.

WARNING

DO NOT operate boat with batteries in “COMBINE BATTERIES” once the engines are started or serious engine electrical damage may result.

WARNING

Use the “COMBINE BATTERIES” position only if all batteries are near the same voltage. If one battery is strong and the others weak, high current could cause battery damage.

NOTICE

Even with the battery switch turned “OFF” The bilge pump will remain operational with power from the starboard battery.

Clean power for the DTS system will still draws power from both the port and starboard batteries.

CAUTION

- Never use an open flame in the battery storage area.
- Avoid striking sparks near the battery.
- A battery will explode if a flame or spark ignites the free hydrogen given off during charging.
- The battery should always be disconnected before doing any work or maintenance on the electrical system.
- Never reset a breaker without first determining and correcting the cause of the trip. Should a circuit repeatedly trip, have a qualified electrician determine and correct the cause.
- If equipped with a battery switch, you will need to stop the engine before moving the switch to the “OFF” position.

DANGER

Batteries contain sulfuric acid which is dangerous and can cause serious injury. **AVOID** contact with skin, eyes and clothing. If contact occurs, immediately flush the affected area with large quantities of water and call for medical assistance.

Maintenance

- Inspect each battery and charging system before use for loose connections or wiring.
- Coat the terminals with dielectric grease.
- Keep the batteries dry.
- Remove the batteries from the boat during cold weather or long term storage.

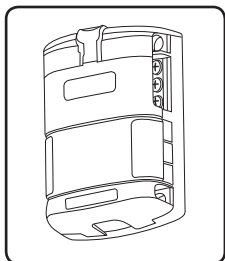
Fuse Block

WARNING

Use of higher amperage fuses or breakers is a fire hazard.

Use fuses and breakers having the same amperage rating as the original or as specified.

The fuse block can be accessed through the breaker panel on the upper aft wall of the starboard console.



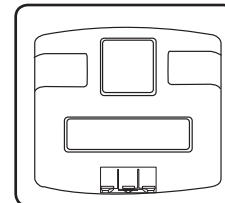
In the event you need to replace a fuse, use only the same amperage as the original. It is recommended that you carry spare fuses.

If a fuse is replaced with one of lower amperage, it will not be sufficient to carry the electrical load of the equipment it is connected to and will cause nuisance fuse failure or breaker tripping.

If a fuse is replaced with one of higher amperage, it will not provide adequate protection against an electrical malfunction and will create a fire hazard.

Automatic Charging Relays (ACR)

The battery banks on your boat are automatically connected in parallel through the use of an ACR (Automatic Charging Relay) located on the starboard wall of the bilge outboard of the battery (Fig. 4.4.1).



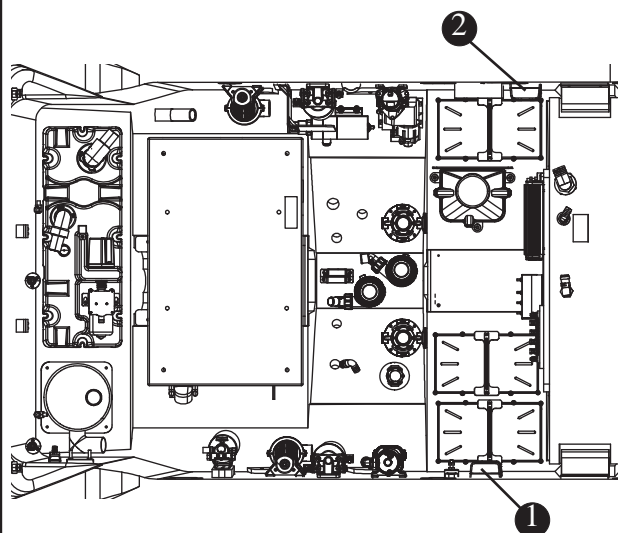
If equipped with the joystick option, a second ACR is located on the port wall of the bilge outboard of the battery (Fig. 4.4.1).

when a sufficient charging source is present. The battery banks are automatically separated when the charging source falls below a certain voltage level for a predetermined amount of time.

The use of ACRs eliminates the need for the operator to monitor battery voltage and decide whether or not it is ok to parallel the battery banks. It also eliminates the chance of a dead battery bank if a paralleling switch were left in the “Combined” position without a sufficient charging source present.

ACR (Automatic Charging Relay)

Fig. 4.4.1



- ① ACR (AUTOMATIC CHARGING RELAY)
- ② ACR (JOYSTICK OPTION)

REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS, WARRANTY AND SAFETY INFORMATION.

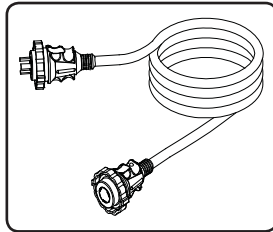
AC Electrical System

Shore Power

In addition to the primary DC electrical system, your boat is equipped with shore power capabilities, which can be used while docked, to energize the systems on your boat, including those which require power beyond the capabilities of the batteries:

- Reverse-Cycle Air Conditioning (Option)
- Water Heater (Option)
- Electric grill (Option)
- Battery Charger
- Electrical Outlets
- Cockpit Refrigerator (Option)

A supplied 50 ft. (15.24M) shore power cord with weather tight plugs is used to connect to dockside power facilities.



NOTICE

Be sure that the boat is securely moored before connecting to dockside power.

ELCI (Equipment Leakage Circuit Interrupter)

The shore power system on your boat includes an ELCI (Equipment Leakage Circuit Interrupter) located on starboard gunnel (See figure 4.5.1).

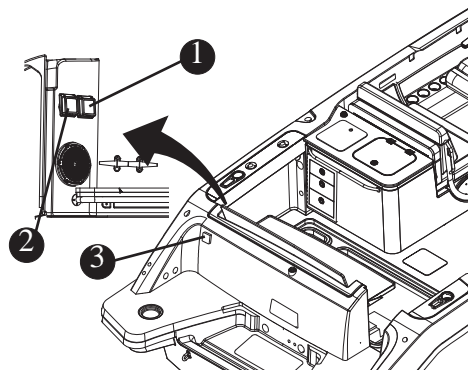
The ELCI is designed to protect people from line-to-ground shock hazards which may occur from defective, misused or neglected electrical equipment. The ELCI will not prevent line-to-ground electric shock, but does limit the time of exposure to a period considered safe for normal healthy persons. If an imbalance of current is sensed, the ELCI will trip when the ground fault exceeds 0.030 amps. This tripping action will occur within a fraction of a second to prevent serious injury.



CAUTION

- It is imperative that the shore power receptacles are dry before plugging into the dockside power receptacle.
- Route and tie the power cord from the boat to the dockside power box to prevent people tripping over it and injuring themselves.
- The shore power cord should also be routed or secured to prevent falling into the water causing stress on the plugs and receptacles.
- The use of extension cords for shore power is not recommended. Extensions can cause a voltage drop and may prevent some electronic devices from operating correctly.

Shore Power
Fig. 4.5.1



- ① INTERMEDIATE SHORE POWER BREAKER
- ② ELCI (EQUIPMENT LEAKAGE CIRCUIT INTERRUPTER)
- ③ SHORE POWER RECEPTACLE

⚠ DANGER

The receptacle will not protect against line-to-line or line-to-neutral faults, short circuits or overloads.

TESTING & TROUBLESHOOTING TEST BEFORE EACH USE

NORMAL OPERATING STATE - Sensing device GREEN LED is ON and circuit breaker is at ON position.

Step 1 - Press TEST button. GREEN LED should go OUT and RED LED should come ON and circuit breaker should trigger to OFF position.

Step 2 - If sensing device LED or breaker does not trip or change state DO NOT USE. Consult an electrician for assistance.

Step 3 - Press RESET button. The RED LED should turn OFF and the GREEN LED should turn ON.

Step 4 - Manually reset (switch) circuit breaker to ON position to restore circuit power.

WARNING

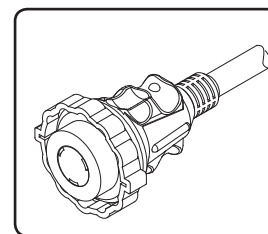
IF ABOVE TESTS FAIL, **DO NOT USE**.
REPAIR OR REPLACEMENT.

To Connect Shore Power:

1. On The Boat:

- Make sure that the “Shore Power Main” breaker and all equipment breakers on the AC Main Distribution panel are **OFF**.
- Be sure that the shore power intermediate breaker (on port gunwale) is **OFF**.
- Assure that receptacle and plugs are dry. Spray a moisture repellant into the receptacle and cord plugs.

- Plug power cord end into receptacle on the port aft deck.



Turn clockwise to lock and thread the locking ring onto the receptacle to prevent accidental unplugging.

2. On The Dock:

- Turn **OFF** the dock breaker.
- Assure that receptacle and plugs are dry. Spray a moisture repellant into the receptacle.
- Plug power cord end into dockside receptacle.
- Turn **ON** the dockside breaker.

3. On The Boat:

- Turn **ON** shore power intermediate breaker (on port gunwale).
- Turn **ON** the “Shore Power Main” breaker on the MDP panel. Check the AC voltmeter for proper voltage.
- Turn **ON** the equipment breakers.

To Disconnect Shore Power:

1. On The Boat:

- Turn **OFF** all equipment breakers on the AC Main Distribution panel.
- Turn **OFF** the “Shore Power Main” breaker on the MDP panel.
- Turn **OFF** Shore Power intermediate breaker (on port gunwale).

2. On The Dock:

- Turn **OFF** the dockside breaker.
- Disconnect the dockside end of the power cord.

3. On The Boat:

- Disconnect the power cord from the shore power receptacle on the starboard gunwale.
- Clean the power cord, spray the plugs with moisture repellent, and store the cord in a dry location on the boat.

It is imperative that you keep the shore power cord and the plug ends clean and dry. This is especially necessary if your boat is used in salt water. Always clean and spray your cord ends with moisture repellent before using and before storing the cord.



CAUTION

NEVER operate 120 volt shore power if the voltmeter registers less than 110 volts or more than 125 volts.

Galvanic Isolator

Your boat is equipped with a galvanic isolator, which blocks low voltage DC on the shore power ground wire.

The galvanic isolator prevents dockside electrolytic voltages from damaging the metal parts of your boat which come in contact with the water. Additionally, the galvanic isolator will safely conduct high currents (above 1.5 volts) to ground in the event of a short circuit or power leakage on your boat.

Maintenance

The galvanic isolator unit is highly reliable. It should, however, be tested once per season, and re-tested after a condition that may have influenced it, such as a lightning strike in the vicinity, or on-board electrical short that either caused a circuit breaker or fuse to blow.



CAUTION

Under normal conditions the zincs on your boat should last at least one year, much longer if no problems occur. If abnormal deterioration of the zincs occur a problem exists and should be corrected immediately.

REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

Main DC Breaker

The Main DC breaker reset is located on the battery switch panel (See fig. 4.2.1) In the event that the main DC breaker trips determine and correct the problem prior to resetting the breaker.

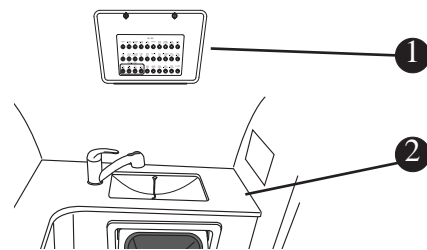
To reset the breaker push the breaker button in and slide the bar upward to close.

Component Breakers

Component breakers are located on the breaker panel on the upper aft wall of the starboard console (See figure 4.6.1). If a component breaker trips, determine and correct the problem before resetting the breaker. Should a circuit breaker trip repeatedly, have a qualified electrician determine and correct the cause of the trip.

Component Circuit Breakers

Fig. 4.7.1

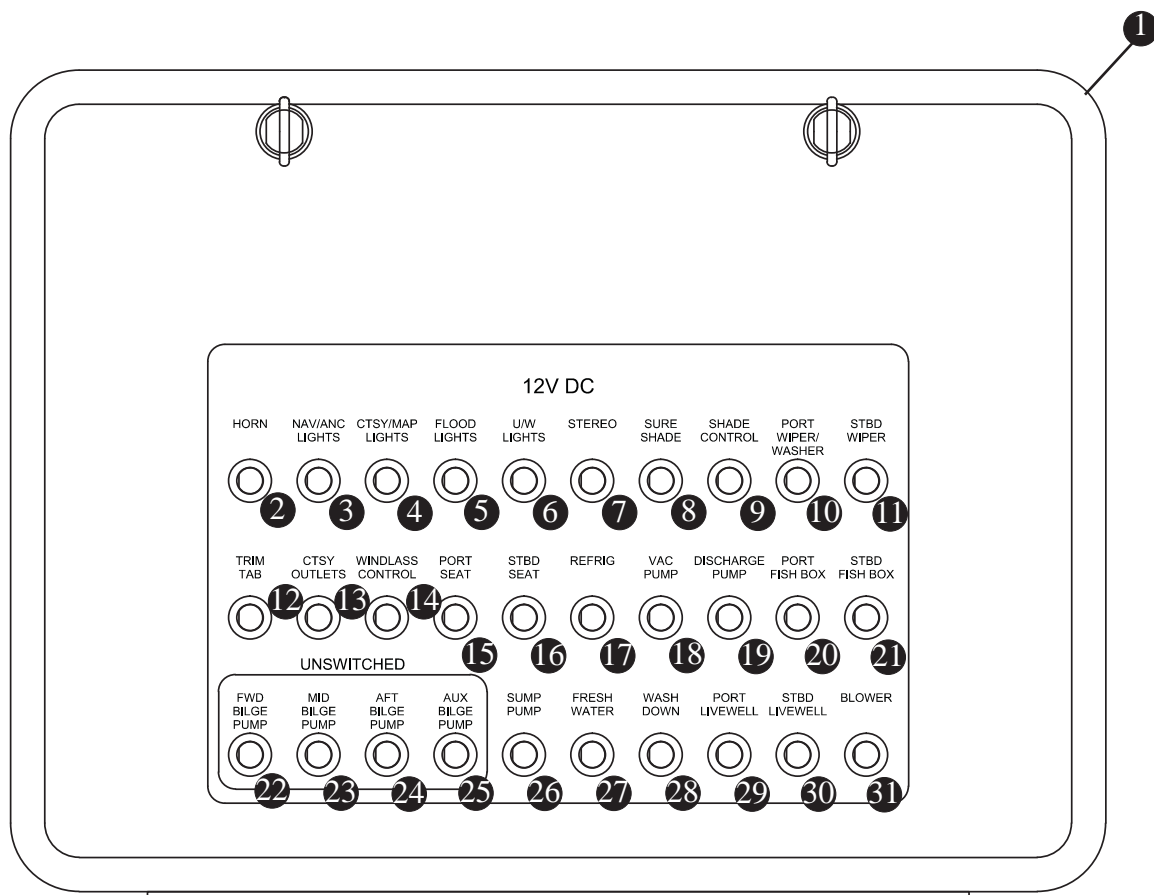


① BREAKER PANEL

② AFT STARBOARD CONSOLE INTERIOR

Component Circuit Breakers

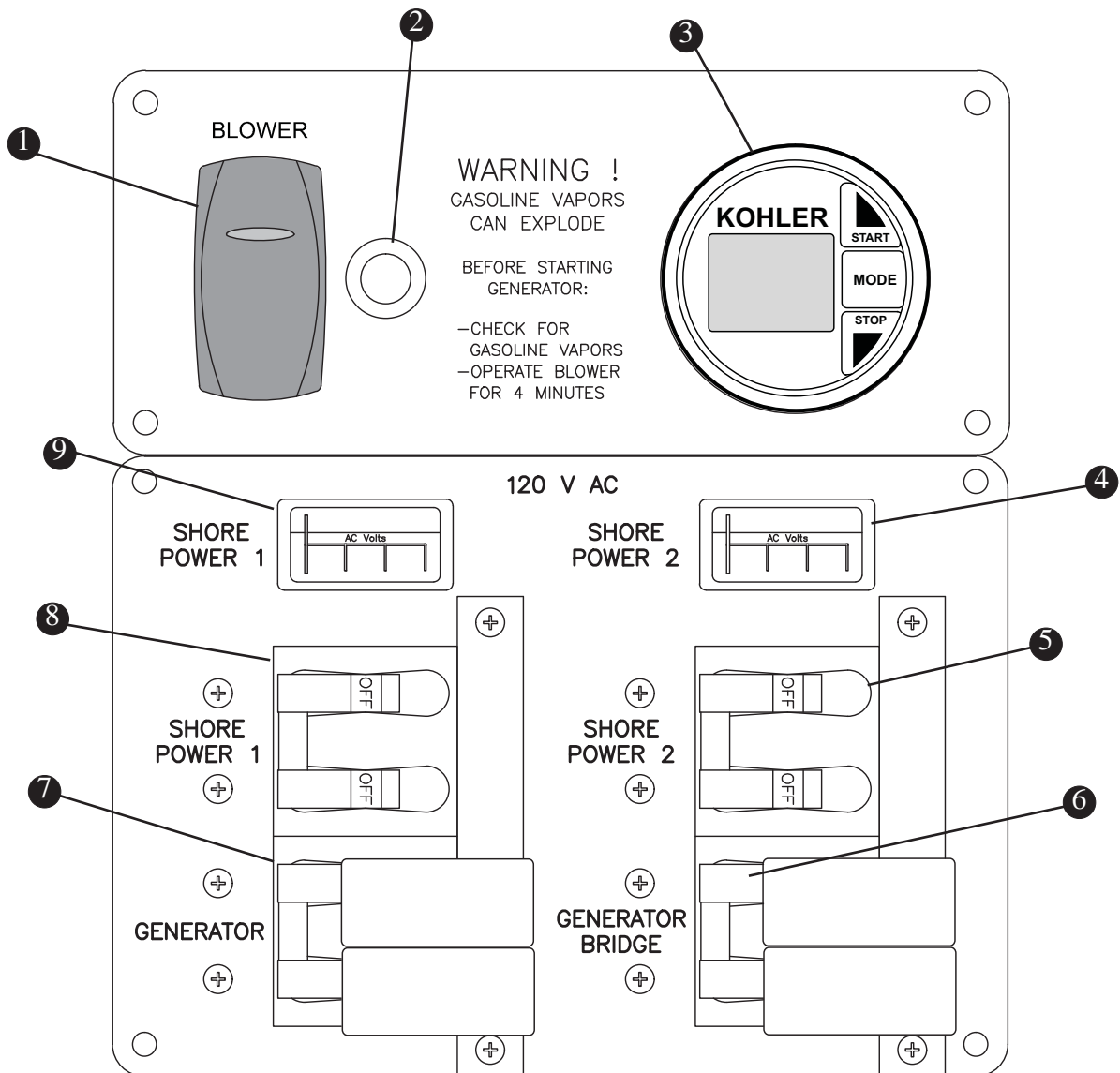
Fig. 4.8.1



- | | |
|-----------------------------------|---|
| 1 BREAKER PANEL | 17 REFRIG 20 AMP (OPTION) |
| 2 HORN 10 AMP | 18 VAC PUMP 5 AMP |
| 3 NAV/ANC LIGHTS 5 AMP | 19 DISCHARGE PUMP 20 AMP |
| 4 CTSY LIGHTS 10 AMP | 20 PORT FISH BOX 10 AMP |
| 5 FLOOD LIGHTS 10 AMP | 21 STBD FISH BOX 10 AMP |
| 6 U/W LIGHTS 5 AMP (OPTION) | 22 FWD BILGE PUMP 6 AMP |
| 7 STEREO 10 AMP | 23 MID BILGE PUMP 6 AMP |
| 8 SHURE SHADE 10 AMP | 24 AFT BILGE PUMP 12 AMP |
| 9 SHADE CONTROL 5 AMP | 25 AUX BILGE PUMP 12 AMP (OPTION) |
| 10 PORT WIPER/WASHER 10 AMP | 26 SUMP PUMP 3 AMP |
| 11 STBD WIPER 10 AMP | 27 FRESH WATER 15 AMP |
| 12 TRIM TABS 20 AMP | 28 WASH DOWN 15 AMP (OPTION) |
| 13 CTSY OUTLETS 15 AMP | 29 PORT LIVEWELL 6 AMP (OPTION) |
| 14 WINDLASS CONTROL 10 AMP | 30 STBD LIVEWELL 6 AMP |
| 15 PORT SEAT 30 AMP | 31 BLOWER 10 AMP (OPTION) |
| 16 STBD SEAT 15 AMP | |

Generator/shore Power Panel (Option)

Fig. 4.9.1

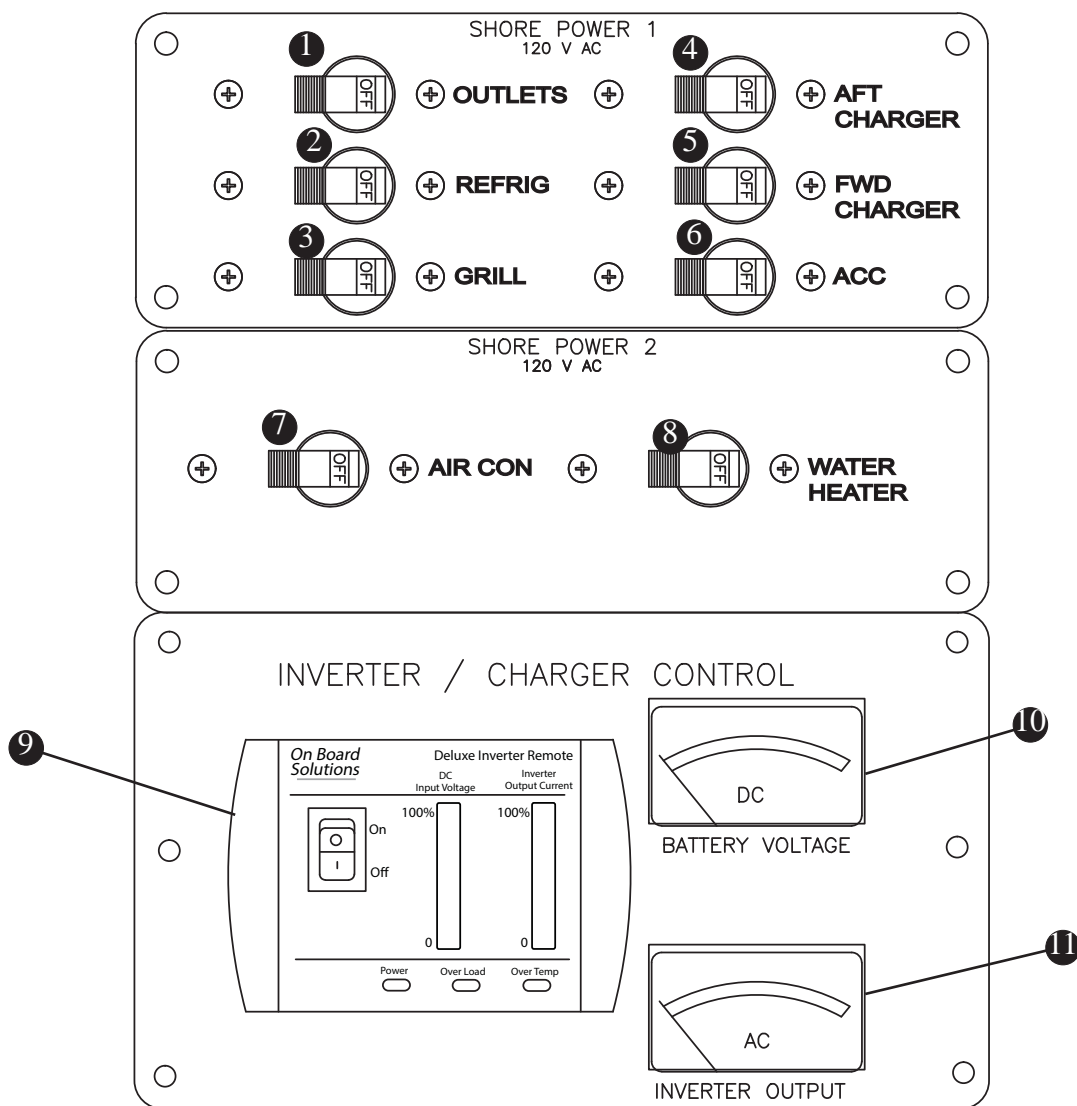


- ① BLOWER SWITCH
- ② BLOWER BREAKER 7 AMP
- ③ GENERATOR CONTROL PANEL
- ④ LINE 2 VOLTAGE METER (OPTION)
- ⑤ LINE 2 MAIN BREAKER 30 AMP (OPTION)
- ⑥ LINE 2 GENERATOR BREAKER 70 AMP (OPTION)
- ⑦ LINE 1 GENERATOR BREAKER 70 AMP
- ⑧ LINE 1 MAIN BREAKER 30 AMP
- ⑨ LINE 1 VOLTAGE METER

Section 4 • Electrical System

120V AC MDP Panel w/inverter (Option)

Fig. 4.10.1

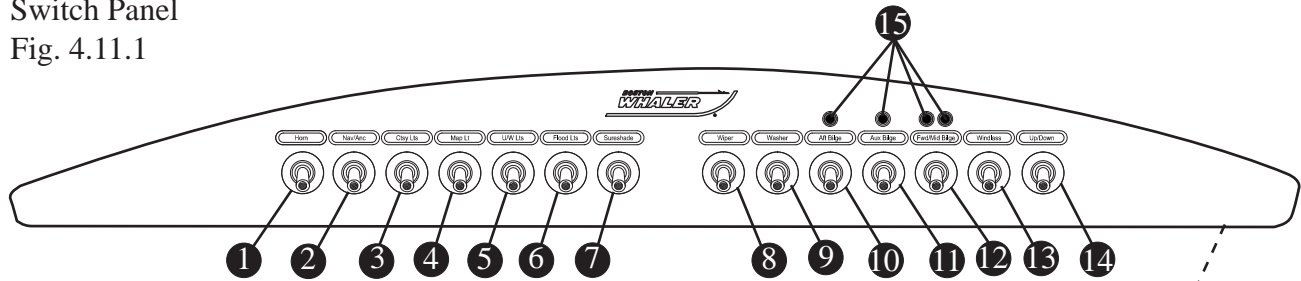


- ① OUTLETS 15 AMP
- ② REFRIGERATOR 15 AMP (OPTION)
- ③ GRILL 15 AMP (OPTION)
- ④ AFT CHARGER..... 10 AMP
- ⑤ FWD CHARGER..... 10 AMP (OPTION)
- ⑥ ACCESSORY 15 AMP
- ⑦ AIR CONDITIONER 10 AMP (OPTION)
- ⑧ WATER HEATER..... 10 AMP (OPTION)
- ⑨ INVERTER CONTROL (OPTION)
- ⑩ DC VOLTAGE METER (OPTION)
- ⑪ AC OUTPUT METER (OPTION)

Control Station Switch Panel

Switch Panel

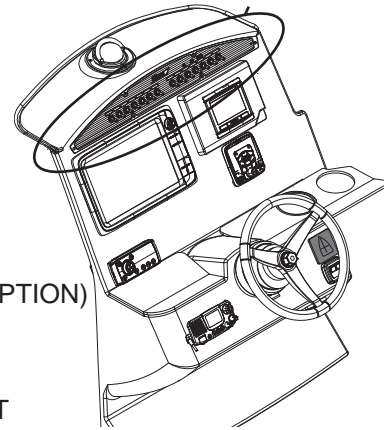
Fig. 4.11.1



DANGER

Never ignore an alarm.

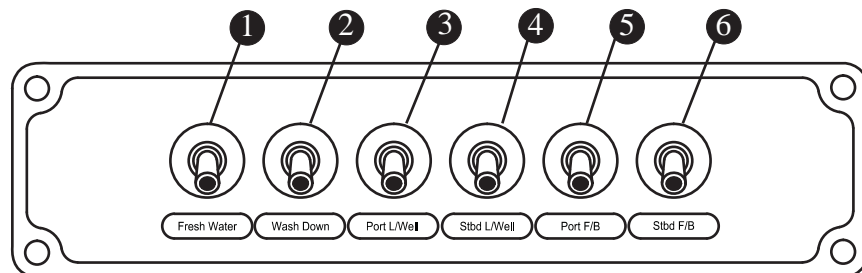
- | | |
|------------------------------|-------------------------------------|
| ① HORN | ⑨ WASHER |
| ② NAVIGATION/ANCHOR LIGHTS | ⑩ AFT BILGE PUMP |
| ③ COURTESY LIGHT | ⑪ AUXILIARY BILGE PUMP (OPTION) |
| ④ MAP LIGHTS | ⑫ FWD/MID BILGE PUMP |
| ⑤ UNDERWATER LIGHTS (OPTION) | ⑬ WINDLASS ON/OFF |
| ⑥ FLOOD LIGHTS | ⑭ WINDLASS UP/DOWNPORT |
| ⑦ SUNSHADE (OPTION) | ⑮ BILGE PUMPS "ON" INDICATOR LIGHTS |
| ⑧ WIPER | |



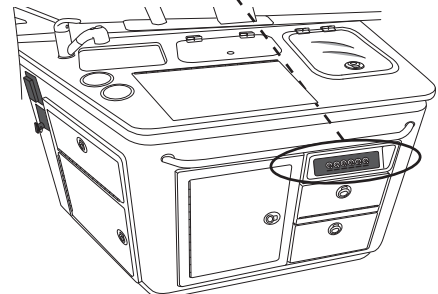
Utility Center Switch Panel

Utility Center Switch Panel

Fig. 4.11.2



- | |
|-------------------------------------|
| ① FRESH WATER PUMP |
| ② RAW WATER WASH DOWN PUMP (OPTION) |
| ③ PORT LIVEWELL PUMP (OPTION) |
| ④ STARBOARD LIVEWELL PUMP |
| ⑤ PORT FISHBOX PUMP |
| ⑥ STARBOARD FISHBOX PUMP |



12 Volt Accessory Receptacles



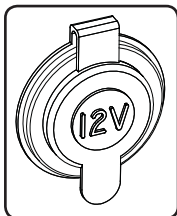
DO NOT use accessories that exceed the rated capacity of the circuit (10 Amps).



DO NOT insert a cigarette lighter into the 12V receptacles. Damage to the unit and system may occur.

Your boat is equipped with five (5) 12 volt receptacles (See fig. 2.13.1):

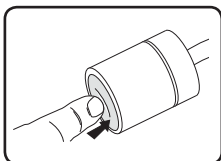
- Port bow side pocket
- Starboard bow side pocket
- Helm side pocket
- Port hel seat side pocket
- Port cabinet in starboard console cabin
- Port cabin under the CO monitor



These receptacles are made of corrosion resistant marine grade materials and have a moisture proof cap. There is a 10 amp reset breaker button located on the DC breaker panel which protects the receptacles.

Lighting

Your boat is equipped with a contemporary LED task light located in the starboard console cabin (See fig. 2.11.1).

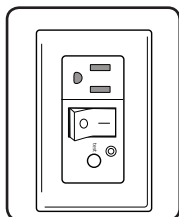


The light can be switched on and off by pushing on the lens.

In addition, there are courtesy lights throughout the boat which are controlled by the “CTSY LTS” switch on the helm switch panel (See fig. 2.21.1)

Ground Fault Interrupter Receptacle (GFI)

Your boat is equipped with a Ground Fault Interrupter (GFI) receptacle located on the lower port side of the port console cabin.



! WARNING

Persons with heart problems or other conditions which may make them susceptible to electric shock may still be injured by ground faults on circuits protected by the GFI receptacle. No safety devices yet designed will protect against all hazards or carelessly handled or misused electrical equipment or wiring.

One is located on the front of the vanity cabinet in the head and the other is located in the starboard storage pocket of the prep station.

The GFI receptacle is designed to protect people from the line-to-ground shock hazards which could occur from defective tools or appliances operating from the receptacle, or from down-line outlets protected by it.

The GFI will not prevent line-to-ground electric shock, but does limit the time of exposure to a period considered safe for normal healthy persons. The receptacle will not protect people against line-to-line or line-to-neutral faults, short circuits or overloads

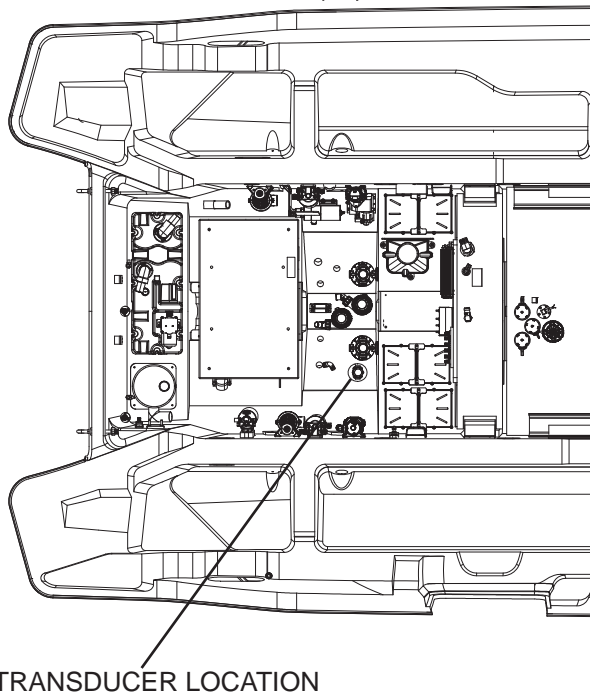
Please read and understand the WARNING block regarding GFI receptacles.

Testing

The GFI outlet has a TEST and RESET button that you can use to regularly test the outlet for proper operation. Before testing the outlet, push the RESET button in. Plug an appliance into the outlet (such as a lamp) and turn it on. Push the TEST button, the appliance should shut OFF. If it does, the circuit was interrupted and it is working properly. Push the RESET button to return the power to the outlet. If the power to the appliance was not interrupted, have a qualified marine electrician check the system to find the problem.

Transducer Location

Transducer Location
Fig. 4.13.1



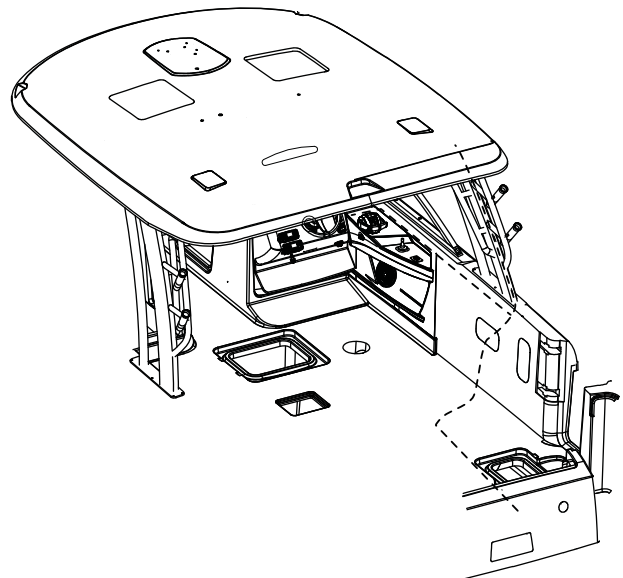
Rigging

Your boat has a flexible conduit rigging tube to allow the owner to run new wiring for electronics. There is a pull cord installed through the tube with the ends bundled and tied at either end of the tube. The ends are located in the aft bilge and inside the console where it exits the rigging boot.

There is also a cord located in the starboard frame of the hardtop which terminates in the console at one end and the electronics box at the other.

Tie another piece of nylon cord to the current accessory wiring being run and use that for later runs.

Rigging
Fig. 4.13.2



Section 4 • Electrical System

Electrical Schematics & Harnesses

The following pages contain electrical schematics pertaining to the electrical system in your boat. These schematics were generated by technicians in the Boston Whaler® Engineering Department and are for reference and to be used by service technicians.

Boston Whaler® does not recommend that you attempt to work on the electrical system yourself. Instead, we suggest that you take your boat to an authorized Boston Whaler® dealer for electrical service.

Boston Whaler® reserves the right to change or update the electrical system on any model at any time without notice to the customer and is not obligated to make any updates to units built prior to the change.

Wiring Identification Chart

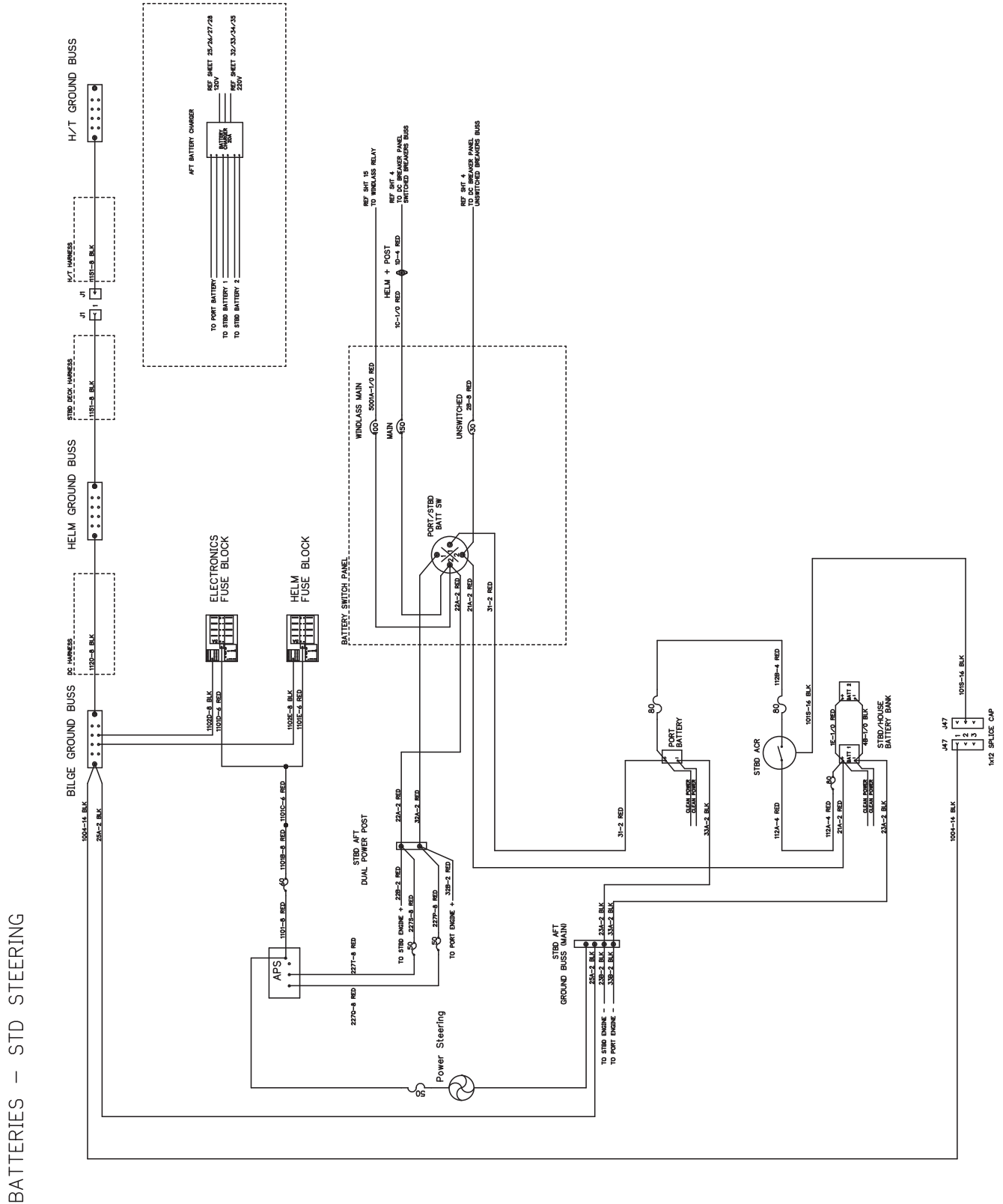
Boston Whaler® adheres to electrical wiring requirements which meet all the ABYC-11 standards. The following chart outlines the gauge, color and function of the wiring used.

Wire Color Chart for DC and Special Circuit

COLOR	FUNCTION	COLOR	FUNCTION
GRN	GROUNDING MAIN/TOWER & ALUMINUM FUEL TANKS	BRN/ORN	SUMP PUMP
GRN	GROUNDING	BRN/RED	BILGE PUMP (UNSWITCHED)
ORN	STARBOARD 30 AMP RECEPTACLE	BRN/WHT	MACERATOR
RED	MAIN FEEDS/PORT 30 AMP RECEPTACLE	GRY	RUNNING LIGHTS
BRN/BLK	STARBOARD FISHBOX PUMP	GRY/BLK	ACC 1
BRN/VIO	FORWARD FISHBOX PUMP	GRY/BLU	ACC 2
BRN/YEL	LIVWELL PUMP (HIGH CURRENT)	GRY/GRN	ACC 3
BRN/BLU	PORT FISHBOX PUMP	GRY/RED	AFT MAST/ACC 4
RED	+12V MAIN	GRY/WHT	ALL ROUND/FWD MAST LIGHT
BLK	GROUND	ORN	REFRIGERATOR or CENTER WIPER
BLK/YEL	STOP CIRCUIT	ORN/BLU	HORN
BLK/WHT	GEN SHUTDOWN	ORN/BRN	STARBOARD WIPER PARK
BLU	COMPASS	ORN/GRN	STARBOARD WIPER
BLU/BLK	DOME LIGHT	ORN/RED	PORT WIPER
BLU/GRN	SPREADER LIGHT	ORN/VIO	VACUUM PUMP
BLU/ORN	LIVWELL LIGHT	ORN/WHT	CENTER WIPER
BLU/RED	COURTESY LIGHTS	PINK	FUEL SENDER
BLU/VIO	CABIN LIGHTS	RED	12V RECEPTACLE
BRN	BILGE PUMP (SWITCHED)	VIO	IGNITION
BRN/GRY	RAW WATER	WHT	CO MONITOR/ELECTRIC TRIM TAB (SWITCHED)
BRN/GRN	FRESH WATER	YLW	BLOWER/STEREO MEMORY
		YLW/RED	START

Batteries

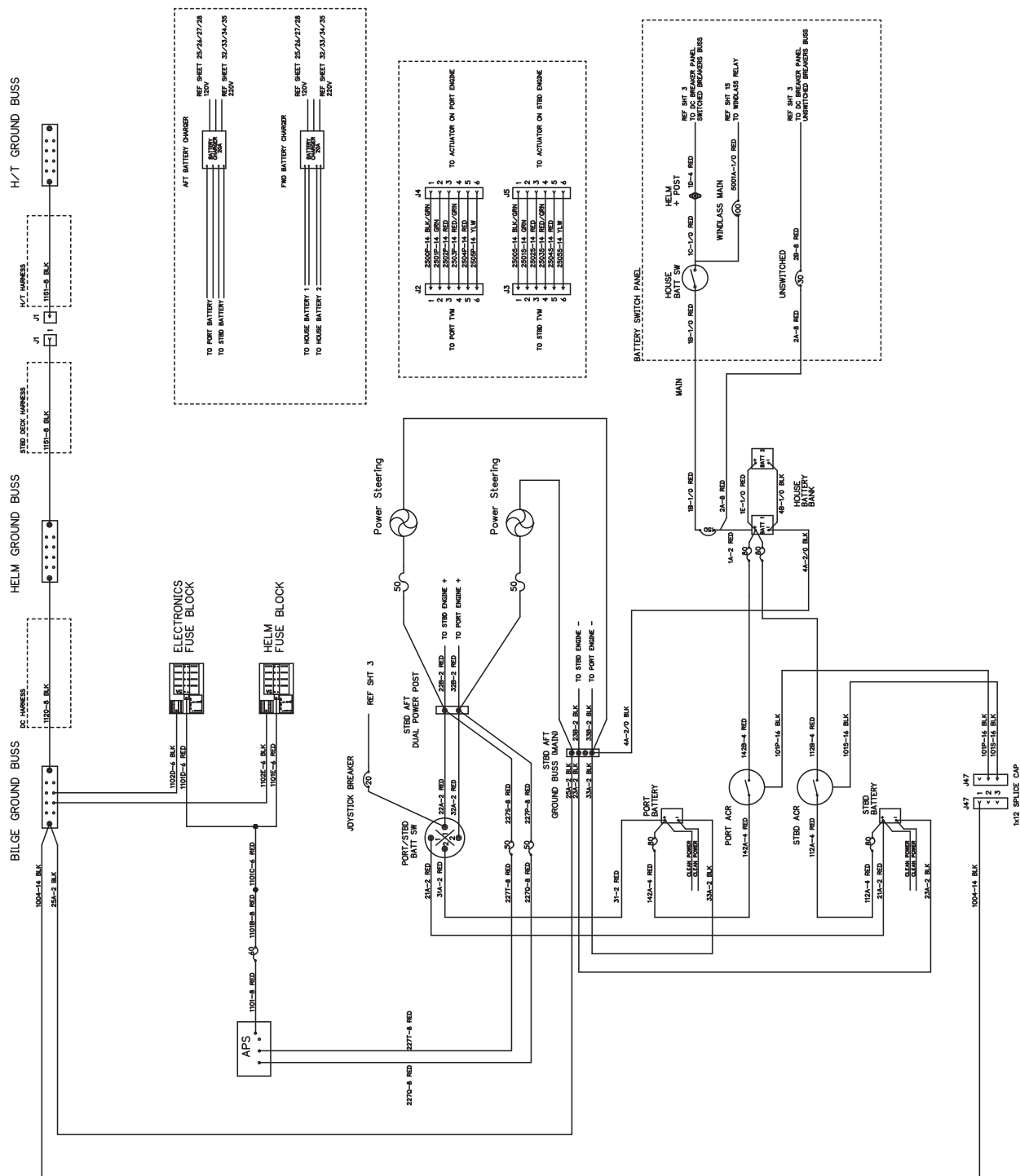
Fig. 4.15.1



Batteries - Joystick Piloting

Fig. 4.16.1

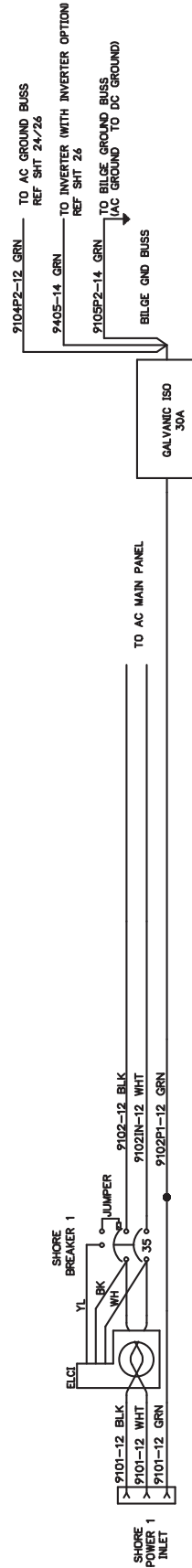
BATTERIES – JOYSTICK STEERING



Shore Power (120V)

Fig. 4.17.1

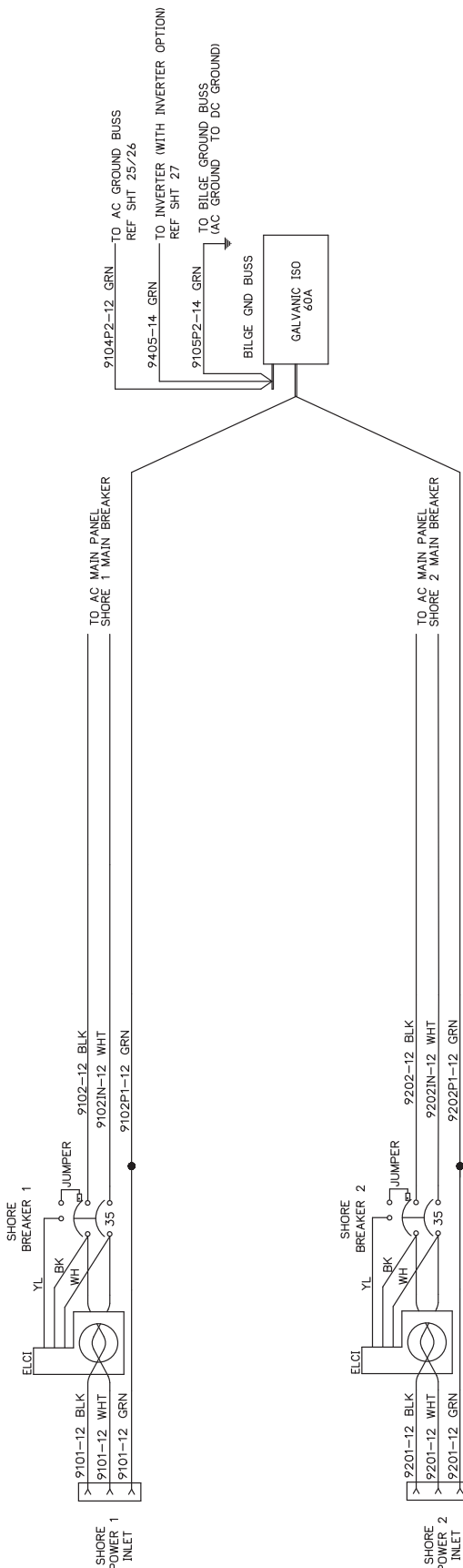
SHORE POWER AC POWER – 120V/60HZ
SHORE 1



Shore Power 1&2 (120V) (Option)

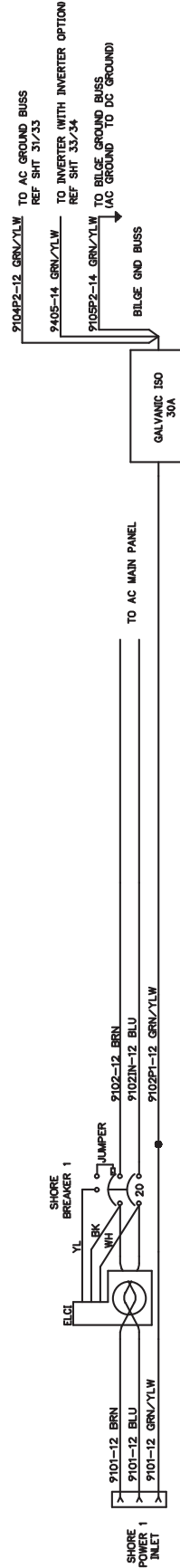
Fig. 4.19.1

SHORE POWER AC POWER – 120V/60HZ
SHORE 1 AND SHORE 2



Shore Power (220V) (Option)
Fig. 4.19.1

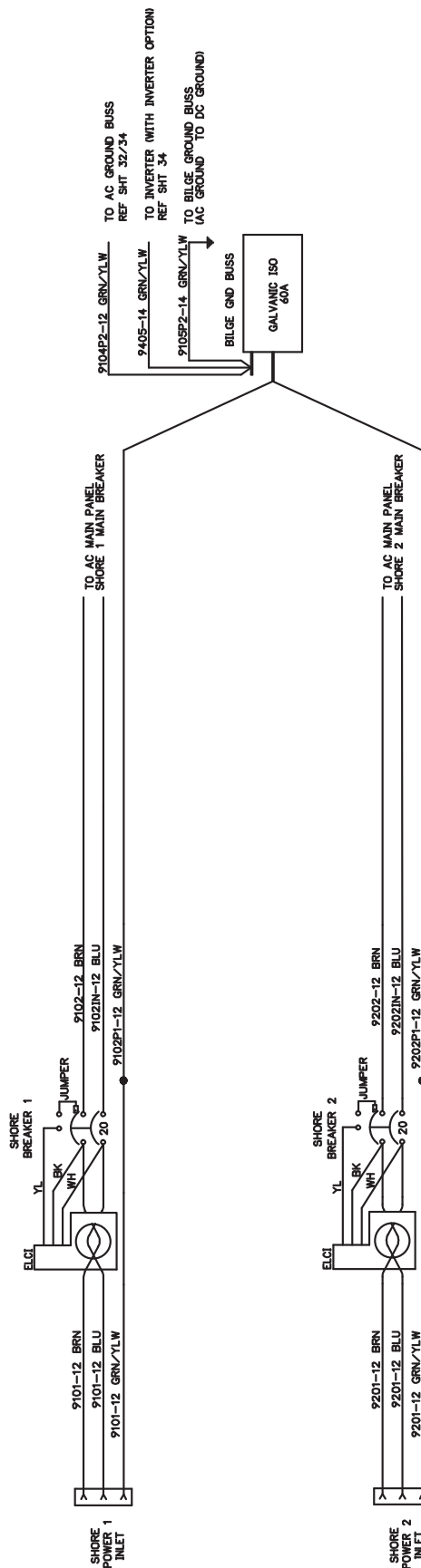
SHORE POWER AC POWER – 220V/50HZ
SHORE 1



Shore Power 1&2 (220V) (Option)

Fig. 4.20.1

SHORE POWER AC POWER – 220V/50HZ
SHORE 1 AND SHORE 2



Shore Power w/Generator (120V) (Option)

Fig. 4.21.1

AC POWER – 120V W/GENERATOR SHORE 1

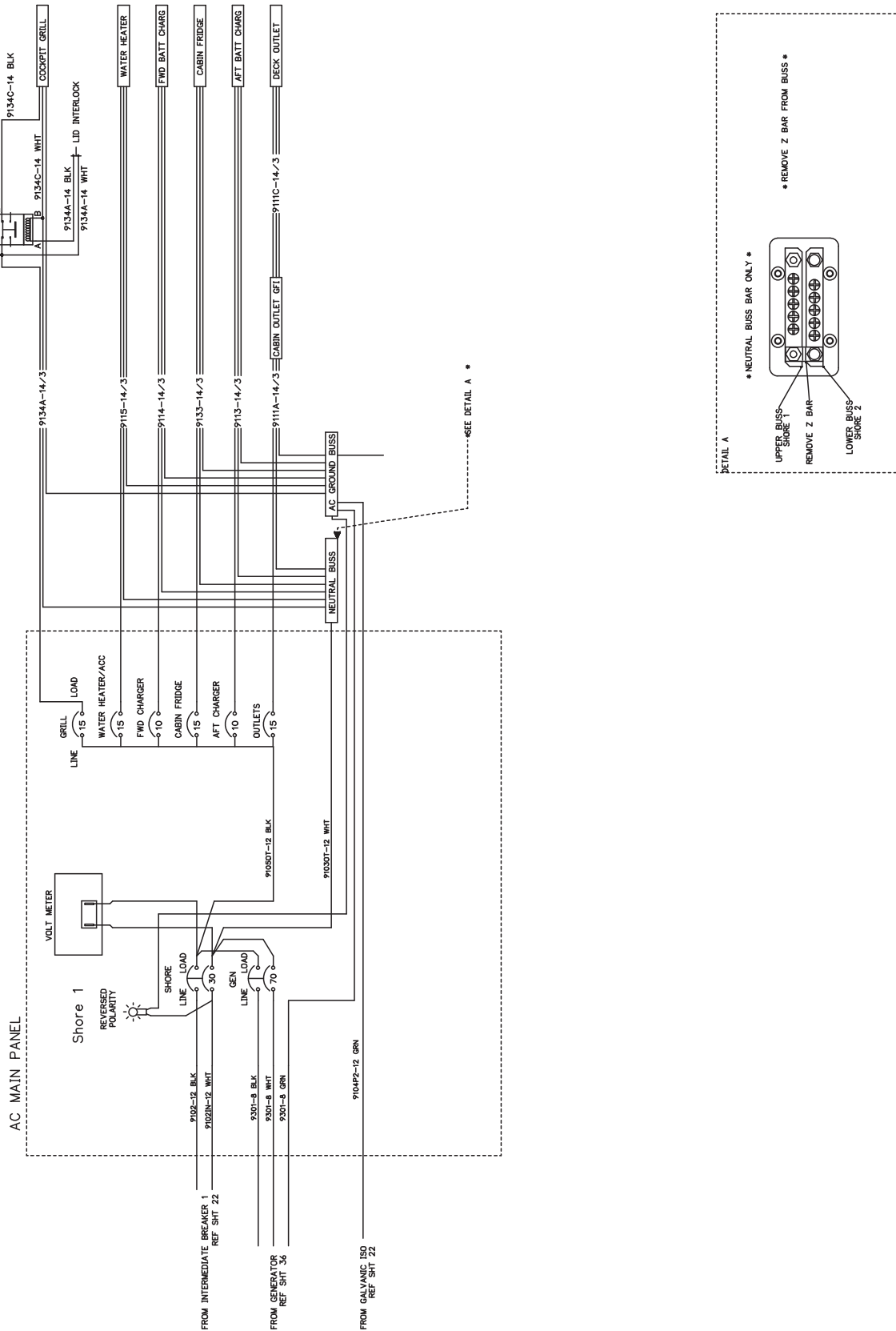
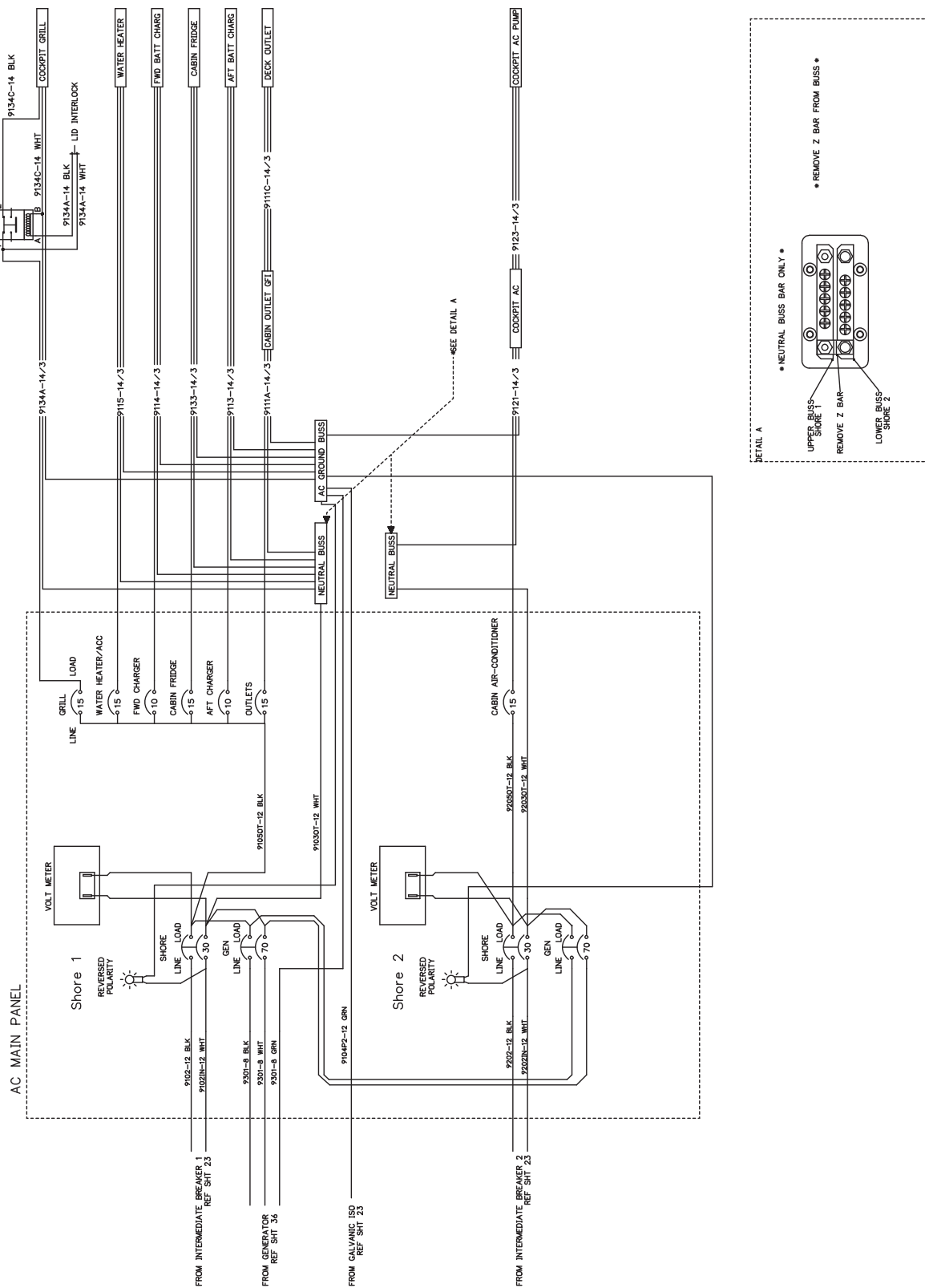
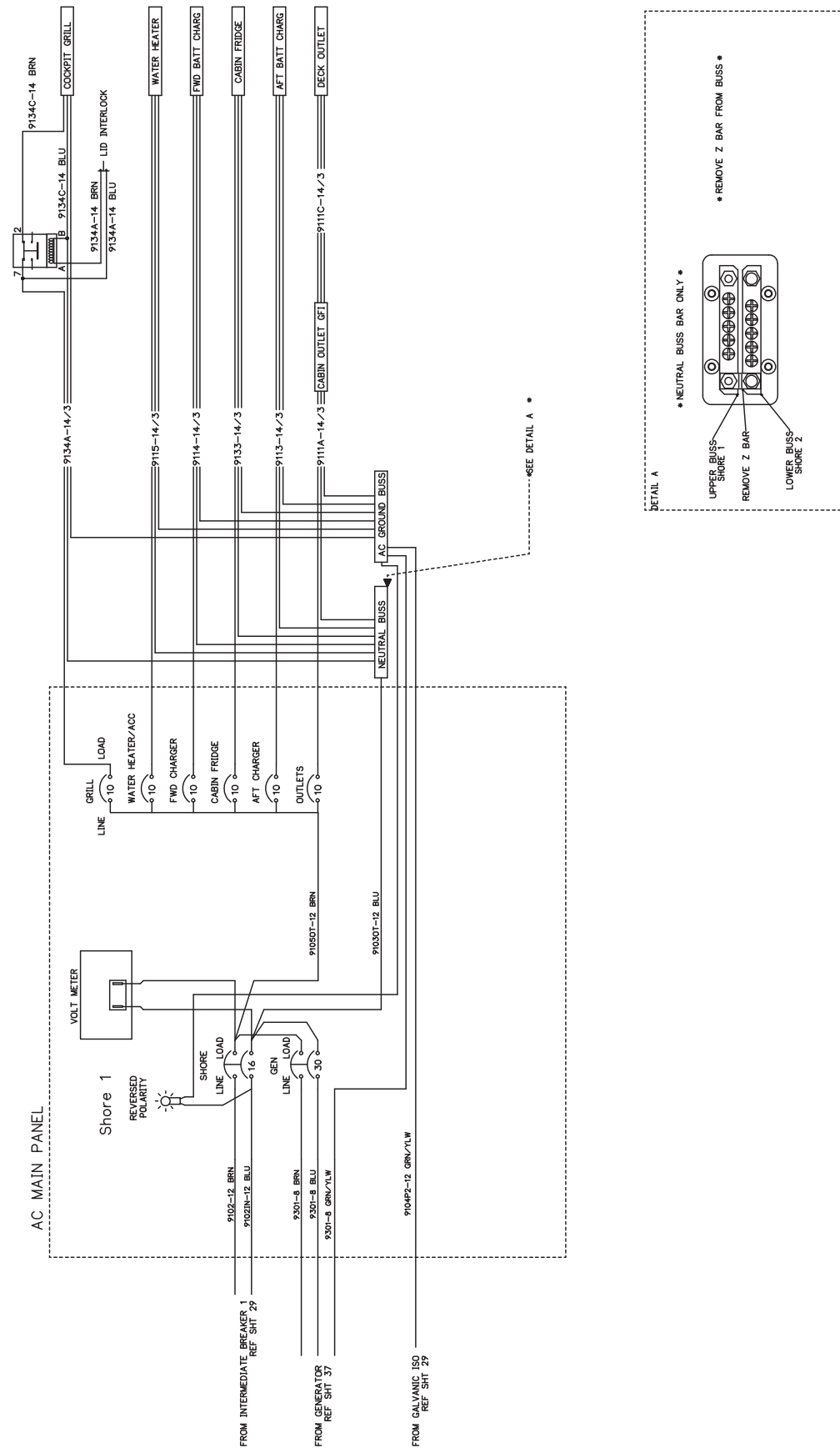


Fig. 4.22.1



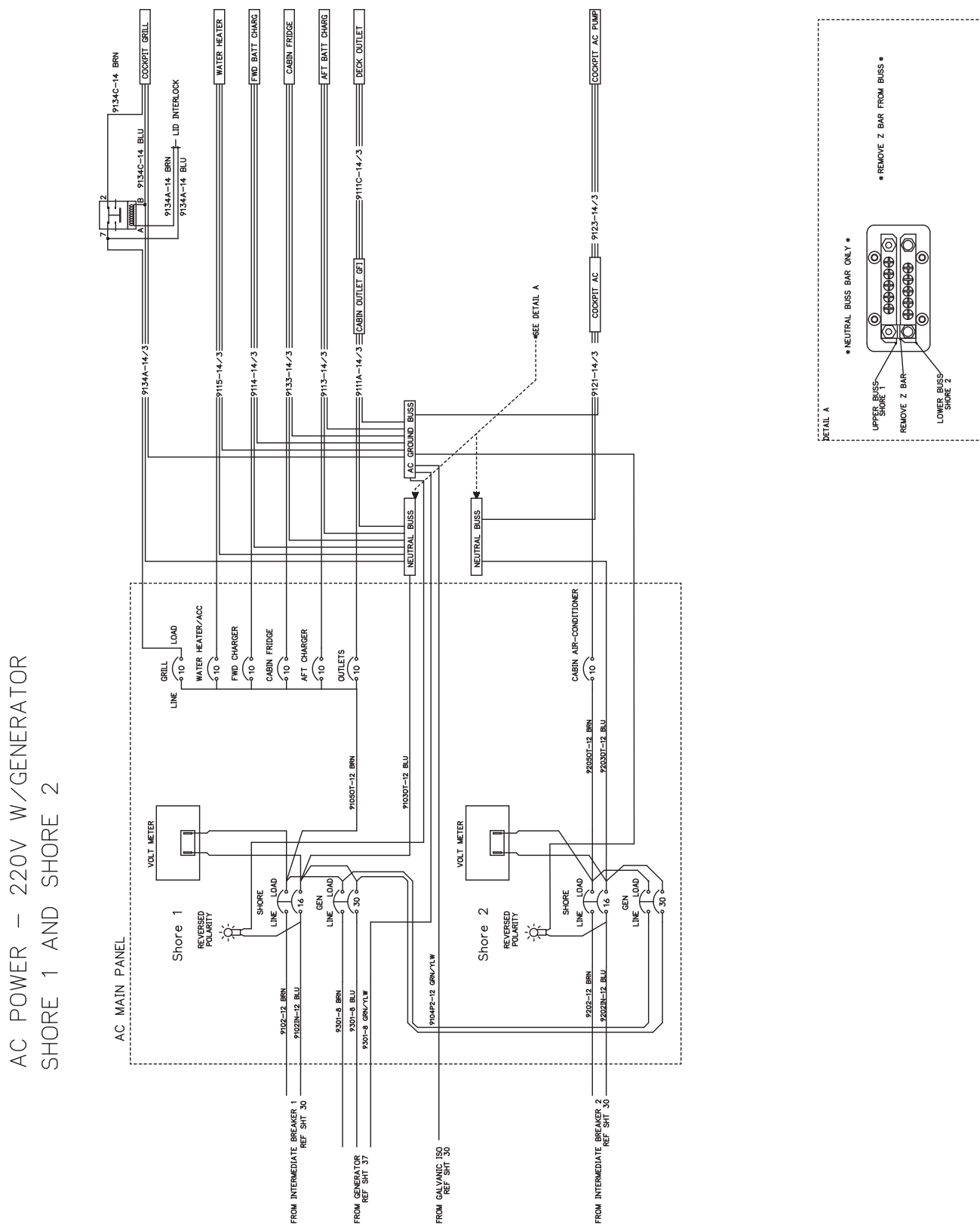
Shore Power w/Generator (220V) (Option)
Fig. 4.23.1

AC POWER – 220V W/GENERATOR
SHORE 1



Section 4 • Electrical System

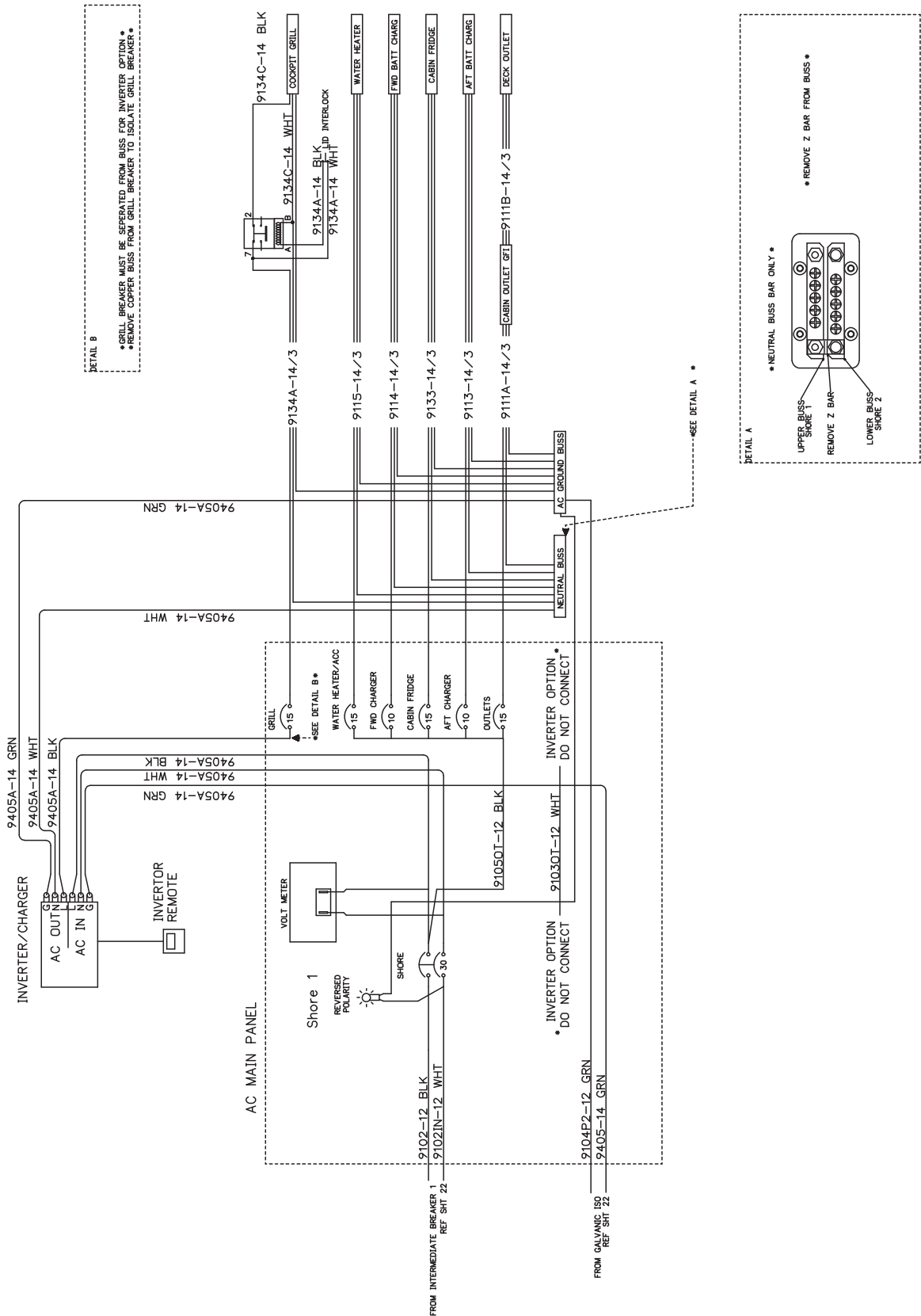
Shore Power 1&2 w/Generator (220V) (Option)
Fig. 4.24.1



Shore Power w/Inverter (120V) (Option)

Fig. 4.25.1

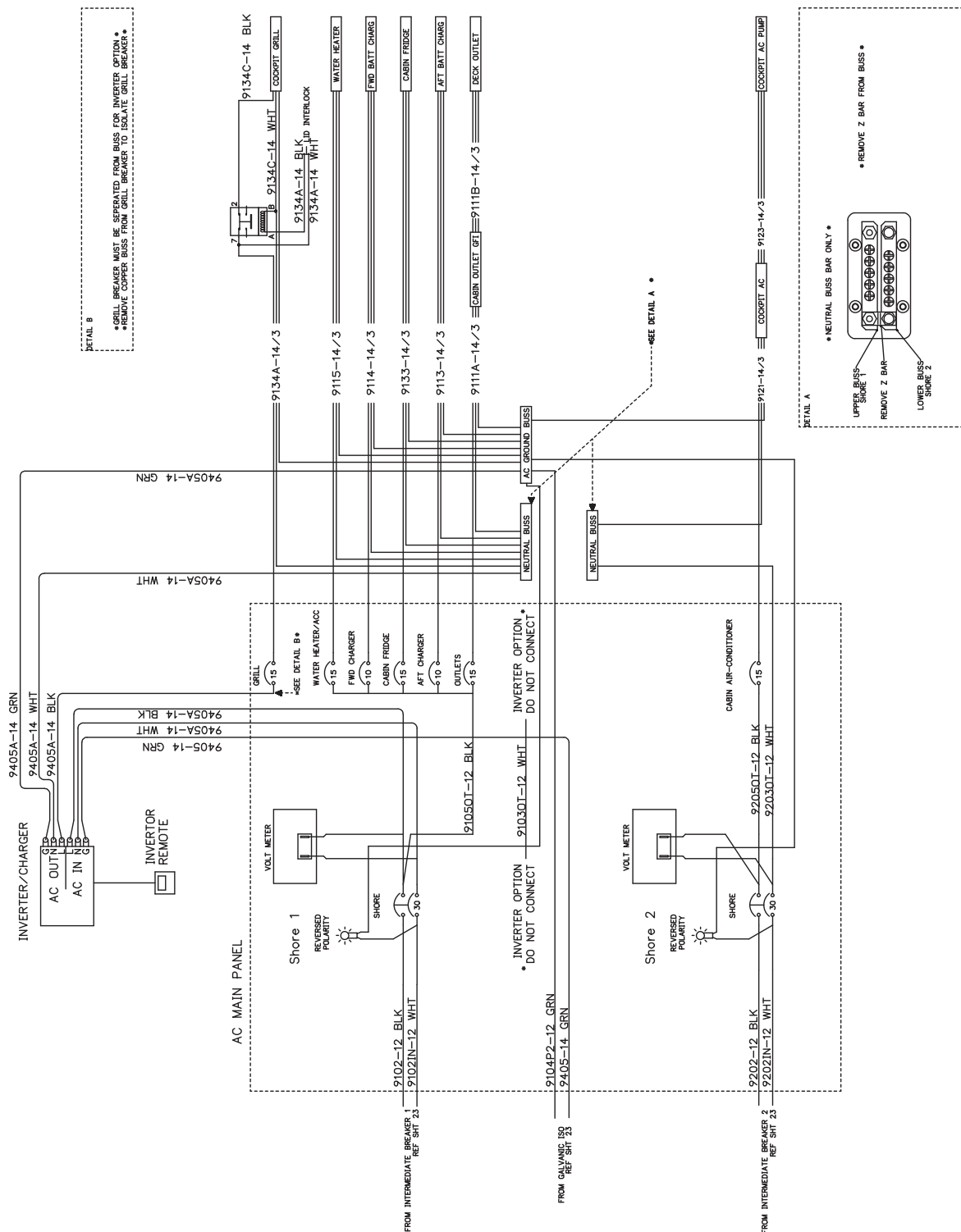
AC Power – 120V W/ INVERTER
SHORE 1



Shore Power 1&2 w/Inverter (120V) (Option)

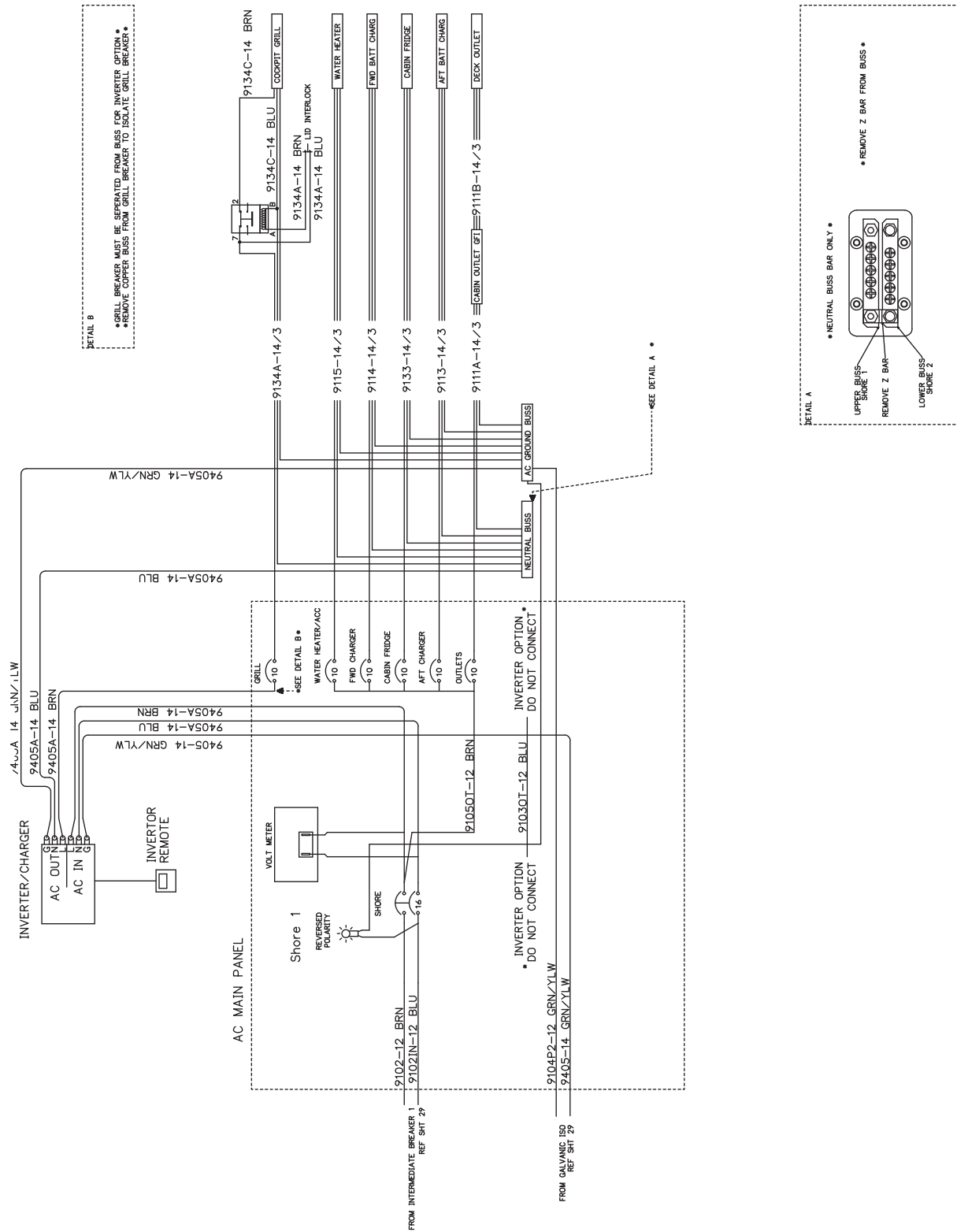
Fig. 4.26.1

AC Power – 120V W/ INVERTER
SHORE 1 AND SHORE 2



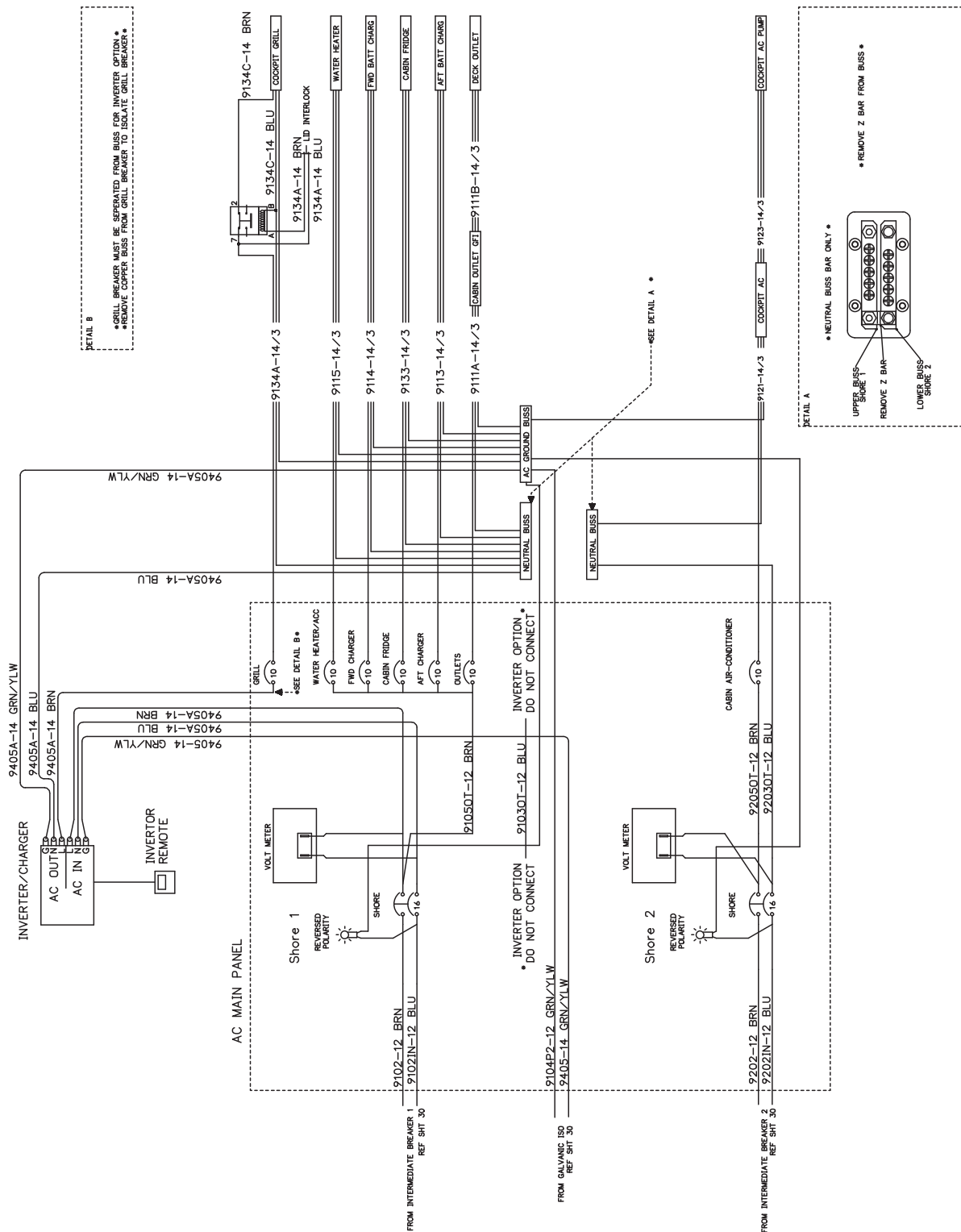
Section 4 • Electrical System

Shore Power w/Inverter (220V) (Option)
Fig. 4.27.1



Section 4 • Electrical System

Shore Power 1&2 w/Inverter (220V) (Option)
Fig. 4.28.1



Breaker Panel
Fig. 4.29.1

BREAKER PANEL STD STEERING

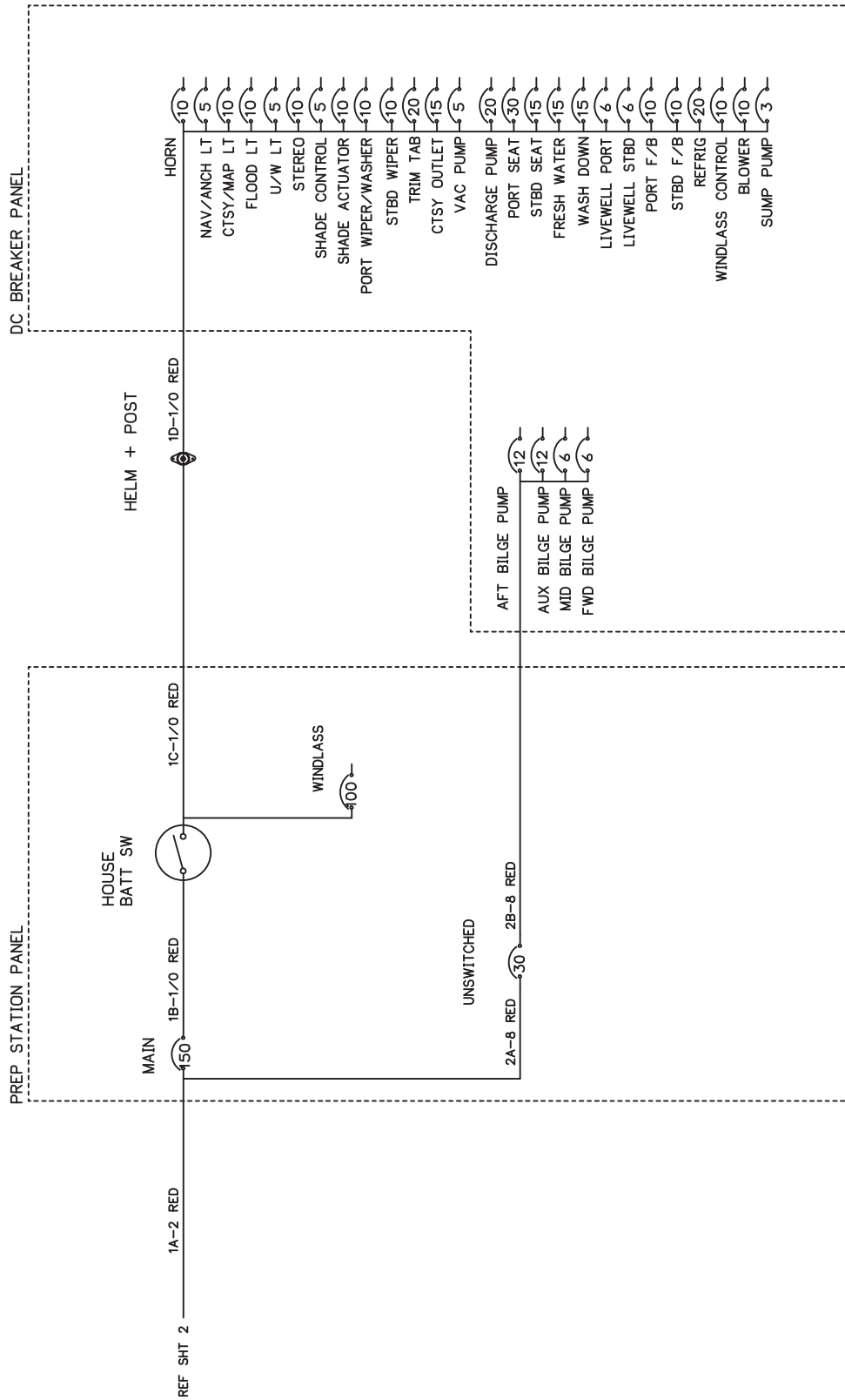
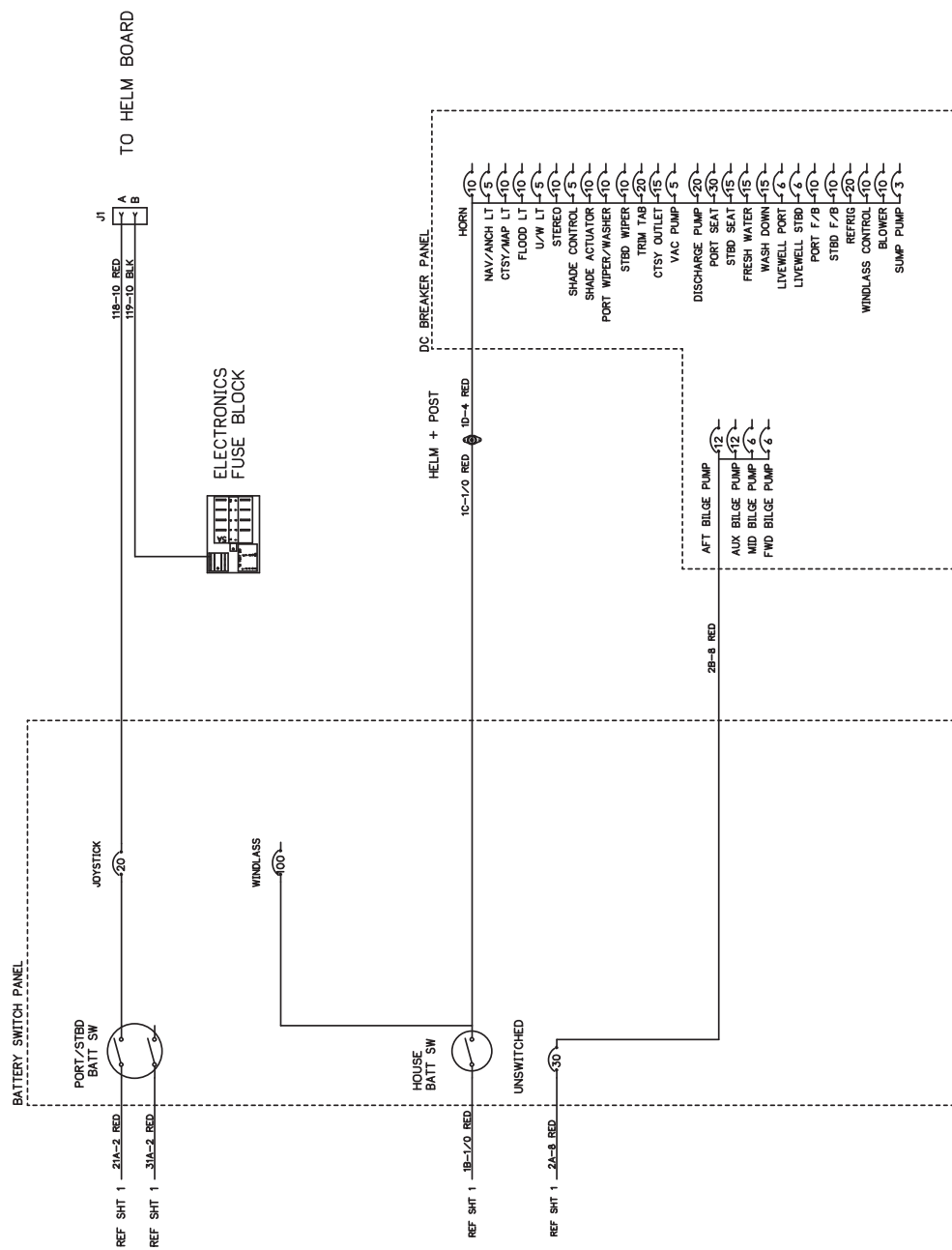


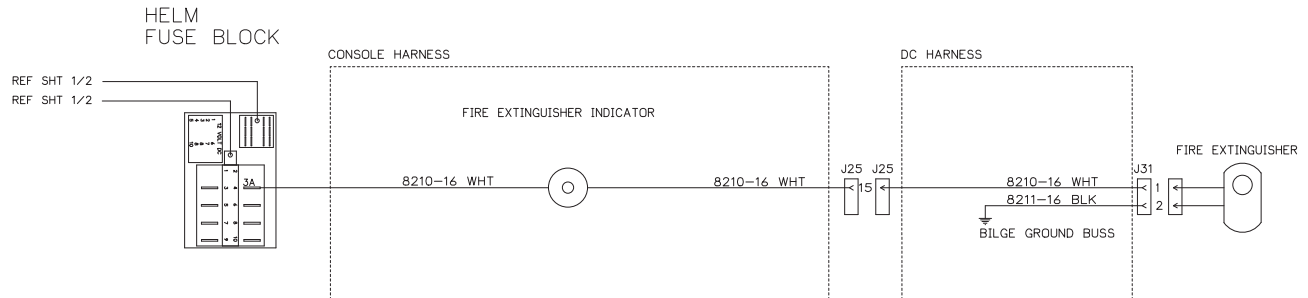
Fig. 4.30.1



Generator (12V) (Option)

Fig. 4.31.1

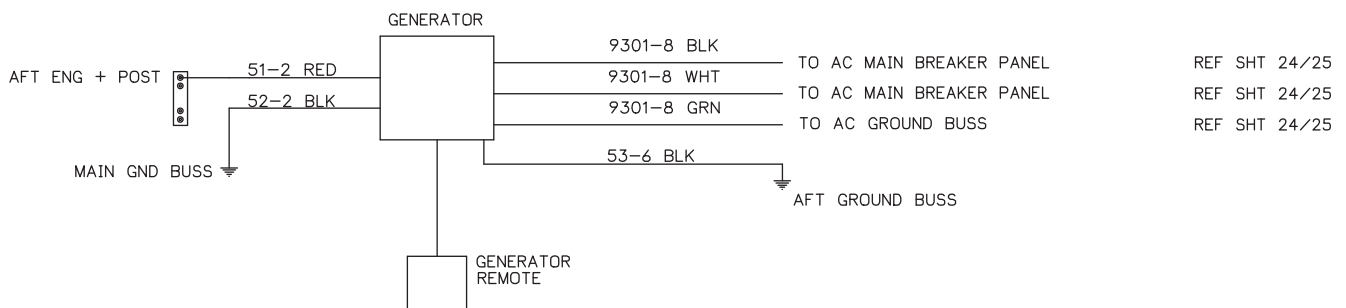
GENERATOR 12V



Generator (120V) (Option)

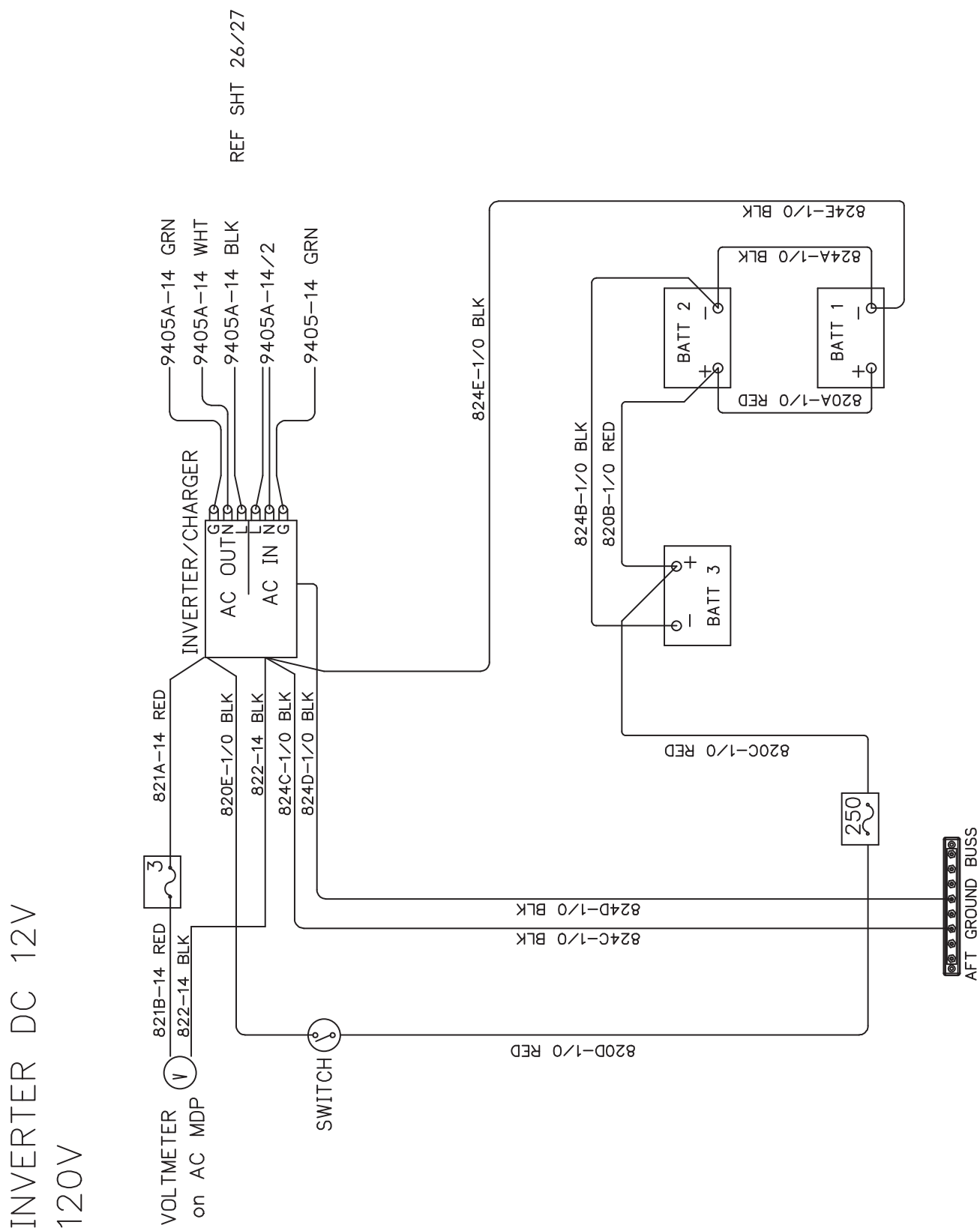
Fig. 4.31.2

GENERATOR — 120V



Inverter DC 12V-120V (Option)

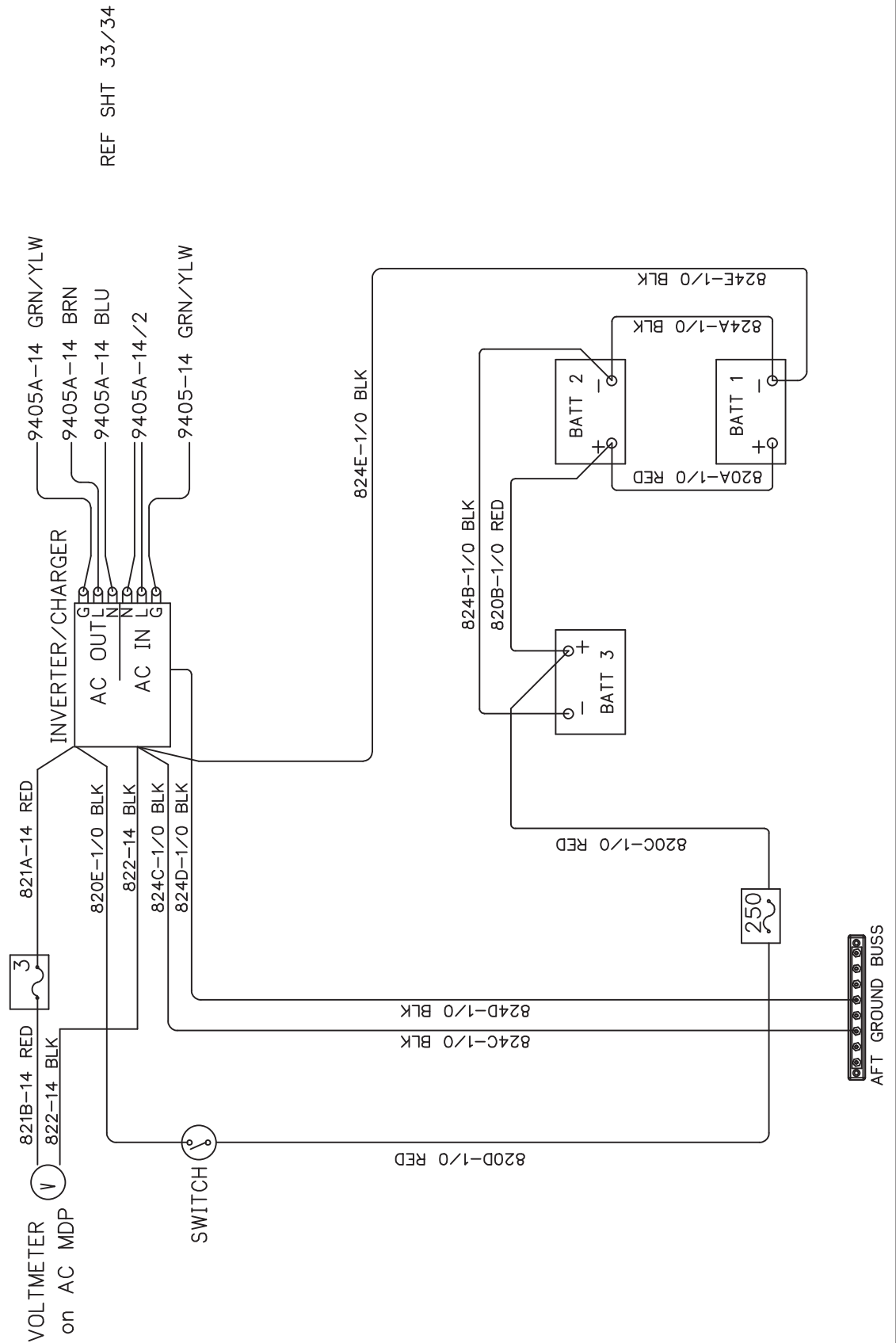
Fig. 4.32.1



Inverter DC 12V-220V (Option)

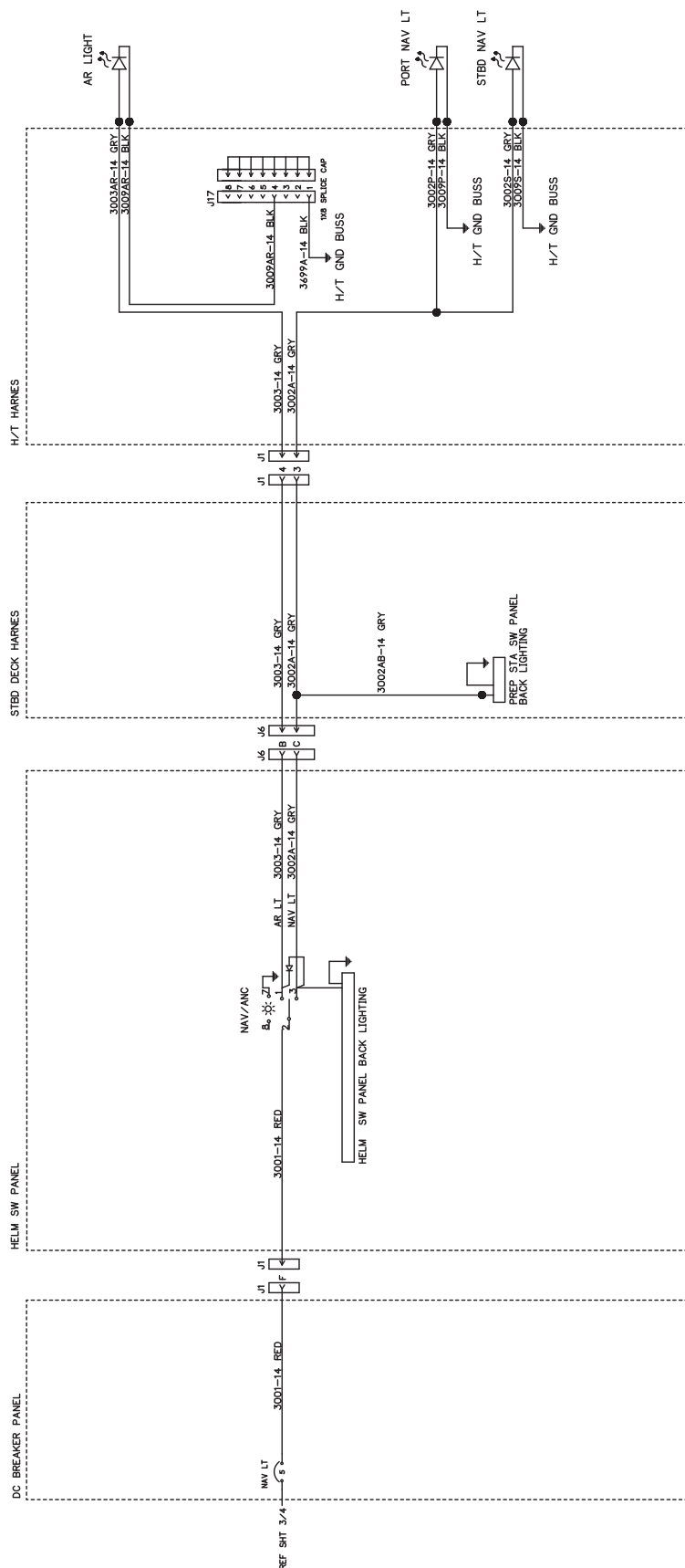
Fig. 4.33.1

INVERTER DC 12V
220V



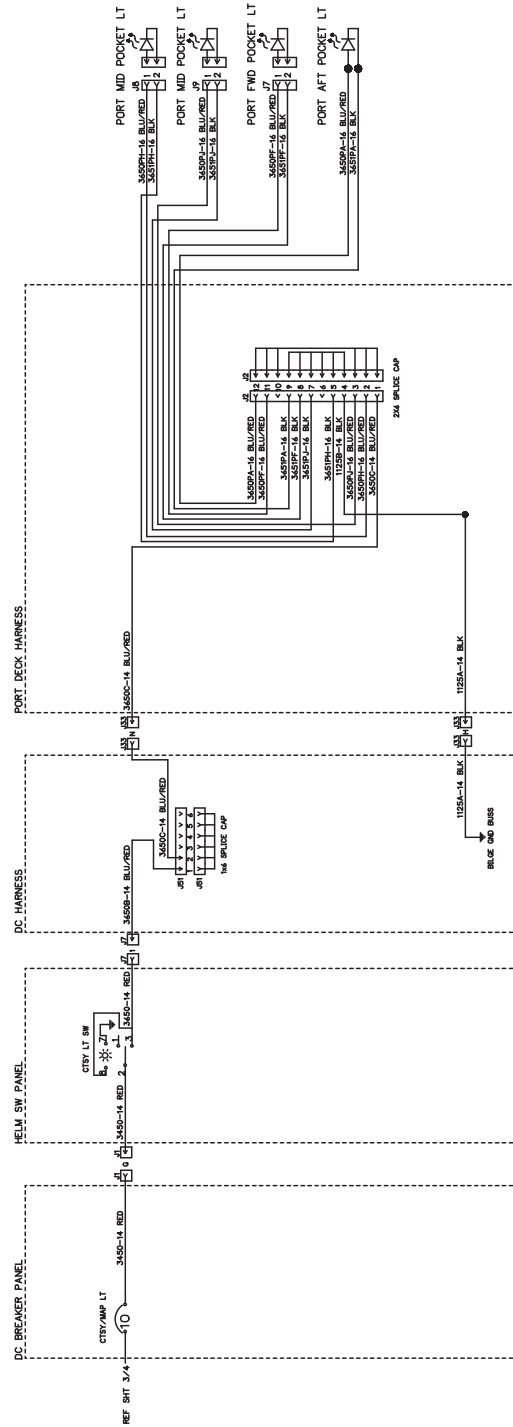
Nav Lighting

Fig. 4.34.1



Port Deck Accent Lighting
Fig. 4.35.1

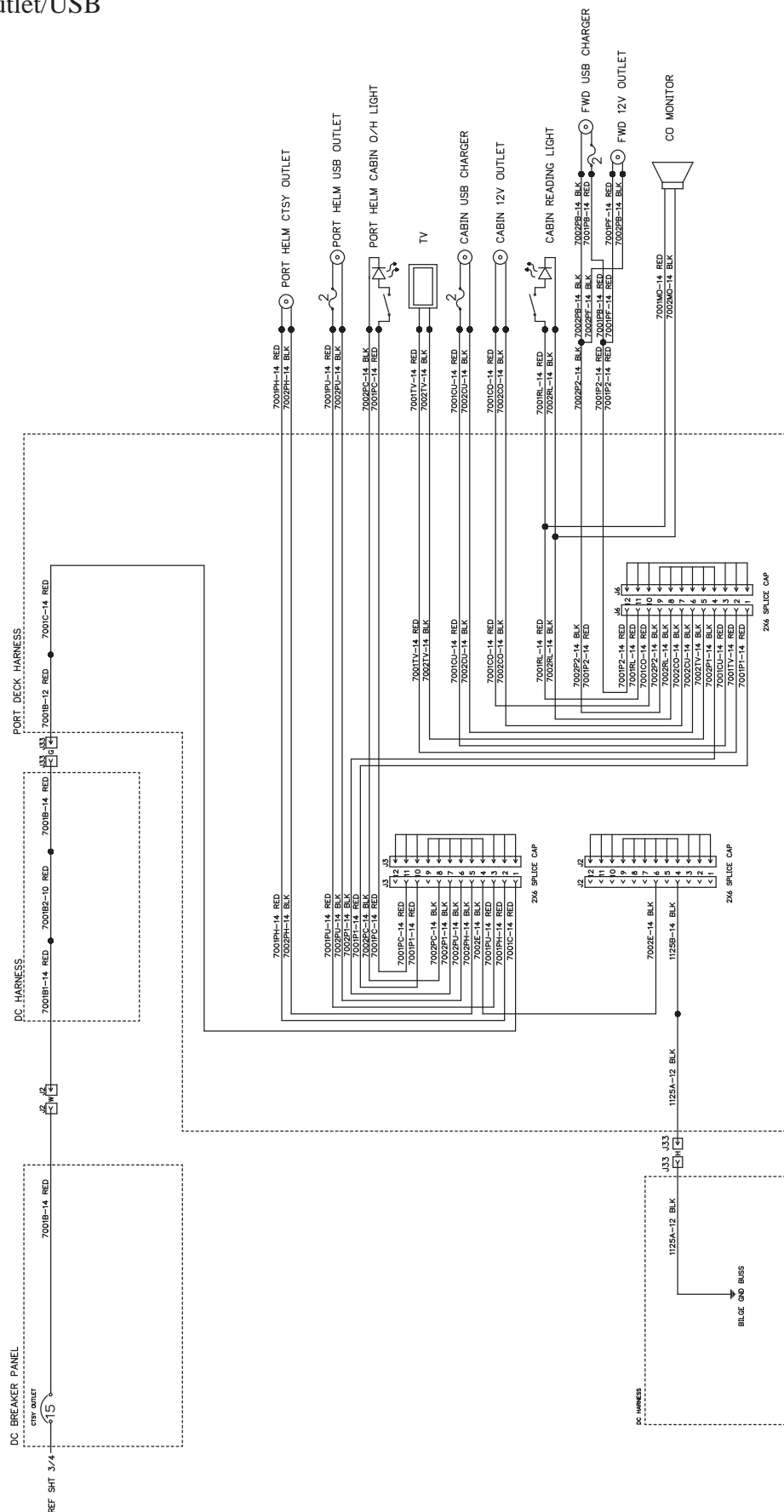
PORT DECK ACCENT LIGHT



Port Deck Ctsy Outlet/USB

Fig. 4.36.1

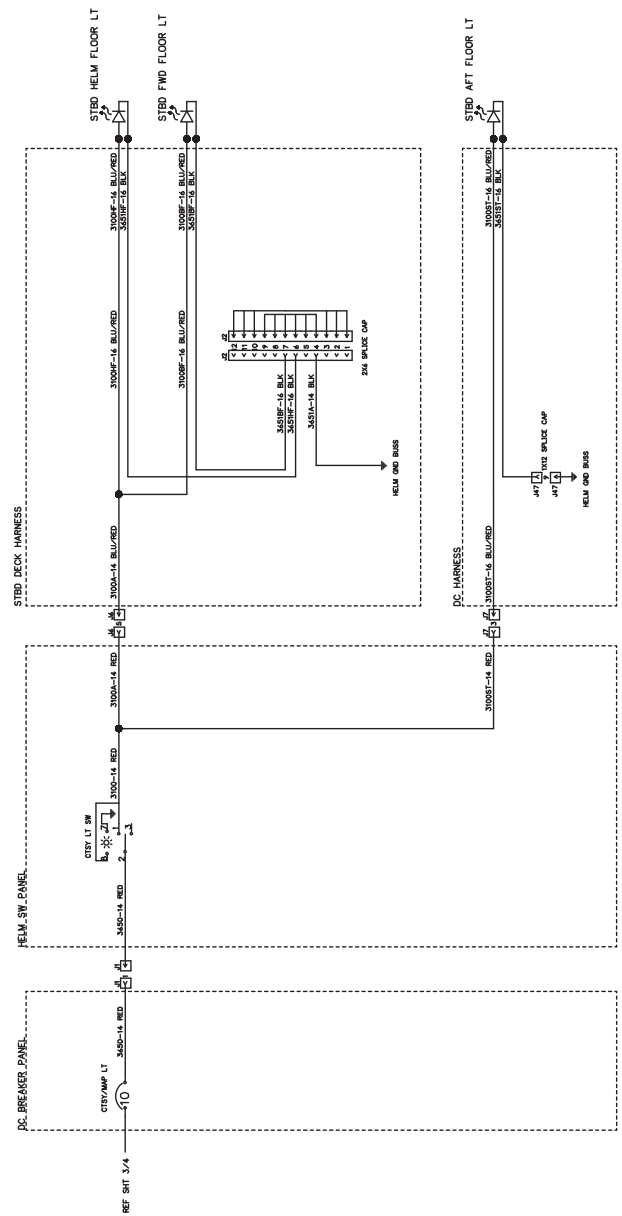
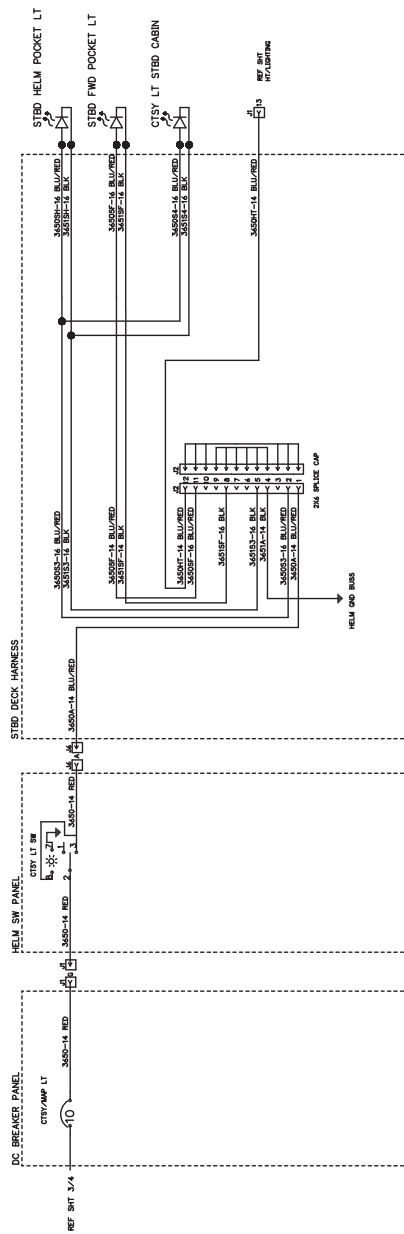
PORT DECK CTSY OUTLET/USB



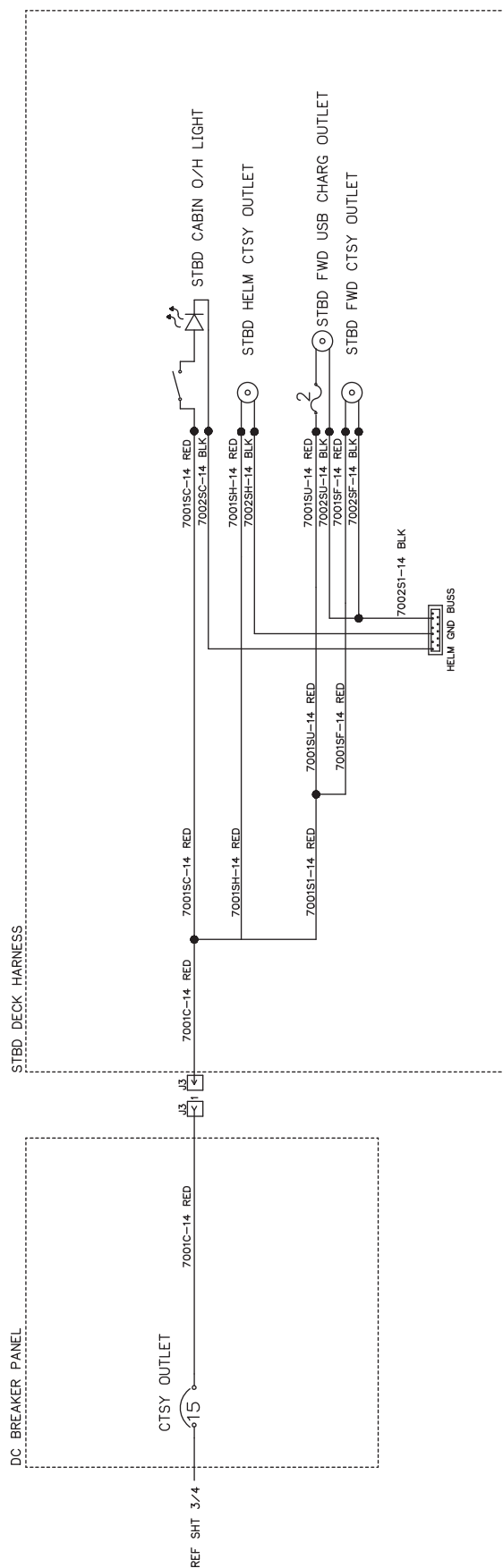
Starboard Deck Accent Lighting

Fig. 4.37.1

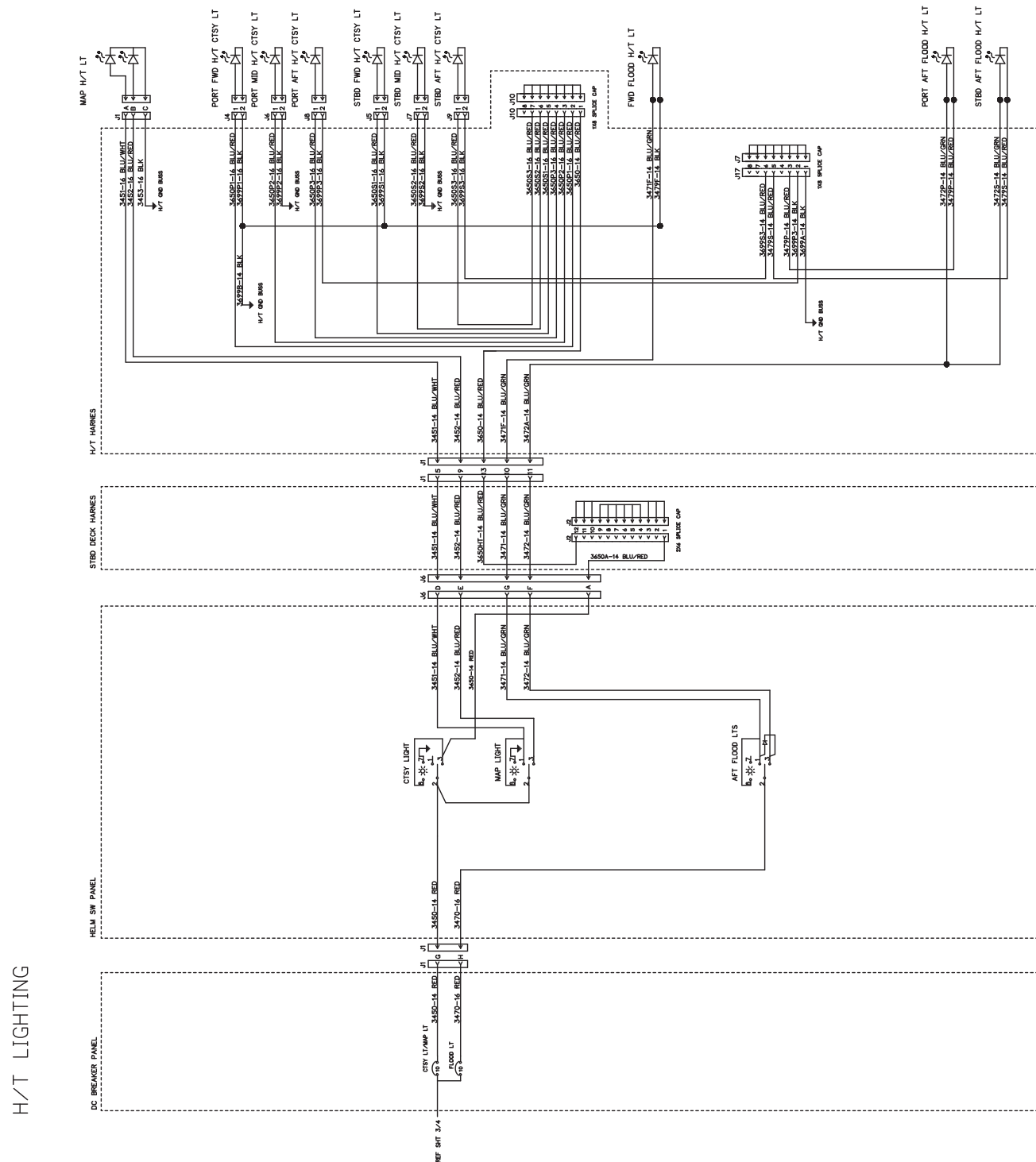
STBD DECK ACCENT LIGHT



Starboard Deck Ctsy Outlet/USB
Fig. 4.38.1

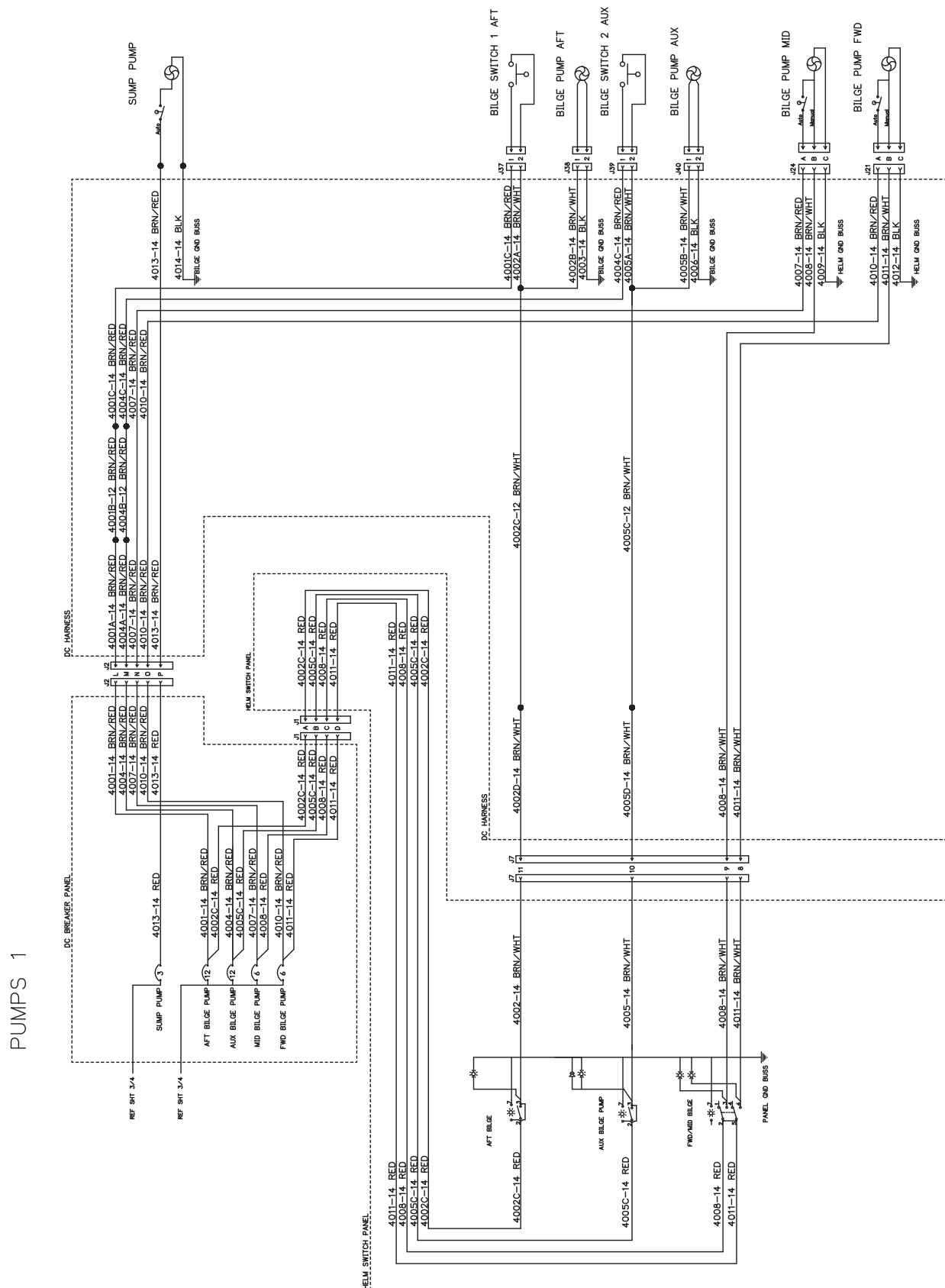


Hardtop Lighting
Fig. 4.39.1



Section 4 • Electrical System

Pumps 1
Fig. 4.40.1



Pumps 2 (Option)
Fig. 4.41.1

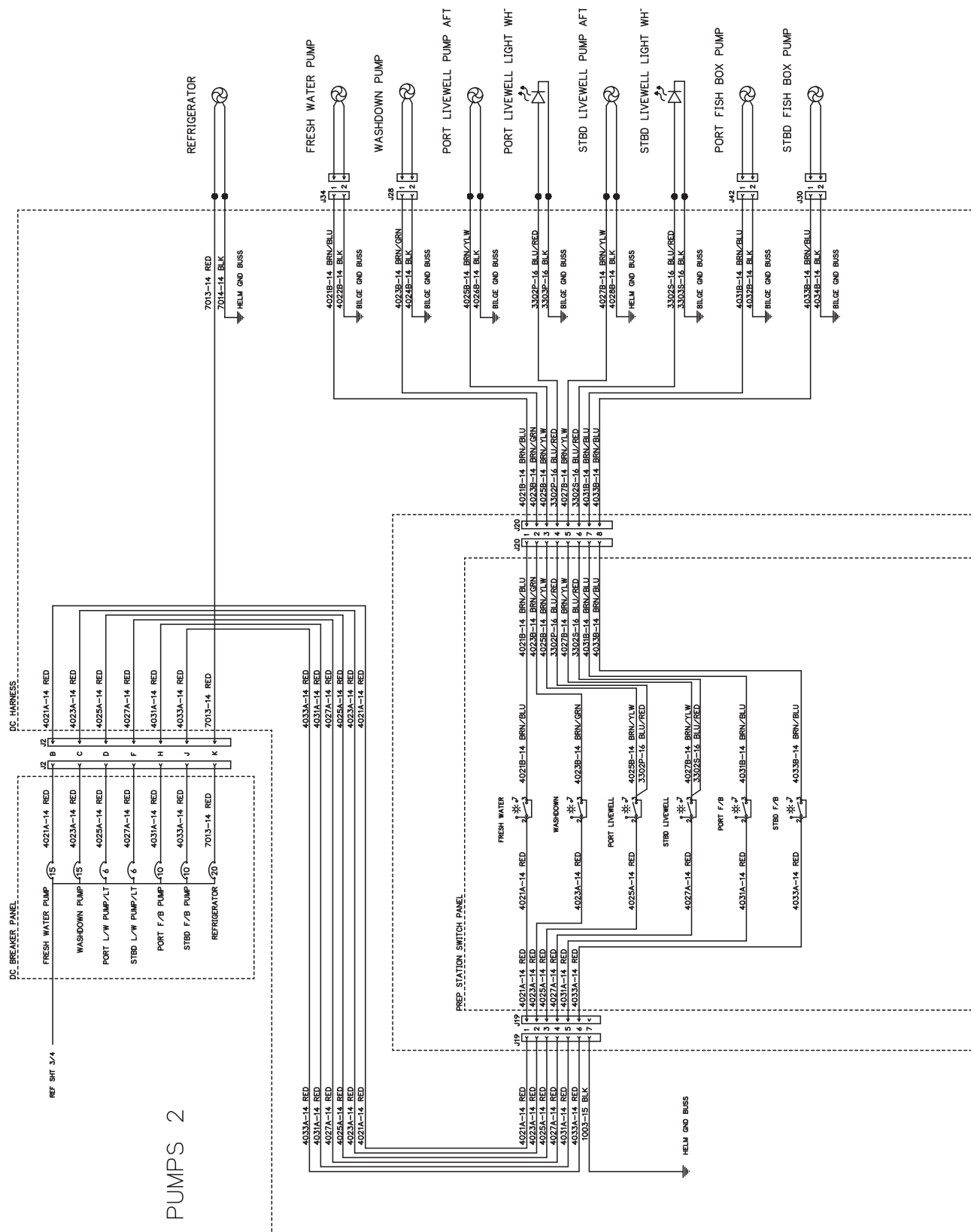
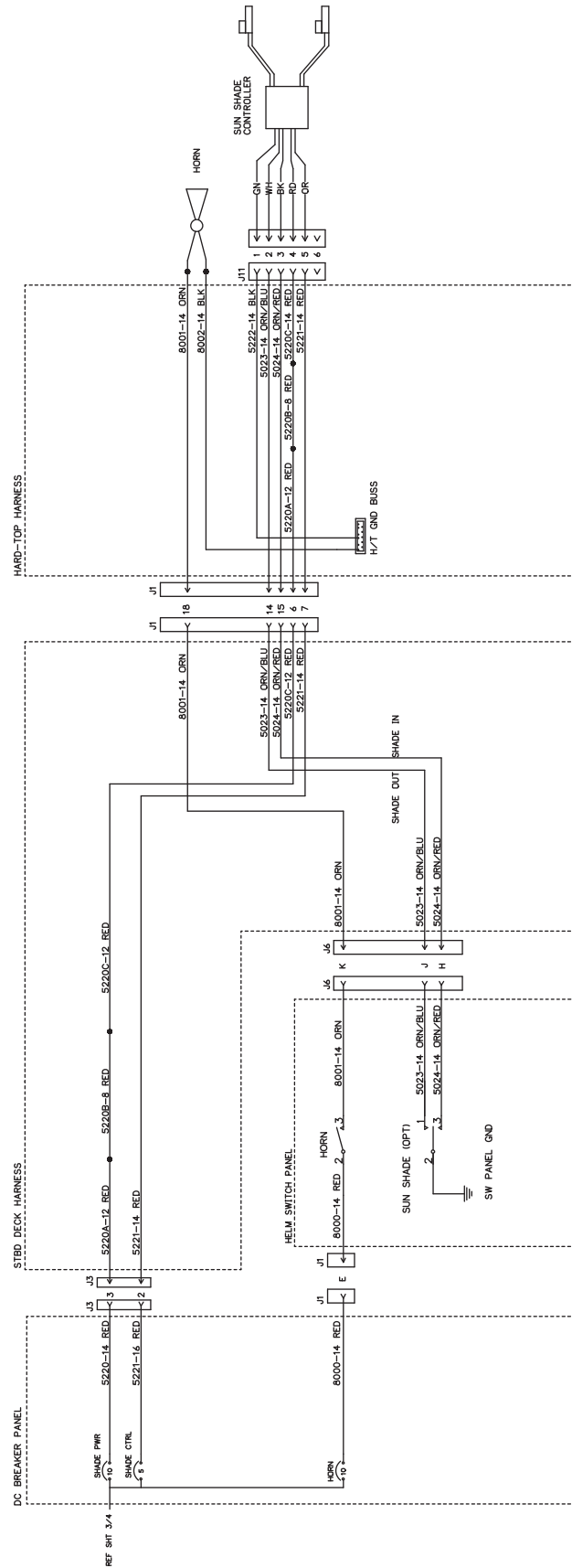


Fig. 4.42.1

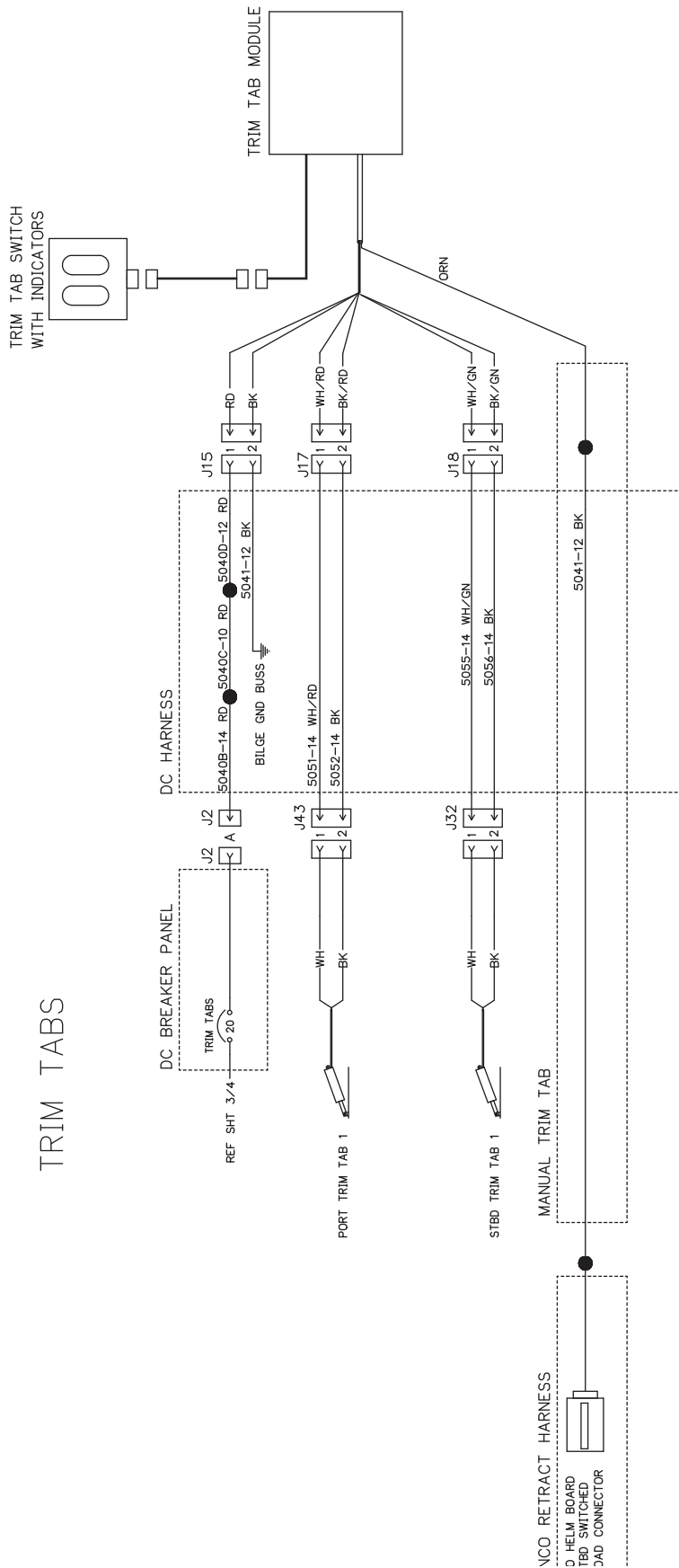


Sureshade/Horn
Fig. 4.43.1

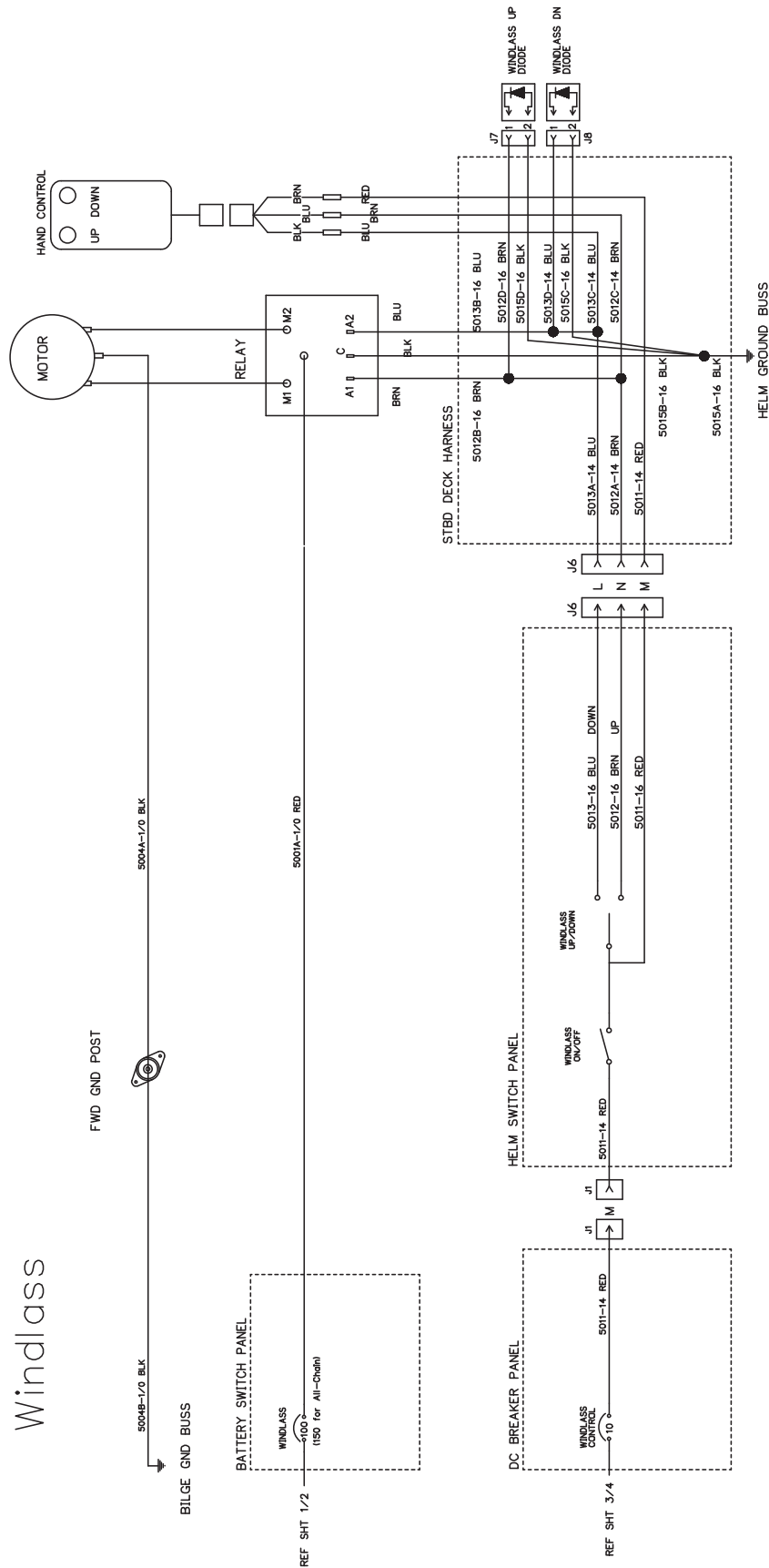
SURESHADE / HORN



Trim Tabs
Fig. 4.44.1

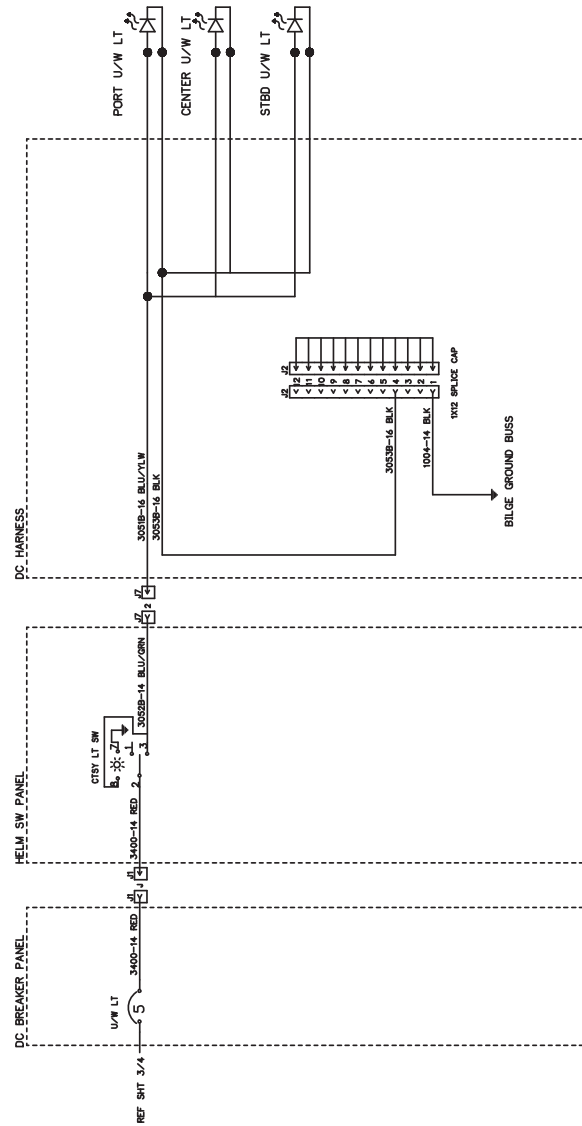


Windlass
Fig. 4.45.1

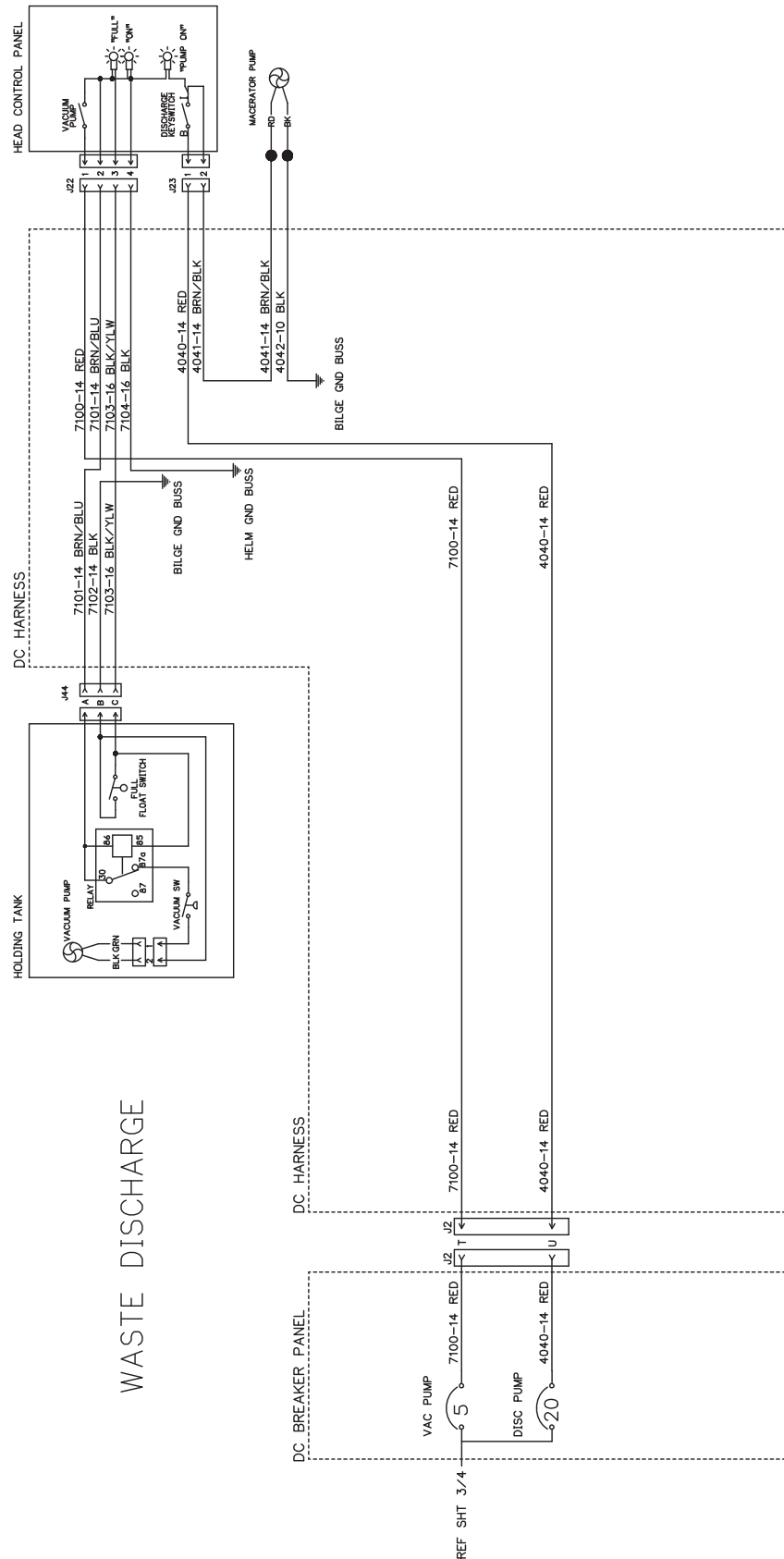


Underwater lights
Fig. 4.46.1

UNDERWATER LIGHT



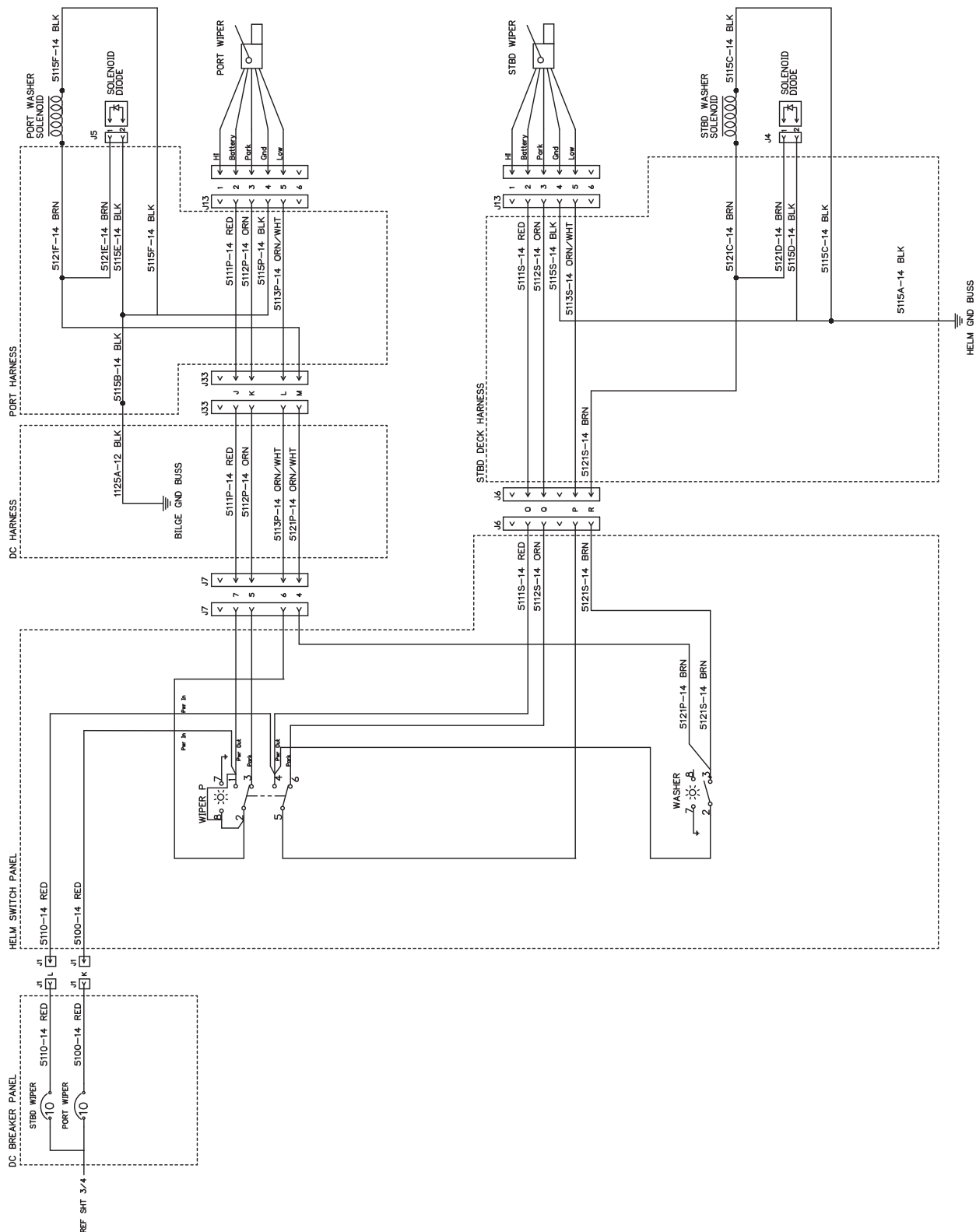
Waste Discharge
Fig. 4.47.1



Windshield Wipers/Washers

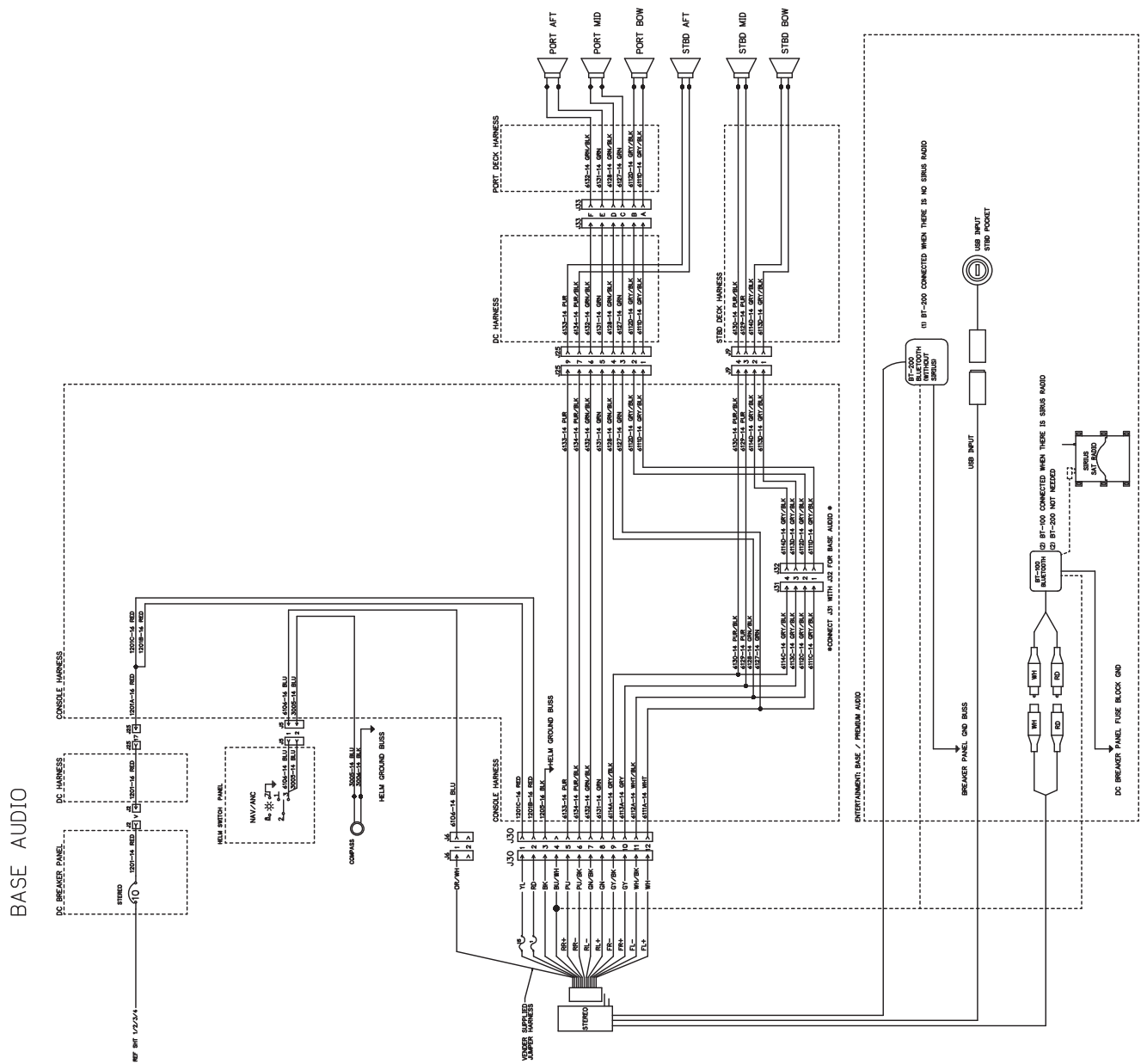
Fig. 4.48.1

PORT WIPER / STBD WIPER / WASHER



Section 4 • Electrical System

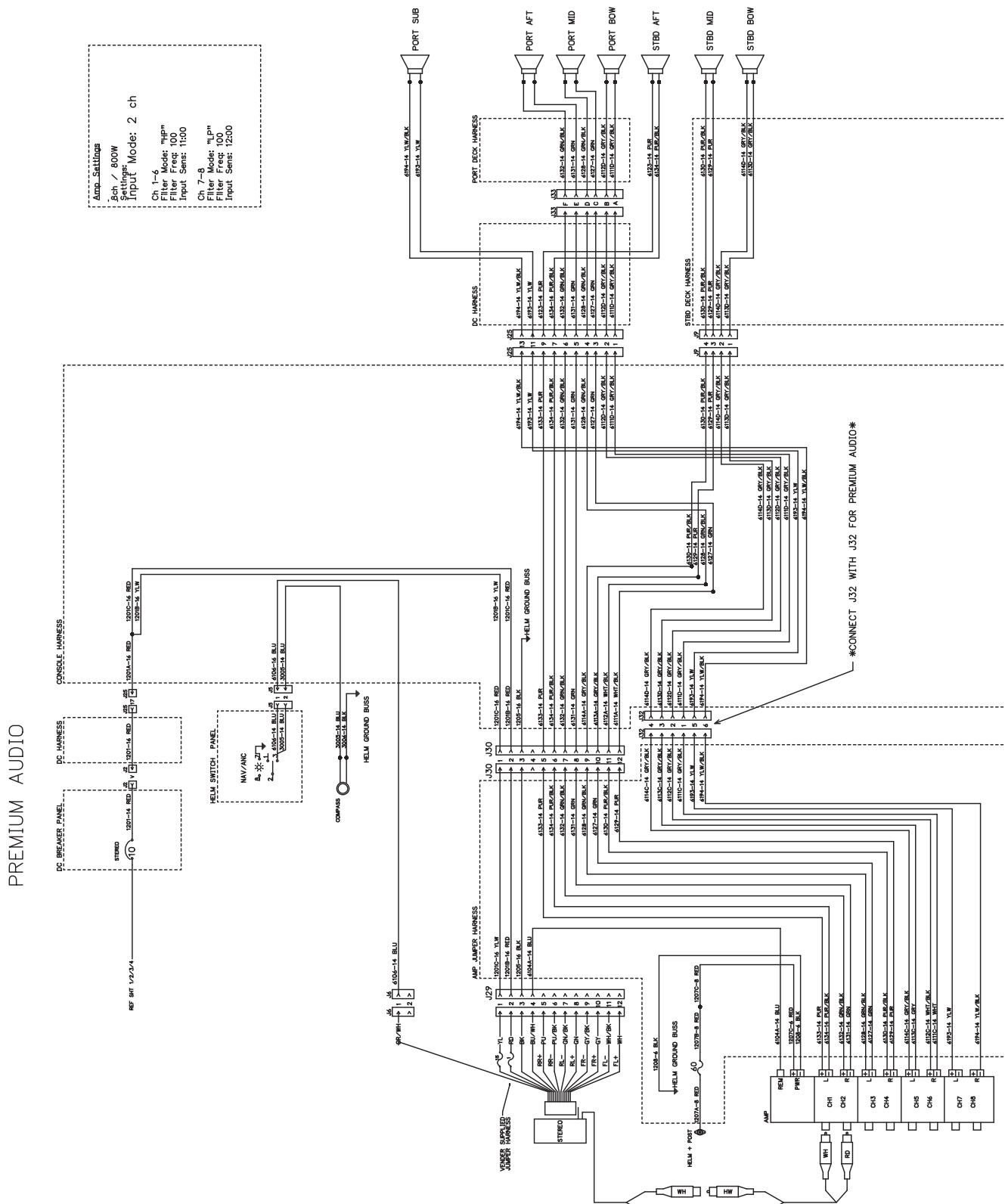
Audio System
Fig. 4.49.1



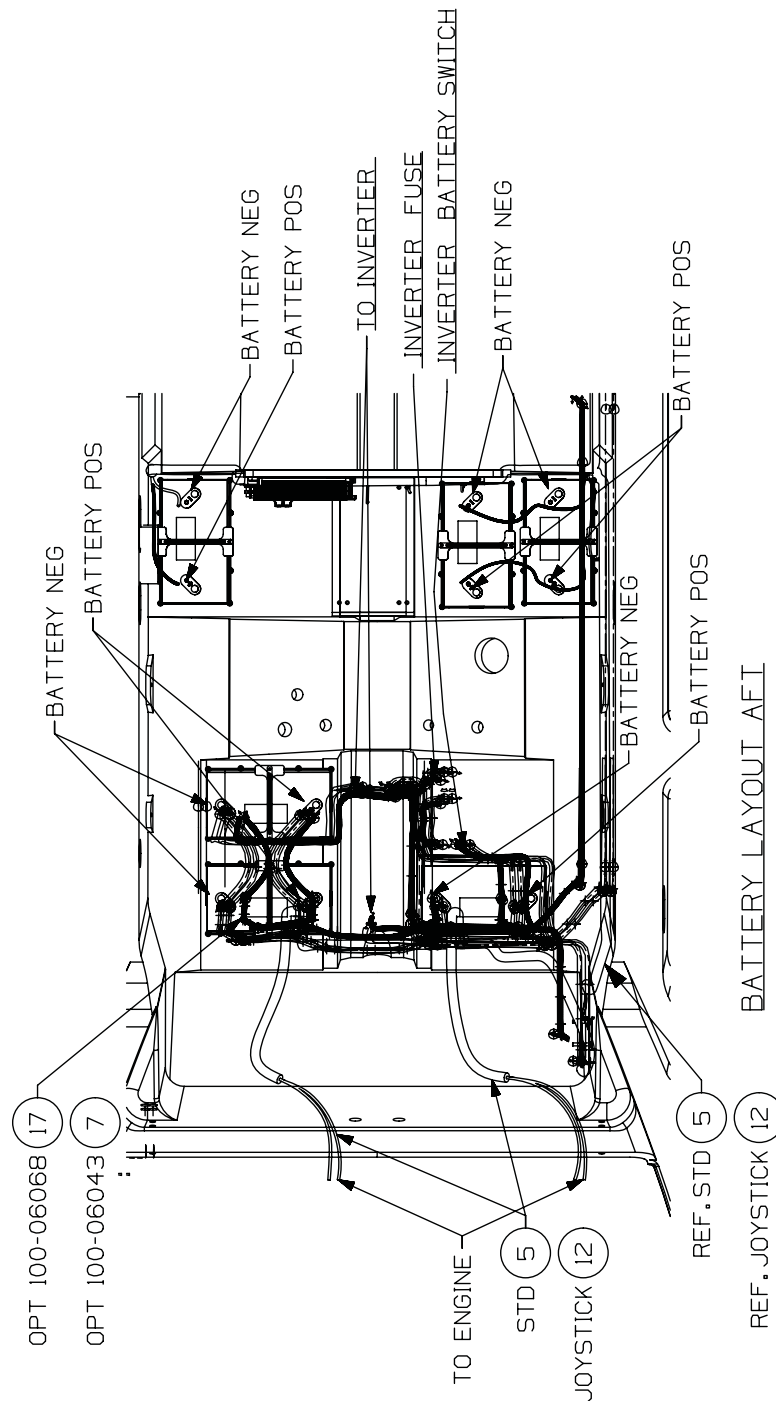
Section 4 • Electrical System

Premium Audio System (Option)

Fig. 4.50.1

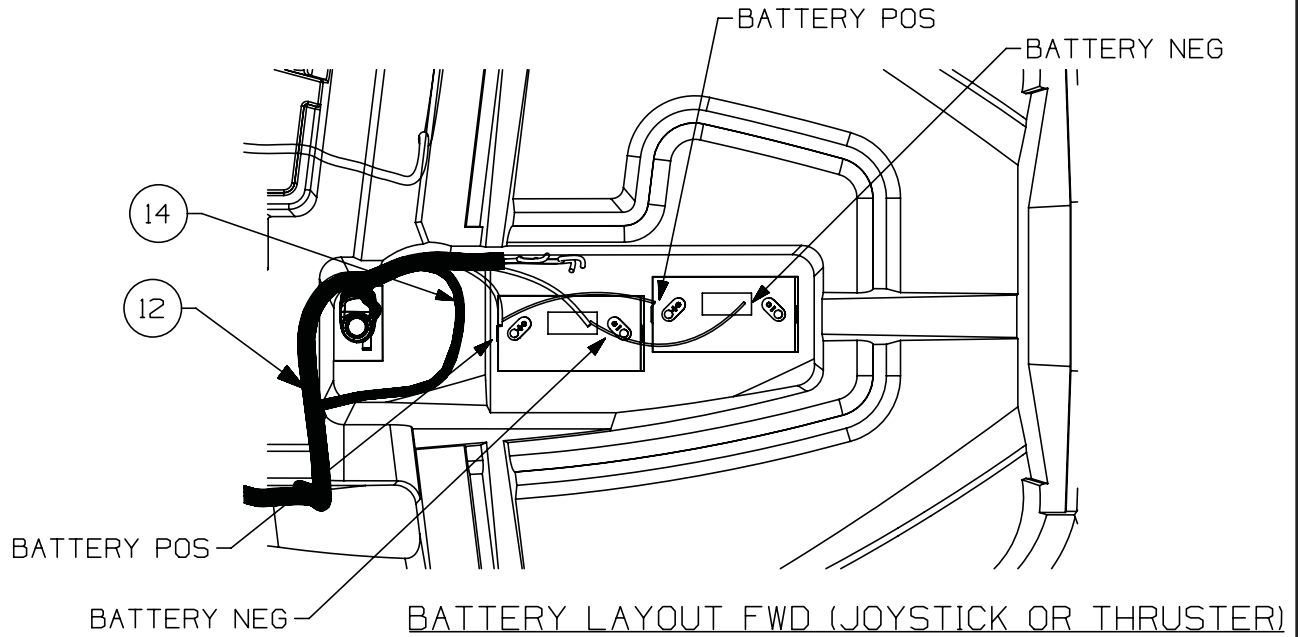


Battery Harness
Fig. 4.51.1



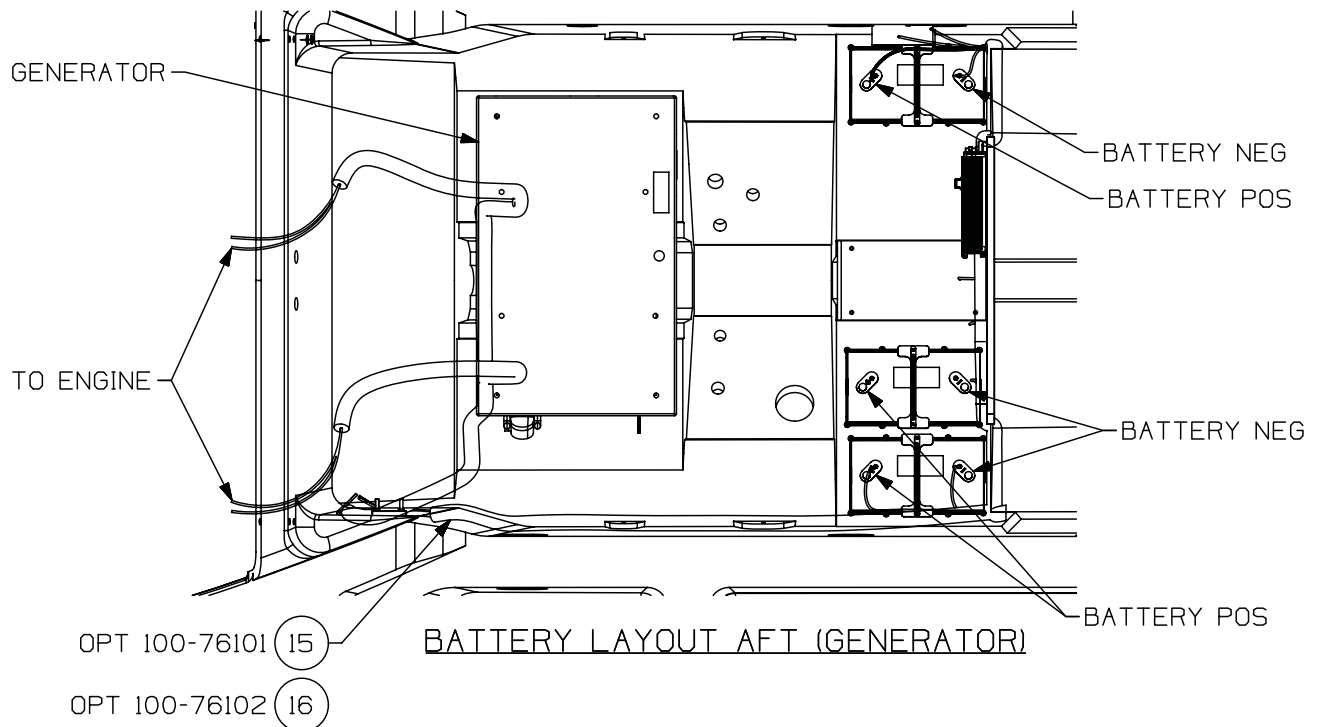
Batteries w/Joystick or Thruster Harness (Option)

Fig. 4.52.1



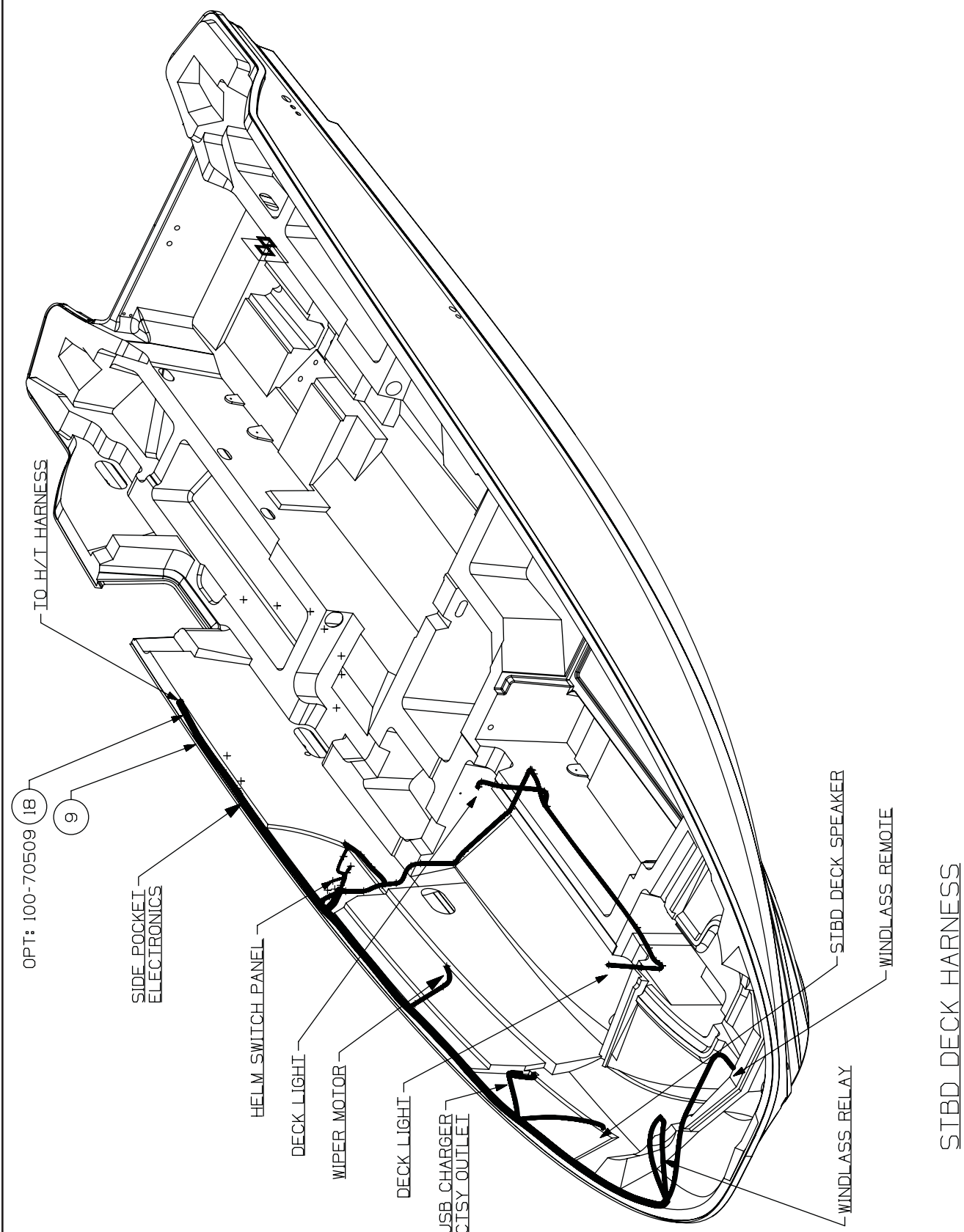
Batteries (Generator Option)

Fig. 4.52.2

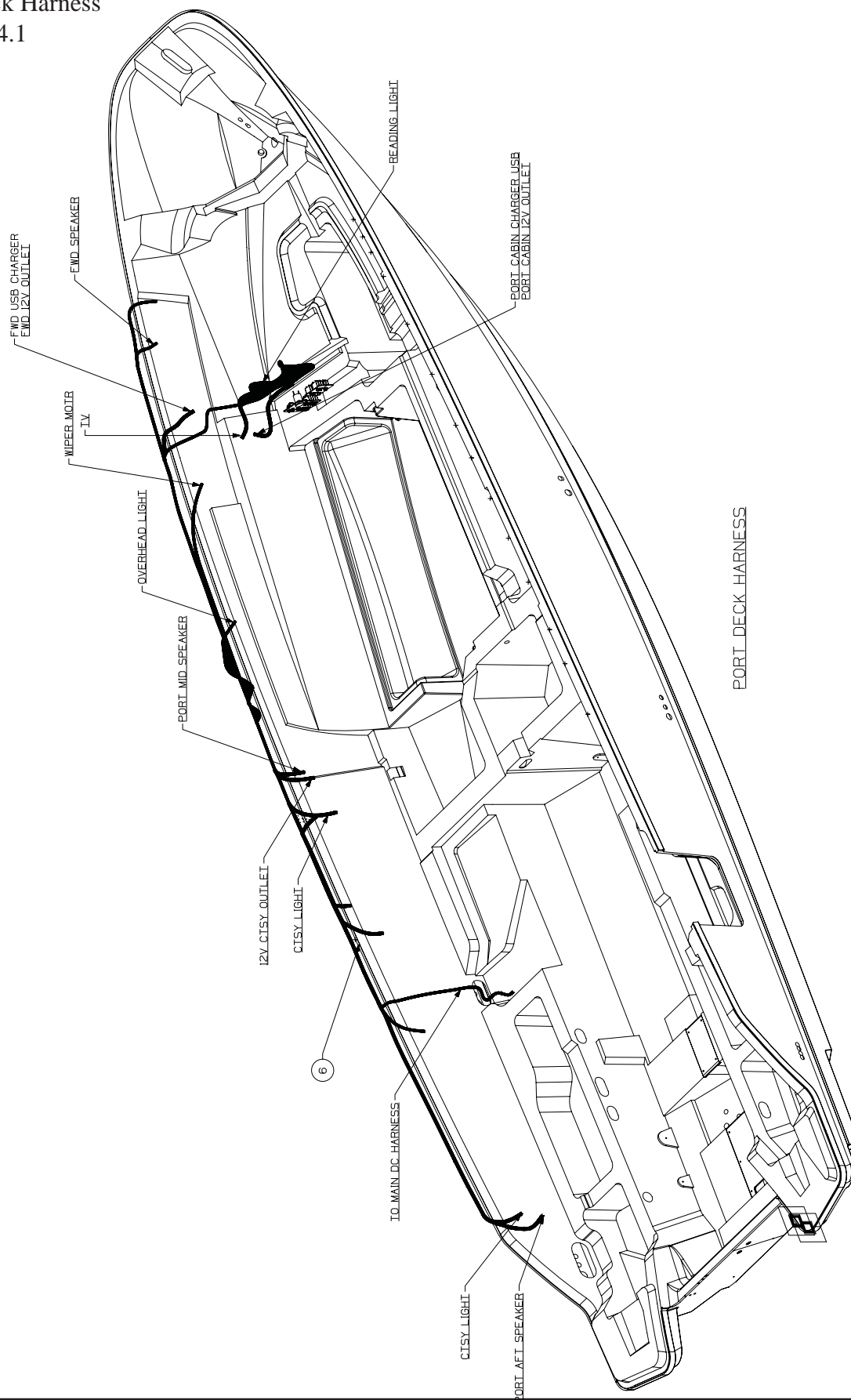


Starboard Deck Harness

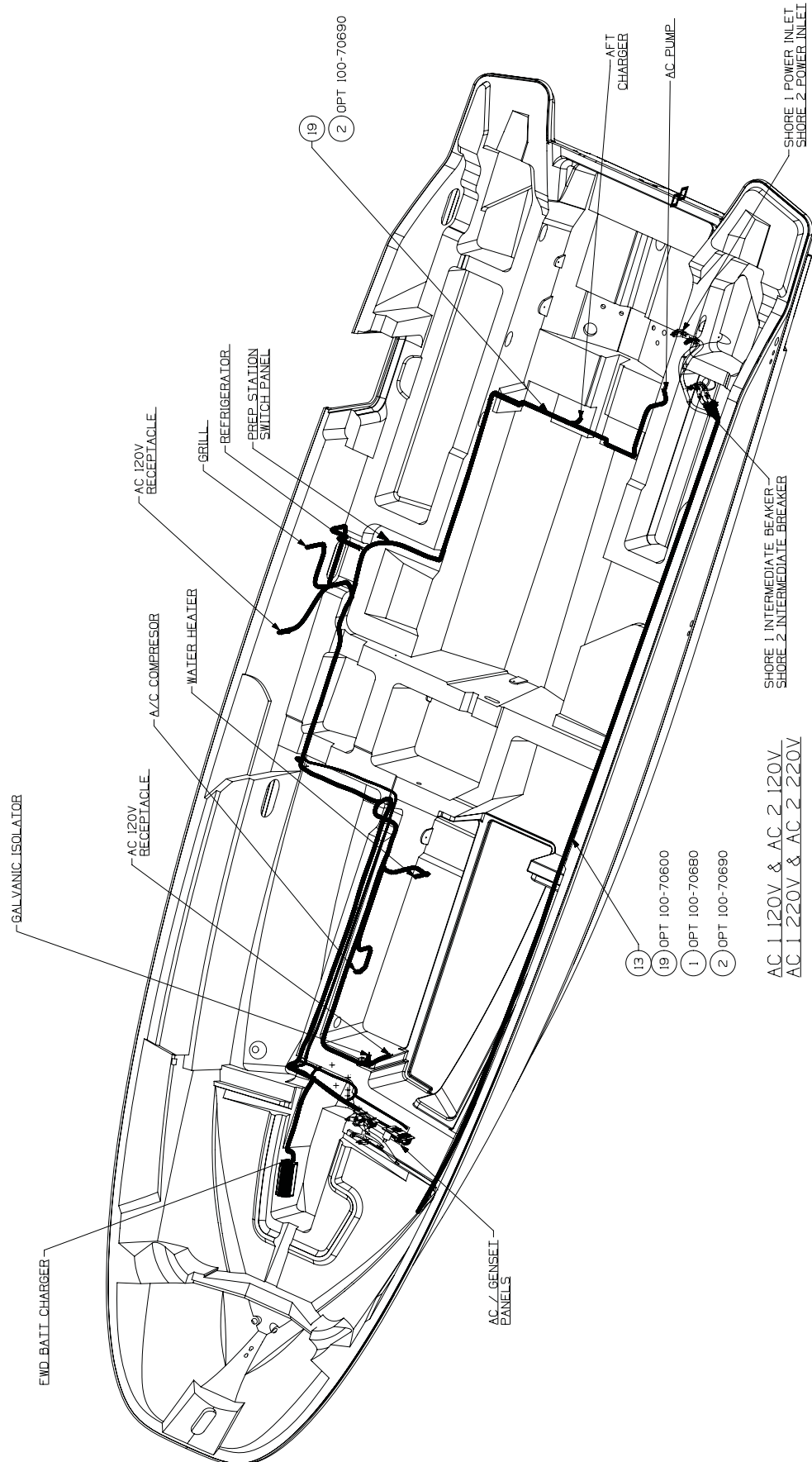
Fig. 4.53.1



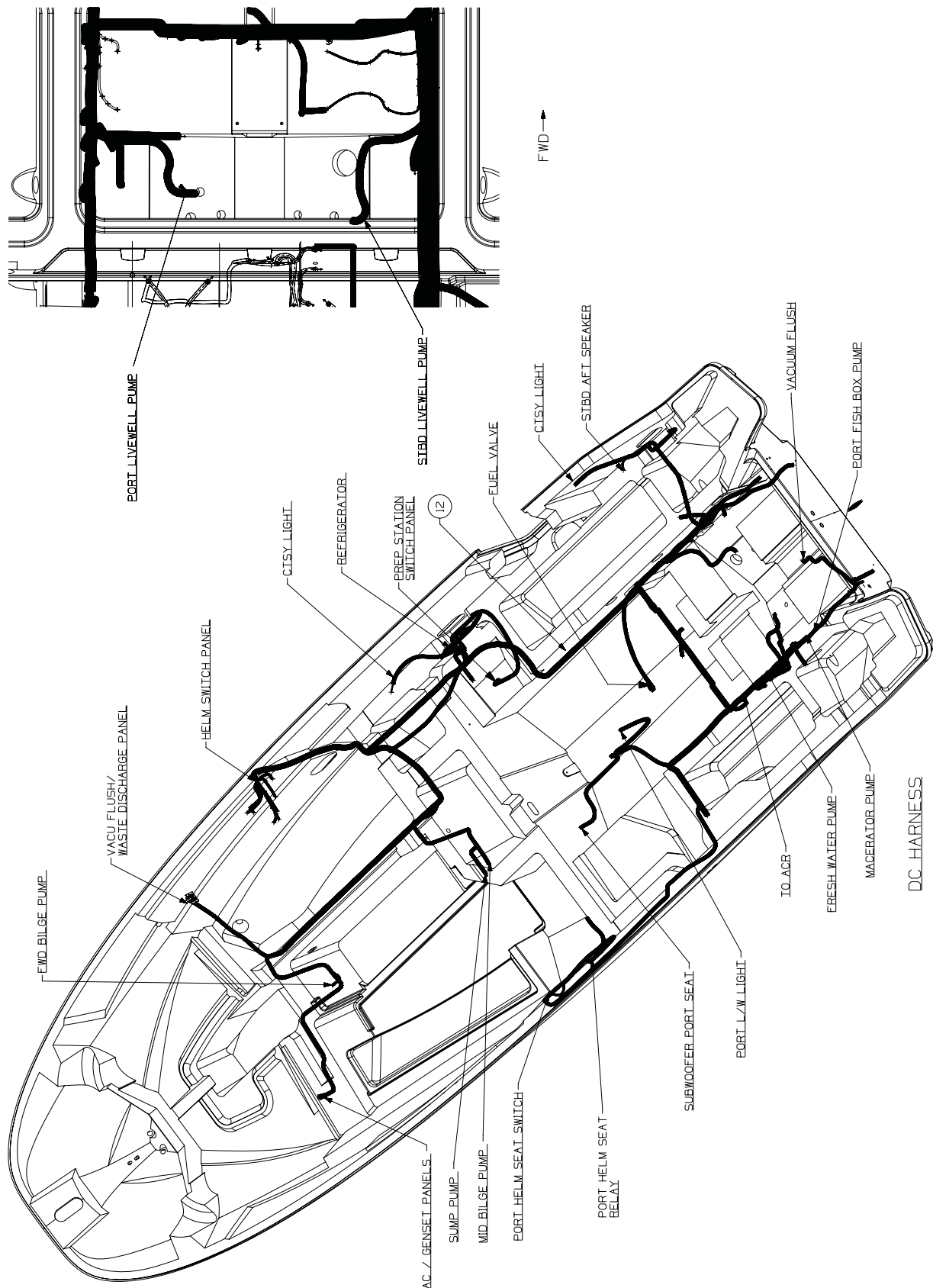
Port deck Harness
Fig. 4.54.1



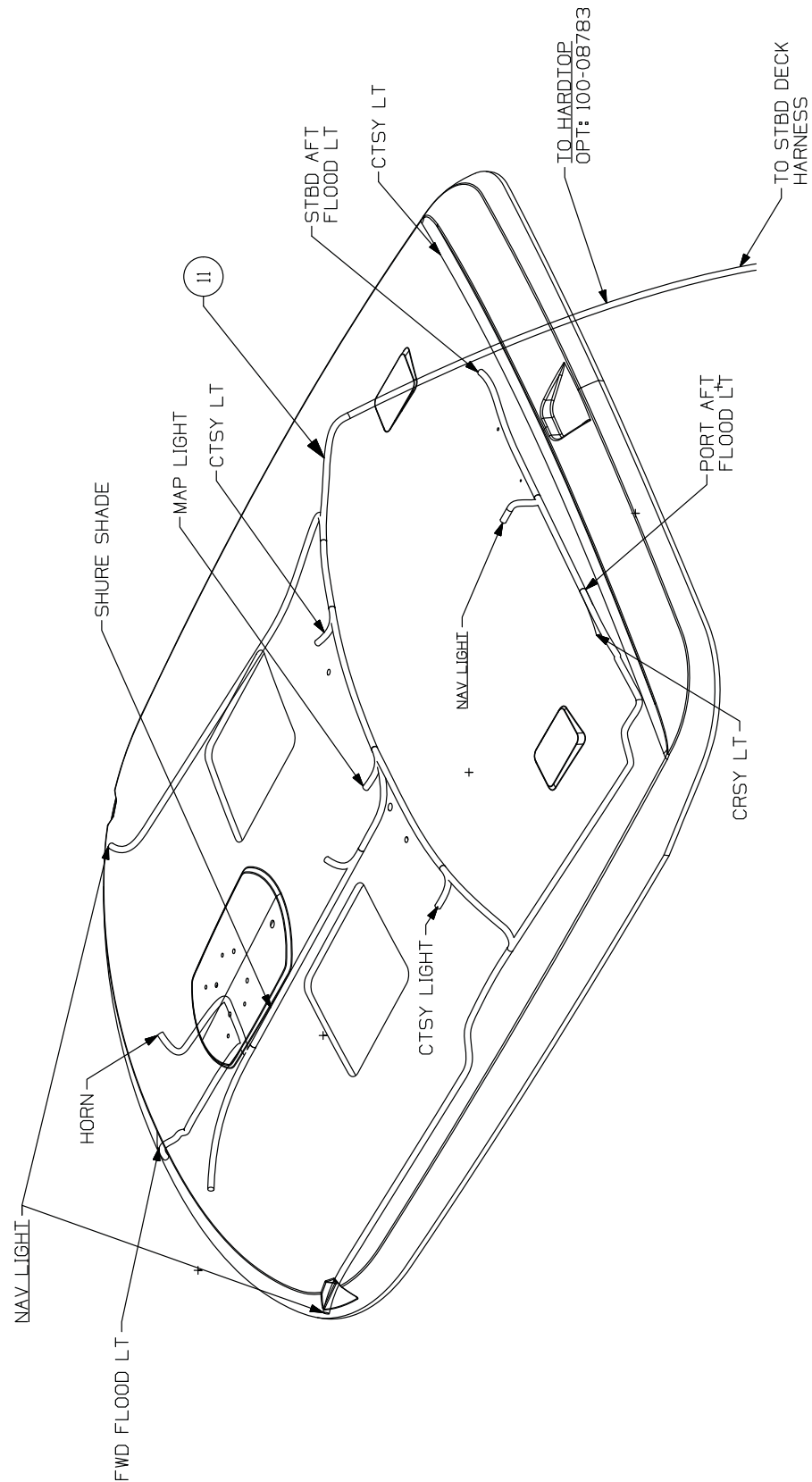
AC Harness
Fig. 4.55.1



DC Harness
Fig. 4.56.1



Hardtop
Fig. 4.57.1



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Routine Care & Maintenance

NOTICE

Refer to the individual manufacturers' manuals for important information regarding service, care and maintenance of your boat, equipment and components. Failure to do so may in some cases void the warranty.

Owner's Manuals for your boat and each of the various components and equipment can be found in your Owner's Manual Packet.

⚠ DANGER

When using solvents read all information from the solvent manufacturer regarding safety and handling of the material.

Wear proper protective equipment to ensure your personal safety.

Only use solvents in a well ventilated area and keep all solvents away from open flame and any other forms of ignition.

Routine inspection, service and maintenance of your boat, boat systems and components are vital to assure your safety, as well as prolonging the life of your boat. You should develop regular routines for inspecting and servicing your boat.

⚠ WARNING IMPORTANT

Regularly inspect & test hardware, fittings, windshields, hatches, seams, etc. for proper seal. Reseal and/or readjust/tighten fittings, latches, etc. as needed.

The interval between necessary service or maintenance is highly variable, depending on the environment in which your boat will be used. For example, corrosion of boat parts and components will occur far more rapidly in a salt water environment than on a boat which is used in fresh water.

This section provides **only general guidelines** for the care and cleaning of your boat. It is **your responsibility** to determine whether maintenance and care intervals need to be accelerated due to your boat usage and/or operating environment.

Hull

Fresh water, saltwater and water temperature can all affect the types of growth that you will find on your boat's hull.

Any growth will affect the boat's performance and overall look. If it has been a while between inspections you might notice algae or slime growth on the hull. This can be cleaned with a coarse towel or soft bristle brush. The growth should be cleaned immediately after the boat has been removed from the water. If the growth is allowed to dry it will be much harder to remove.

Compounding may be necessary to remove more stubborn stains and chalking from the surface of your boat. If compounding is necessary it must be done after a thorough washing and prior to waxing.

If the growth is more severe, you may need to enlist the services of a professional hull cleaning company.

Check with your Boston Whaler® dealer for recommendations on a compatible rubbing compound for your boat or a professional hull cleaning company in your area.

Waxing the Gel Coat Surfaces

Waxing is necessary to provide added protection to the gel coat. A periodic good cleaning and waxing will also ensure that your boat will be protected and look good longer.

NOTICE

Waxing of the exterior surfaces is recommended to be done at least twice a year to protect the gel coat of your boat.

Do not wax over dirt. Make sure the surface of your boat has received a thorough washing and rinsing and is clean before waxing. If a rubbing compound has been necessary, make sure that any minor scratches or surface pitting is cleaned of compound residue. Use a good quality carnauba wax or a high quality wax designed for marine gel coat. Apply several coats.

Hull Maintenance

If using a pressure washer to clean the hull and deck surfaces of your boat it is important that you use the wide fan nozzle only and move the spray head in a continuous motion. Do not concentrate the high pressure on a small area of the boat surface and **NEVER** use the fine pinpoint nozzle as the concentrated stream can cause damage to the surface of your boat.

It is also recommended that you refrain from pressure washing the console as high pressure may compromise the integrity of the electronics and gauges as well as other equipment installed on your boat. Also avoid pressure washing all caulk seams.

When staining from build-up does occur, use only cleaning agents that are recommended for marine gel coat for use on those stubborn stains.

NEVER use an abrasive cleaner to wash your boat's hull.

NEVER use an abrasive pad to attempt to remove stubborn stains.

NEVER use strong solvents to clean.

NEVER apply tape or any other type of adhesives directly to the painted surfaces on your boat.

Use care when covering your boat's painted surfaces as tarps and other such covers can trap dirt and cause chafing. It is best to use a frame of either aluminum or wood to keep the cover up and allow air to circulate.

Hull Blistering

Due to the quality of the materials used in the hulls of Boston Whalers, blistering is rarely ever seen. Blistering is caused by water soluble materials in the hull laminate. The fiberglass and resin structure of your boat is porous. However, intrusion of water into the gel coat will take some time. The effect of osmotic pressure allows water to impregnate below the gel coat and substrate thus forming a blister.

There have been extensive university studies funded

by the United States Coast Guard regarding the cause and effect of blistering in the gel coat of fiberglass boats. Fiberglass blisters can form anywhere from near-surface layers of the gel coat to very deep into the fiberglass structure. The damage can range from cosmetic to catastrophic, (although the latter is a very rare occurrence). The studies seemed to point toward long term immersion of the hull in warm water as a primary cause of hull blisters. Stress cracks on the hull below the waterline also contribute to the formation of hull blisters.

Prevention

There are a variety of ways to prevent the formation of hull blistering. Epoxy coatings can be applied to the hull, followed by hull painting. An alkyd-urethane-silicone marine paint can also be used to aid in the prevention of hull blisters.

Reducing the amount of time that your boat stays in the water also helps prevent hull blisters from forming. Use of a trailer or boat lift will reduce the likelihood of hull blisters forming. Be sure to use a bunk type lift or trailer for storage of the boat out of water.

Contact your Boston Whaler® dealer for more information on the prevention and treatment of hull blisters.

Bottom Painting

DANGER

There are risks and dangers inherent with the use of paints and solvents. Dispose properly of all rags, rollers and trays used for painting. Follow all the precautions and regulations listed by the manufacturer before and after painting your boats hull.

NOTICE

If blisters are present in the hull, they need to be properly cleaned and dried out before any barrier protection can be applied.

If your boat will spend most of its time in the water, painting the bottom of your boat's hull is a good way to slow the formation of hull blisters and to keep bottom growth (fouling) under control.

If you will be trailering the boat to and from the water, you might want to forgo the painting.

Following is an abbreviated section on painting your hull bottom. Your Boston Whaler® dealer should have information on properly painting your boat's hull or recommendations on businesses that will paint your hull for you.

CAUTION

DO NOT paint over zinc plates. This action will render them useless and lead to deterioration of the underwater metal parts of your boat.

Some bottom paints contain metals that can cause corrosion of the outboard engine. Leave a minimum of 3/4" unpainted around all engine parts. Use only a paint specifically designed for aluminum engines as anti fouling protection.

Bottom Painting a Bare Hull

Since the boat has never been painted preparation is the key to successful hull painting. Take extra care and time in preparation before proceeding to paint.

Begin by scrubbing the surface thoroughly with a stiff brush using an all-purpose marine soap and water to remove loose dirt and contamination. Flush with fresh water to remove all soap residue.

The gelcoat will have to be dewaxed of mold release wax before sanding can begin, otherwise the wax

WARNING

Proper ventilation and capture of the dust created by sanding is essential. The dust created by sanding is toxic and should not be breathed. A proper fitting respirator must be used.

DO NOT use a paper filter mask.

will be dragged into the scratches and will reduce the adhesion properties of the paint.

Remove any mold release wax that may be present using fiberglass surface prep solvent and a scrub pad. Scrub only a few square feet at a time. Flush with fresh water. If the water beads up or separates, continue scrubbing the surface. When the water sheets off, the wax contaminate has been removed.

After the dewaxing is complete, application of a primer coat is recommended. Pay close attention to scratches, nicks and dings in the surface. If necessary, fill any repair areas with a watertite epoxy filler. After filler is cured, sand with 80 grit paper until smooth. Remove the sanding residue using a fiberglass solvent wash.

The paint can be applied after sanding and cleaning is complete. Follow the paint manufacturer's recommendations for application.

Bottom Painting a Pre-Painted Hull

WARNING

Bottom paint is designed to resist algae growth which means it has chemicals embedded in the paint that are harmful if ingested. Take all necessary precautions required before painting or repainting your boat's hull.

If the hull bottom is already painted, you must be sure to test the paint's adhesion to the already painted surface. If the paints are incompatible, the new paint will not adhere to the hull bottom or the paint will "lift" the old paint. **NEVER** apply paint without first preparing the old painted surface following the paint manufacturer's recommendations.

Follow the paint manufacturer's recommendation for applying the paint. Humidity and weather will play a role in how and when the paint is applied. Several thin layers are better than one thick layer.

To determine the waterline, you will need to place the boat in water with a full load of fuel and gear. Mark the waterline and measure above the marked line 1 to 3 inches for placement of the tape line.

NOTICE

Masking tape is NOT recommended for the types of paint you will be using.

Make sure that there is enough paint left to cover areas that were not accessible, (slings, jack stands etc.) and paint accordingly. Follow the paint manufacturer's recommendation for do's and don'ts after the painting is complete.

NOTICE

Painting your boat's hull will adversely affect the boat's speed and performance and may require re-propping if the maximum engine RPMs drop below the engine model/mfg recommended operating range.

Rubrail Care

The rubrail on your boat is constructed of an injected high density PVC vinyl material which laboratory tests have proven to be highly resistant to staining, fading and cracking.

As resilient as this material is, you still need to follow some basic maintenance precautions.

General maintenance requires a thorough cleaning with mild soap & water. **DO NOT** use any cleaning agents which contain chemicals.

Although the outer shell is tough and durable, there is a chance that it can be breached. Use care when docking or exposing the rubrail to conditions which may cause damage such as docking against heavily barnacle-encrusted pilings.

Some tears (cleanly sliced) can be repaired with a "Super Glue" type product.

Thoroughly clean and dry the affected area. Apply glue and hold the surfaces together.

Areas which have been torn or are affected by heavy abrasion will have to have the damaged section replaced. Please see your Boston Whaler® dealer for this type of repair.

Cleaning Fiberglass & Non-Skid

To protect your deck and non-skid areas from the deteriorating affects of the sun, oxidation, water spots and pollution, use a good quality "fiberglass and non-skid deck" wax every two to three months.

When applied to your deck and non-skid areas, as recommended by the manufacturer, the wax forms a protective non-slick surface which will keep debris from sticking. Dirt, soot, bird droppings, and even fish blood will rinse right off.

NOTICE

NEVER use abrasive cleaners, detergents or soft scrub type cleaners to wash your boats surfaces.

NEVER use abrasive pads, brushes or sponges to attempt to remove stubborn stains.

NEVER use strong solvents or detergents which contain chlorine.

Stainless Steel Care

The cleaner your stainless trim and fittings can be kept, the greater the assurance of optimum corrosion resistance. Without proper care even the best stainless steel will corrode.

Stainless steel is strong and corrosion resistant, but still requires maintenance to keep its appearance. Frequent routine cleaning of your stainless steel with a mild soap and water solution and coating with a good grade cleaning wax will help maintain the finish.

- Wash with mild soap and cold or lukewarm water.
- Dry THOROUGHLY.
- Apply cleaning wax with a soft, dry cloth.
- Allow wax to dry, then polish and buff.

Even the finest cleaning powders can scratch or burnish a mill-rolled surface. On polished finishes, rubbing or wiping should be done in the direction of the polish lines, NOT across them.

Crevice corrosion, a brownish coloring which occurs where two pieces of stainless hardware meet is caused by impurities in water and air. It can be easily cleaned with a good grade marine polish using a sponge, cloth or small bristled brush (for nooks and crannies).

NOTICE

NEVER use abrasive cleaners, detergents or soft scrub type cleaners to wash your boats surfaces.

NEVER use abrasive pads, brushes or sponges to attempt to remove stubborn stains.

NEVER use strong solvents or detergents which contain chlorine.

NEVER use silver cleaners.

Aluminum Care

Preventative maintenance is essential to life of the metals on your boat. The presence of salt particles and moisture is the major cause of white spots, pitting and corrosion.

The use of harsh chemicals can also cause deterioration. Manufacturers and applicators of protective coatings will not warrant protective coatings on metals in the marine environment. Proper owner maintenance is required to reduce deterioration which will result in most cases by failure to wash down and wipe dry after each use and/or the use of abrasive, acidic or other improper cleaners.

Wash completely using a soft cloth and mild detergent to remove salt particles. Hosing alone will not dislodge all particles. **DO NOT** allow soap to dry as it may cause stains on coated surfaces. Make sure to wash and dry the full circumference of aluminum parts.

Apply an aluminum protectorant at least twice each year, more frequently as conditions warrant. Neglect will cause pitting of the surface which cannot be reversed.

Inspect and repair or replace all damaged nylon bushings, washers or other hardware designed to prevent contact with dissimilar metals.

Whenever electrical or electronic changes are made to the boat, a qualified marine technician should check aluminum parts for stray currents. Make sure all electronic equipment is properly grounded with adequate sized wire.

Cushions

Saltwater, salt residue, dirt, ultra-violet rays etc. will take their toll on vinyl products causing them to lose their luster and texture.

The cushions on your boat are made of a durable vinyl material called OMNOVA which is protected by a finish called PreFixx®. PreFixx® will keep your cushions looking new far longer than most other vinyl upholstery.

To Clean Your Cushions

CAUTION

Solvents are flammable. Exercise proper care. Wear rubber gloves during all cleaning activity.

Use caution when cleaning around buttons, stitching and wooden or decorative trim as these solvents could seriously damage such areas.

- **Remove ordinary dirt and smudges** with a mild soap and water solution. Dry with a soft, lint-free cloth or towel.
- **More difficult stains** can be cleaned using rubbing alcohol (isopropyl alcohol). Rinse cleaned area with fresh water and dry with a clean, soft, lint-free cloth or towel.

- Don't use scrapers, squeegees, razors, brushes, or towels.

Using a soft non-abrasive cloth, wash the vinyl curtains inside and out with mild soap and water mixture. **RINSE COMPLETELY** with cool water.

To minimize fine or hairline scratches apply a mild automotive polish (i.e. Johnson's Paste Wax) and remove with a soft, clean cloth. **DO NOT USE ABRASIVE PLASTIC POLISHES.**

Cleaning Tempered Glass Windshield

NOTICE

DO NOT USE abrasives, harsh chemicals or metal scrapers on glass.

NOTICE

For windshields with aluminum frames refer to "Aluminum Care" in this section.

Use commercially available glass cleaners or a mixture of fresh water and vinegar to clean your glass windows, windshield or portlights. Dry with a soft terry cloth towel or chamois.

Long Term Storage & Winterization

Long periods of storage, winter lay-up and/or non-use, common to boats, create unique problems. When preparing to store a boat for extended periods of two months or more it is best to make sure that the boat and its systems are properly conditioned for such extended periods of non-usage.

The guidelines presented on the following pages give basic instructions on "winterizing" your boat and boat systems. If inexperienced with the process of winterization it is best to hire the services of a professional.

In addition, always consult the owner's manuals of the various systems and equipment on your boat for the manufacturer's recommendations on winterizing and long term storage.

Engine

CAUTION

Never start or run your outboard (even momentarily) without having water circulating through the cooling water intake holes in the gear case. This will prevent damage to the water pump (running dry) or overheating of the engine.

Protecting your engine's vital moving parts from corrosion and rust caused by freezing of trapped water or excessive condensation due to climatic changes is very important. Freezing water in the engine can cause extensive damage to the internal moving parts. Internal engine parts can also be affected by rust due to lack of proper lubrication

- Replace the engine oil and filter, running the engine to drain out as much old oil as possible.
- Flush the engine with fresh water using flush muffs or a similar device attached to the raw water pickup.
- Let all water drain from the engine.
- Fog the engine while it is running. Spray until it stalls.
- Run fuel which has been treated with conditioner and stabilizer through the engine.
- Replace lower unit gear oil. Check for moisture in old oil, a sign of deteriorating seals.
- Remove the prop and grease the shaft and threads.
- Treat all grease fittings with the recommended lubricant.

- Lightly lubricate the exterior of the engine or polish with a good wax.
- Check engine mount bolts. Ensure that they are torqued to 55 ft/lbs.

In addition, be sure to follow all recommendations in your engine manufacturers operation manual.

Fuel System

Tank(s), hoses, and fuel pumps should be treated to help prevent the formation of varnish and gum.

Temperature extremes will cause condensation to accumulate in an empty or partially filled fuel tank leading to fuel contamination and/or premature wear of your system.

Fill the tank completely (100%) full and add fuel stabilizer and conditioner, following the manufacturer's recommendations, to provide fuel stability and corrosion protection.

NOTICE

Pay particular attention to the information provided in "Ethanol-Blended Fuel" in section 3 of this manual.

After Long Term Storage

At least annually, inspect your fuel system for leaks. You should check the fuel tank area below the floor for liquid fuel, or a strong odor of gasoline before each outing, but at least once a year you should open each access port to any of the fuel system components to inspect them for leakage. If any leakage or seeping of fuel around any fuel system fitting is found, or there is a strong odor of gasoline, DO NOT turn on or off any electrical appliances or attempt to start your boat; open all hatches to allow the compartment to ventilate, and call a qualified service/repair person for inspection and repair of the leak before using your boat.

Fresh Water System

If the water system will not be used for an extended amount of time it is recommended that it be drained.

- Energize the freshwater pump switch on the instrument panel.
- Open all faucets and wash-down connections. Activate any sprayers connected to the system.
- Run the system until the fresh water tank is completely empty.
- De-energize the freshwater pump switch on the instrument panel.
- Add a non-toxic antifreeze to the water tank per manufacturer's recommendations.
- Energize the freshwater pump switch on the instrument panel.
- Run the system until antifreeze is seen running out of all faucets, wash-down connections and sprayers.
- Close all faucets, wash-down connections and sprayers.
- De-energize the freshwater pump switch on the instrument panel.

If a water heater is a part of the system, isolate the tank by disconnecting the in and out hoses and connecting them together. Make sure that the tank contains a sufficient amount of non-toxic antifreeze to avoid freezing and causing damage.

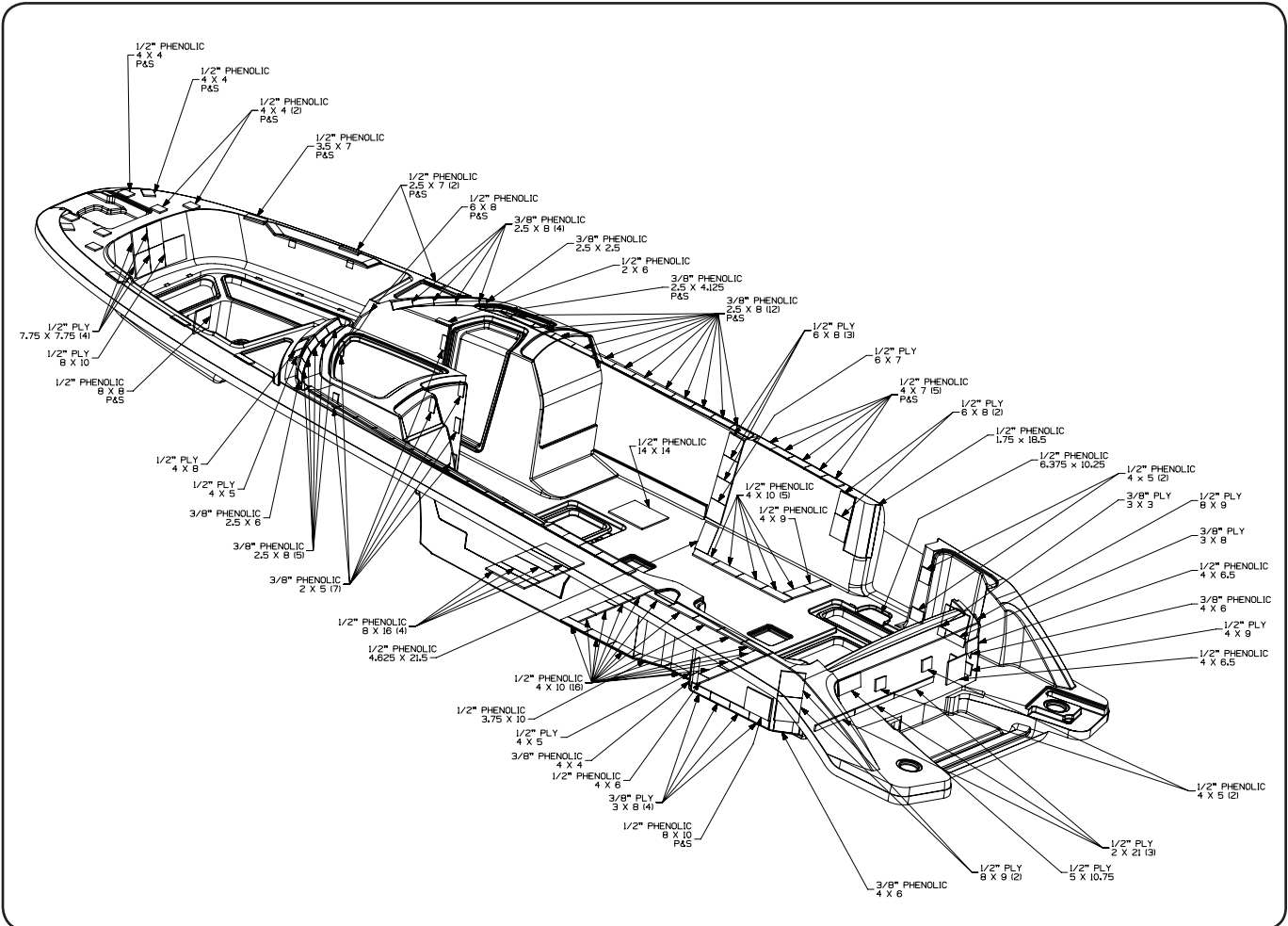
After Long Term Storage

Before you fill the freshwater system it is vital that it be properly disinfected.

The following procedure is recommended to disinfect the freshwater system:

- Flush the entire system thoroughly by allowing potable water to flow through it.
- Drain the system completely.

Reinforcement Location Diagram



Reinforcement Locations

Your boat has been manufactured with reinforcement in various locations throughout the deck.

In the event you wish to add equipment to your boat which requires you to penetrate the deck with fasteners, the diagram above illustrates the size, location and type of the reinforcement available. The

CAUTION

DO NOT attempt to secure equipment in any location other than those that are illustrated.

chart below provides a description of the material and recommended fasteners to secure your equipment.

Reinforcement	Construction	Equipment weight	Fastener Type*
Plywood	Standard boatbuilding material	Light	Self-tapping screws
Trevira	Thick spunbound polyester fabric	Light	Sheet Metal screws
Sparalloy	High density plastic	Medium	Self-tapping screws
Phenolic**	Reinforced composite board	Heavy	Drill & Tap

* In all cases it is recommended to drill and countersink a pilot hole to prevent damage to the gelcoat surface.
 **Also known as Whaleboard

Section 5 • Care & Maintenance

Fill out the log below after scheduled service or maintenance is performed.

MAINTENANCE LOG			
DATE	ENGINE HOURS	SERVICED BY	MAINTENANCE PERFORMED

NOTES

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